

LOK SABHA DEBATES

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[10th May to 22nd May, 1957]



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LOK SABHA SECRETARIAT
New Delhi.

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N. B. The Sign † above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA DEBATES

1313

LOK SABHA

Wednesday, 22nd May, 1957

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair.]

MEMBERS SWORN

Mr. Speaker: Such of those hon. Members as have not taken the oath or made the affirmation may now do so.

Shri B. C. Ghose (Barrackpore).

ORAL ANSWERS TO QUESTIONS

भारत अफगानिस्तान करार

*२३०. श्री अोनालयण दाता: क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत से होकर अफगानी माल के गुजरने के सम्बन्ध में वर्तमान प्रक्रिया को सूचारने के लिये अफगानिस्तान सरकार से कोई प्रस्ताव प्राप्त हुआ है; और

(ल) यदि हाँ, तो इस विवर में स्थिति क्या है?

विदेशिक कार्य उपर्युक्ती (श्रीमती लक्ष्मी बनवारी): (क) जी हाँ।

(ल) मामले पर केन्द्रीय राजस्व बोर्ड विचार कर रहा है।

Mr. Speaker: The answer may be read in English also.

Shrimati Lakshmi Menon: (a) Yes.

(b) The matter is receiving attention in the Central Board of Revenue.

1314

Shri Shree Narayan Das: May I know what are the difficulties experienced in the present procedure with regard to Afghan goods being carried through India?

Shrimati Lakshmi Menon: There was a provisional procedure which was followed till 1955, and then Afghanistan wanted certain changes to be made and these changes were a little cumbersome. And the Government of India suggested alternate procedures, simpler and more speedily available and these are under consideration now. At the moment, there are representatives of the two Governments considering the changed procedure.

Shri Kasliwal: It appears that some of the difficulties with regard to Afghan goods were due to the intransigent attitude of Pakistan with regard to trade between India and Afghanistan. May I know whether Pakistan Government have relented in their attitude?

Shrimati Lakshmi Menon: It is quite true that a good deal of the difficulties has been due to the attitude of Pakistan and that is not the question at all as far as we are concerned.

Shri Keshava: Is there any decrease in the import of goods from Afghanistan to India?

Shrimati Lakshmi Menon: This question deals with transport procedures.

Shri Shree Narayan Das: May I know whether there are any difficulties in taking planes loaded with Afghan goods through the sky over the territory of Pakistan?

Shrimati Lakshmi Menon: That also does not arise from this question.

Transportation of Raw Jute

*232. **Shri L. N. Mishra:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have examined any proposal to set up some kind of State Advisory Committees for dealing with the transport difficulties of raw jute during the busy season;

(b) if so, the result thereof; and

(c) whether it is a fact that the Jute Enquiry Commission had suggested setting up of such Committees to meet the transportation problem of jute in rural areas?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) Government have not considered it necessary to set up such Committees.

(c) Yes, Sir.

Shri L. N. Mishra: May I know whether the attention of Government has been drawn to the fact that there is no fair relation between the prices offered to the growers in primary markets of Bihar and the prices prevailing in the markets of Calcutta; and, if so, what steps do Government propose to take to ensure fair prices to the growers?

Mr. Speaker: This refers only to transport difficulties.

Shri Kanungo: The matter has been thoroughly discussed in the report of the Jute Commission and my friend is also aware of it. As far as transport is concerned, there is no necessity for a sub-committee because the standing committee of the Central Board of Transport meets every month and the farming interests are represented there properly.

Shri L. N. Mishra: May I know whether the attention of the Government has been drawn to the fact that the growers of jute in Bihar, especially jute growers' association, have been complaining for years together that

the growers in North Bihar did not get adequate wagons for transporting their crop to Calcutta? Does the Government propose to make any special efforts for the transport of jute from Bihar to Calcutta?

Shri Kanungo: The latest information from the Railway Ministry has been that loadings have recently been in excess of quotas.

श्री विभूति मिश्र : मैं जानता चाहता हूँ कि क्या सरकार ऐसा इंतजाम करना आहरी है कि उत्तर बिहार में जो किसान अपना जूट बेचने के लिए बाजार में आते हैं और जिन को अपना सामान लाने के लिए कनवेयन्स की बड़ी दिक्कत होती है, उन का जूट वह खुद खरीद कर उन को सहायता करे?

श्री काशीनगर : इस बारे में विचार हुआ और जूट कमिशन की रिपोर्ट पर गवर्नरेंट का रिजोल्यूशन भी पास हुआ था। रेजोल्यूशन मद्दत की मेज पर रखा जा चुका है।

Pakistan Foreign Minister's Statement

*233. **Shri D. C. Sharma:** Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 146 on the 19th November, 1956 and state:

(a) whether any reply has been received to the letter sent to the Prime Minister of Pakistan protesting against the allegations made against India by the Pakistan Foreign Minister in a statement on the 4th of October, 1956; and

(b) if so, the nature thereof?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) No reply has been received so far.

(b) Does not arise.

Shri D. C. Sharma: May I know if there has been any breach of diplomatic etiquette or international etiquette on the part of Pakistan Prime Minister or Foreign Minister in not sending a reply?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): So far as diplomatic etiquette is concerned, I should think that the original statement by the Foreign Minister of Pakistan was not in conformity with any etiquette, diplomatic or other. The other matter, that is, not receiving a reply, I suppose, also might be considered unusual. I suppose it was difficult to reply and so they did not perhaps reply to it.

Shri D. C. Sharma: May I know if any reminder was sent to the Pakistan Prime Minister during this period when the first letter was sent and the reply was not received?

Shri Jawaharlal Nehru: In this particular matter, instead of sending a formal note, I sent a message myself to the Prime Minister of Pakistan on this subject and to that there has been no reply. I am not sending any reminders because I do not think it necessary to send reminders on this question. Since then, there had been other speeches which also might be considered rather unusual for the Ministers of that Government to make in regard to another Government.

Safety Measures in Coal Mines

*234. **Shri T. B. Vittal Rao:** Will the Minister of Labour and Employment be pleased to state:

(a) whether a decision has since been taken regarding the appointment of a 'High Power Commission' to enquire into the safety measures in the coal mines;

(b) if so, when it is likely to be appointed; and

(c) if not, the reason thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). The matter is receiving consideration.

The Minister of Labour and Employment and Planning (Shri Nanda): Since the time this answer was drafted, we have given further consideration to the matter and we have come to

decision that we should move in this matter soon.

Shri T. B. Vittal Rao: What will be the composition of the Commission as and when it is appointed? Will any representatives from the Central Trade Unions be taken in?

Shri Abid Ali: One representative of the workers will be taken on the Commission.

Shri P. C. Bose: May I know if the Government has ratified the conventions and recommendations of the I.L.O. in regard to the prevention of accidents in mines?

Shri Abid Ali: The I.L.O. conventions were taken into consideration while drafting the regulations.

Shri Keshava: May I know if the Government contemplates the appointment of similar High Power Commissions for manganese and mica also?

Shri Abid Ali: Not at present.

World Youth Festival

*236. **Shri Radha Raman:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that India will be represented at World Youth Festival at Moscow by our youths; and

(b) if so, the procedure proposed to be adopted to select representatives of various Indian youth organisations?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):
(a) Yes.

(b) Eleven recognised youth and students organisations, which have an all-India character, have been requested to select their representatives.

Shri Radha Raman: May I know whether the Government has restricted the number of youths going to this festival representing India and, if so, what is that number?

Shrimati Lakshmi Menon: Yes, Sir; the number is 80.

Shri Radha Raman: May I also know whether any National Preparatory Committee has been formed in India representing these eleven organisations and, if so, is it fully represented, and has the Government any hand in directing it?

Shrimati Lakshmi Menon: The Government has no hand in these things. In fact, there are two Preparatory Committees; one National Preparatory Committee, and recently another one was formed called the Indian National Preparatory Committee.

Shri Shree Narayan Das: May I know whether any controversy has arisen between these two committees and, if so, what is the nature of that controversy?

Shrimati Lakshmi Menon: It looks as though there must be some controversy, otherwise there would not have been two organisations with the same name.

Shri Ansar Harvani: In view of the fact that in the past certain youth organisations sent representatives to such festivals and they were financially stranded with the result that the foreign countries had to give them financial help, is the Government satisfied that these Preparatory Committees have ample funds to send these young men to this festival?

Shrimati Lakshmi Menon: The Government has no financial responsibility as far as these delegations are concerned. In the current Moscow Festival the World Preparatory Committee is offering about seventy free passages, and these organisations are collecting funds in India to meet their air passage from India to Moscow.

Shri Subbiah Ambalam: May I know the name of the organisation in the Madras State, if any?

Shrimati Lakshmi Menon: I do not know whether these organisations are in Madras or elsewhere. I can read out the list, Sir, if you so desire; it is a long list. There are 16 in the case of one and 11 in the case of the other.

Shri C. D. Pande: Some two years back a similar rendezvous took place in Moscow and the Government did not look at such meetings with favour. May I know whether the Government's opinion has changed since then?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The Government are not opposed, Sir, to delegates or representatives of India going to international gatherings. It depends on the nature of the international gathering, the scale of it and all that. One general rule that we made was that people should not go from India at the expense of some outside authority. They may be treated as guests in the country to which they are invited, but they or their organisation here should pay for their travel expenses. Of course, we may in some cases, sometimes when there are conferences in which Government are interested, sponsor delegates; that is a different matter, in such cases Government send people, but in other cases the question only is of our giving the normal facilities for people going or not going. That is generally a case to be looked at from the point of view of the individual who goes.

Secondly, we do not normally like very large numbers of people to go. They create problems apart from, sometimes, foreign exchange and other problems too. That is why in this case—of course, we did not wish to come in the way—an ad hoc number of 80 was fixed. The original number asked for, I believe, ran into many hundreds.

Shri Panigrahi: May I know whether the Soviet Youth Organisation while extending the invitation to the Government of India fixed any quota and if so, how the quota has been distributed among the different youth organisations? May I also know....

Mr. Speaker: At one time there must be only one question.

Shri Jawaharlal Nehru: Well, Sir, first of all the organisations that are considered to be functioning were

selected. The matter was considered by the Education Ministry and the Ministry of Home Affairs. At a departmental meeting, in consultation with the Ministry of External Affairs, the Education Ministry and the Ministry of Home Affairs, they decided about these quotas. The figures are here. Should they all be read out?

Mr. Speaker: They need not be read.

Scientific Instruments

***237. Shri Bahadur Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the steps taken by Government to promote the manufacture of scientific instruments;

(b) whether Government have made any assessment about the requirements of the country of the scientific instruments; and

(c) whether Government contemplate to appoint any Committee for the classification of instruments for the benefit of the consumers, manufacturers and the traders?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A Statement is laid on the Table of the House. [See Appendix II, annexure No. 15.]

Shri Bahadur Singh: May I know if any request has been made by the All-India Instruments Manufacturers' and Dealers' Association for monetary help from the Government to give aid to them?

Shri Manubhai Shah: Yes, Sir. A deputation came and recently met me and we have assured them of all assistance.

Pandit D. N. Tiwari: In the statement, one of the items given is the "appointment of Extension Service Centres for the small-scale sector". May I know whether any extension centres have been opened and, if so, where, and whether foreign experts have been called for this work?

Shri Manubhai Shah: They are really multi-purpose centres and there

are about 12 such centres in all parts of India. About half a dozen foreign experts are attached to them.

Shri Keshava: May I know whether in addition to the component parts of telephone instruments, the Telephone Factory at Bangalore is also manufacturing some scientific precision instruments?

Shri Manubhai Shah: This question of course is not relevant to the main question tabled on the Order Paper. But I might say that we are also trying to develop, as ancillary to the mechanical engineering factories in the public sector, certain manufactures of precision instruments.

Shri S. M. Banerjee: May I know whether the ordnance factory at Dehra Dun will also be utilised for the purpose of manufacturing all such instruments?

Shri Manubhai Shah: For the present there is no such idea.

Publicity Literature

***238. Shri H. C. Mathur:** Will the Prime Minister be pleased to state:

(a) the informative literature which has been brought out by the External Affairs Ministry and various Indian Embassies abroad during the last one year; and

(b) the Ministry's scheme for the distribution of such literature?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) A list of the publications brought out during the last one year by the Ministry and by the Indian Missions abroad is placed on the Table of the House. [See Appendix II, annexure No 16.]

In addition to these publications, a number of Missions publish periodical publications in the language of the country. On the Republic Day special publications are issued.

(b) The publications issued by the Ministry are distributed through the

Missions abroad; those issued by the Missions are distributed by them locally and in the neighbouring countries.

Copies of all publications, issued by the Ministry and by the Indian Missions abroad, are also supplied, regularly, to the Parliament Library, the Libraries attached to the State Legislature and the Information Centres in India.

Shri H. C. Mathur: May I know whether the Government's attention has been drawn to Mr. Aneurin Bevan's (Labour leader's) complaint in so many words that India's case on Kashmir was never explained to the British public?

Shrimati Lakshmi Menon: Government have noted that.

Shri Hem Barua: May I know what are the subjects in which information is sought to be given by our Indian Embassies abroad?

Mr. Speaker: Do you want all those subjects to be mentioned on the floor of this House?

Shri H. C. Mathur: "Government have noted that," but how do the Government account for such situations?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It is a very difficult matter to deal with in answer to a supplementary question. Maybe, it is due to errors of the Government or our Missions abroad to some extent, but they are also due to various other causes. We are always trying to improve the publicity apparatus. If the hon. Member has any particular idea on the subject, we shall welcome it.

Shri H. C. Mathur: The complaint was specific. The complaint was that the case had never been explained to the British public, and from the list which has been now supplied to me. I find that there is nothing in it to show that anything has been done in this direction. This confirms the observations made by the particular gentleman.

Mr. Speaker: That is not the subject-matter of the question. What all was done through one of those or any of those magazines, etc., is not the subject-matter of this question.

Shrimati Lakshmi Menon: If the hon. Member reads the list, he will find that items 9, 10, 11 and 12, specifically deal with the Kashmir question.

Shri H. C. Mathur: 8 also.

Shrimati Lakshmi Menon: Yes; item 8 also deals with the Kashmir problem.

Pilgrimage Centres in Pakistan

*239. **Pandit M. B. Bhargava:** Will the Prime Minister be pleased to state:

(a) the number of places of worship and pilgrimage belonging to Hindus, Sikhs and other communities other than Muslims situated in the Western and Eastern Pakistan;

(b) whether these places are being preserved, protected and maintained by the Government of Pakistan or by any other authority; and

(c) whether visitors from India are allowed free access to those places?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Government of India have no definite information, particularly about East Pakistan. According to reports received from various religious organisations, State Governments, etc., there are about 900 Hindu, Sikh and Jain shrines in West Pakistan.

(b) It is not possible to say how many of these places of worship are protected and maintained by the Government of Pakistan. According to the Government of Pakistan, some of the important shrines of Hindus and Sikhs in West Pakistan are being kept in proper repair and their sanctity preserved. The Indian High Commissioner has drawn the Pakistan Government's attention to 78 places of worship in Karachi which are under

occupation or being used for non-religious purposes. In East Pakistan, it is learned that steps have recently been taken to repair a number of Hindu temples and restore regular worship in them.

(c) The Indo-Pakistan Agreement of 1953 provides for according facilities to pilgrim parties from one country wishing to pay visits to their shrines in the other country. Generally these facilities continue to be granted by the Pakistani authorities to Indian pilgrim parties.

Pandit M. B. Bhargava: May I know whether there was any reciprocal agreement arrived at at the time of partition and if so, whether that agreement still exists?

Shrimati Lakshmi Menon: Reciprocal agreements have been arrived at in September, 1947 between the representatives of the Governments of India and Pakistan. These agreements have been strengthened and sometimes modified according to the needs of the two countries.

Shri Radha Raman: May I know whether recently a batch of Sikh pilgrims who wanted to go to Pakistan was refused permission to visit certain places of pilgrimage and if so why?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The questions asked in this House on the subject have been answered at length.

Pandit D. N. Tiwari: May I know whether the attention of the Government has been drawn to the news item in today's Times of India where it is said that some Sikh pilgrims were prevented from visiting the shrines in Pakistan?

Mr. Speaker: That is the exact question which has been answered.

Shri Jawaharlal Nehru: If it refers to the same incident, I have given the answer; if it is a new one, I do not know about it.

Shri Bhattacharyya: Will the hon. Minister collect information about the shrines in East Pakistan as they have done in the case of West Pakistan?

Shrimati Lakshmi Menon: We have requested certain voluntary organisations to collect the information about West Pakistan.....

Mr. Speaker: The hon. Member wants to know if any similar steps will be taken to collect information regarding the temples in East Pakistan?

Shrimati Lakshmi Menon: The problem is not the same in the case of East Pakistan.

श्री बाजारेंद्रोः वरा यह मत्त्व है कि पठिरम्ब पात्रितान के कुछ मंदिरों तथा प्राचीनों में कमाई खाने स्थोन दिए गए हैं ?

Shrimati Lakshmi Menon: In my answer I have already said that certain places of worship are used for non-religious purposes.

Export Risks Insurance Corporation

*240. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) when the Export Risks Insurance Corporation is going to be established;

(b) who will be the members of the Corporation Board; and

(c) whether there will be any non-official representation in the Board; and

(d) whether any change has been made as regards 'risks' recommended to be covered by the Export Credit Guarantee Committee?

The Minister of Commerce (Shri Kanungo): (a) The Export Risks Insurance Corporation is expected to be established in the third quarter of this year;

(b) and (c). The composition of the Board of Directors is under consideration.

(d) The Corporation will cover the risks recommended by the Export Credit Guarantee Committee, subject to the modifications contained in the Government of India Resolution No. EP/56(ii), dated the 25th March, 1957, a copy of which is laid on the Table of the House. [See Appendix II, annexure No. 17.]

Shri S. C. Samanta: May I know whether Government intend to turn this body into a statutory corporation?

Shri Kanungo: Not at present, as has been stated in the Resolution.

Shri S. C. Samanta: May I know whether any branches will be opened in any other ports, besides Bombay?

Shri Kanungo: As business increases branches will come up.

Shri Keshava: What is the capital invested in this Corporation? Will anybody else other than Government be allowed to subscribe?

Shri Kanungo: The entire capital is subscribed by Government. To start with it will be about a crore.

Shri Kasliwal: What will be the estimate of the value of goods which are likely to be insured annually by this Corporation?

Shri Kanungo: We have got to see one year's working before we can say that. But the Committee says there is scope and demand for such insurance.

Shri S. C. Samanta: May I know how the Corporation will cope with the collusion that will exist between exporters and importers, fraudulent practices and losses due to the fault either of exporters or of buyers?

Shri Kanungo: As far as collusion is concerned, it will be completely excluded, according to the recommendations of the Committee. The Corporation will of course find out ways and means to detect such collusions.

Shri Mohiuddin: May I know whether any arrangement has been made

for reinsurance of the risks undertaken by this Corporation?

Shri Kanungo: We are in first stage of insurance; we shall think of reinsurance when business increases.

Paper Mills in Orissa

*241. **Shri P. K. Deo:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of licences granted for the construction of paper mills in Orissa and the persons to whom these have been granted; and

(b) the progress made so far?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). A statement is laid on the Table of the House. (See Appendix II, annexure No. 18.)

Radio-active Minerals

*242. **Shri Bharucha:**
Shri S. C. Samanta:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Indian Atomic Energy Department has located deposits of Thorium or other radio-active minerals in North-Eastern parts of India;

(b) if so, what is the analysis of the ore and what is the concentration of radio-active minerals in the find;

(c) whether Government have made a detailed survey of the area;

(d) what is the nature and quality of the minerals capable of extraction on commercial basis; and

(e) whether Government have any plans for the mining and processing of the ore found in the area?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes.

(b) It is not considered desirable in public interest to give out the analysis of the ore and the concentration of radio-active minerals in the find.

(c) and (d). Detailed survey and prospecting work of the area is in progress with a view to assessing the nature, quality and extent of the minerals available from the deposit.

(e) The plans for the mining and processing of the ores will depend upon the final results of the investigations mentioned at (c) and (d) above.

Shri Bharucha: May I know if any part of the prospecting of these radioactive minerals is in private hands?

Shri Jawaharlal Nehru: That is entirely done by the Raw Materials Division of the Department of Atomic Energy.

Shri S. C. Samanta: May I know what are the works done at Bhilwara in Rajasthan at present for this purpose?

Shri Jawaharlal Nehru: I do not quite understand. The Raw Materials Division of the Atomic Energy Department carries on these explorations and investigations in various parts of India. The area mentioned by the hon. Member is one of those areas.

Mr. Speaker: What particular activity is going on there?

Shri Jawaharlal Nehru: The activity normally is with the help of geiger counters and geiger scintillation metres fitted to jeeps or placed in aeroplanes. All the recent discoveries have been made through this apparatus, sometimes in aeroplanes and sometimes in jeeps.

I may add, for the information of the House, that this electronic equipment has itself been made entirely in the production unit of the Atomic Energy Department.

Shri H. C. Mathur: May I know whether any new finds were reported from the Bhilwara area during the last few months?

Shri Jawaharlal Nehru: As far as I know, the main finds thus far reported have been from the eastern Bihar area.

भारत-तिब्बत व्यापार

* २४३. श्री भक्त दर्शन : क्या बारिशमें तथा उच्चोग मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५६-५७ में भारत-तिब्बत व्यापार की क्या स्थिति रही; और

(ख) इस वर्ष उसे और प्रधिक प्रोत्साहन देने के लिये कौन से विशेष कदम उठाये जा रहे हैं ?

बारिशमें मंत्री (श्री कानूनगो) : (क) सदन की सेज पर एक विवरण पत्र प्रस्तुत किया जाता है जिसमें तिब्बत के साथ हुआ हमसरा व्यापार दिलाया गया है। [देखिये परिचय २, अनुबंध संख्या १६]

(ख) यद्यपि भारतीय व्यापार एजेंट तथा उसके मालहत कर्मचारी भारतीय व्यापारियों की महायता करते रहते हैं, तद्यपि भुगतान सम्बन्धी प्रश्न तथा अन्य कठिनाइयां हल करने का मामला अन्ततः सरकारी स्तर पर उठाया गया है।

श्री भक्त दर्शन : क्या गवर्नरमेंट के ध्यान में यह बात आई है कि प्रतिवर्ष हमारे व्यापारियों को तिब्बत में जीनी और तिब्बती मुद्रा के एक्सचेंज के बारे में बहुत सी कठिनाइयां उठानी पड़ती हैं और इस बारे में सरकार प्रतिवर्ष आवासन दे रही है तो क्या कोई निश्चित तिथि बताई जा सकती है जब उसके बारे में कोई व्यवस्था की जायगी ?

श्री कानूनगो : मैंने प्रश्न के उत्तर में बतलाया तो है कि यह सब मामले अन्ततः सरकारी स्तर पर उठाये गये हैं।

श्री भक्त दर्शन : क्या गवर्नरमेंट के ध्यान में यह बात आई है कि सारे पश्चिमी तिब्बत

प्रदेश में गार्डोंके में हमारा एक ही वाणिज्य दूत है जब कि वह इलाका कहीं सी भील सम्बा चौड़ा फैला हुआ है और कहीं जगह व्यापारियों को कठिनाइयां होती हैं तो क्या वहां पर कोई डिस्ट्री ट्रेड एंट्रेट या उस तरह का कोई अधिकारी नियुक्त करने के प्रश्न पर विचार किया जा रहा है ।

श्री कालूनगो : विचार तो है लेकिन वहां पर व्यापार इतना कम है कि और ज्यादा आदमी मुकर्रर करने की जरूरत नहीं महसूस होती है ।

Shri Bhattacharyya: Sir, may I request you to ask the Government to give the replies in English also?

Shri C. D. Pande: For the proper understanding of Hindi-speaking people also!

Mr. Speaker: Very-well. Shri Bhakt Darshan.

श्री भक्त दर्शन : क्या गवर्नेंमेंट के व्यापार में यह बात आई है कि भारत और तिब्बत के बीच में जो व्यापार है वह प्रायः प्रतिवर्ष चट्टा जा रहा है और इसलिए क्या गवर्नेंमेंट यह विचार रखती है कि गवर्नेंमेंट लेविन पर कोई ऐसीमेंट किया जाय ताकि वहां में निविच्छित परिमाण में उन भादि चीजें भा लके और इस देश के व्यापार को धक्का न लग सके ?

श्री कालूनगो : हां यह मामला सरकारी स्तर पर उठाया गया है और इस पर विचार हो रहा है ।

Shri Subbiah Ambalam: May I know the nature of the articles imported from Tibet into India?

Shri Kanungo: A long list has already been laid on the Table.

Pakistan Occupation of River Feni

***244. Pandit D. N. Tiwary**: Will the Prime Minister be pleased to state:

(a) whether it is a fact that Pakistan has occupied the entire breadth

of river "Feni" and "char" land and "Island" in the river bed and has named it as Pakistan 'Island';

(b) whether Pakistan Government has also evicted Indians from Belonia which is an Indian trade centre;

(c) whether Pakistan has taken away many Indian boats carrying merchandise articles; and

(d) if so, the value of articles seized and taken away?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) and (b). No Sir.

(c) There have been some incidents on the Feni river in Sabroom Sub-division and on the Muhuri river in Belonia Sub-division of obstruction by Pakistani police to Indian nationals moving in boats and the seizure of boats. Protests have been lodged in some cases with the Government of Pakistan and in other cases with the East Pakistan Government.

(d) Value of goods seized by Pakistani police from the boats is about Rs. 5,400.

Pandit D. N. Tiwari: May I know what is the reply of the Pakistan Government to the protests of the Government of India?

Mr. Speaker: Has any reply been received at all?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): On the general question or on this particular matter, Sir?

Mr. Speaker: On this particular one.

Shri Jawaharlal Nehru: Usually these protests need rather prolonged correspondence.

Pandit D. N. Tiwary: May I know whether Government is aware that the passage of Indian boats was obstructed and is still being obstructed there?

Shrimati Lakshmi Menon: Yes, Sir.

Pandit D. N. Tiwary: May I know what steps Government has taken to facilitate the passage of boats and to restore trade there?

Shrimati Lakshmi Menon: We have already said that protests have been lodged and correspondence is proceeding.

Dock and Coal Workers in Madras Port

*245. **Shri Tangamani:** Will the Minister of Labour and Employment be pleased to state:

(a) whether the Dock-workers, under the Madras Dock Labour Board in Madras Port are being given weekly-off with pay; and

(b) whether the un-registered coal workers of Madras Port have been requesting the Government of India to see that the payment of agreed wages is ensured?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) A representation was made to the General Manager, Southern Railway for ensuring payment of agreed wages before accepting tender for 1957-58 and a suitable clause was put into the agreement between the Railway administration and the contractors.

Shri Tangamani: In today's newspapers there is a report that a tripartite committee presided over by Mr. Jeejeeboy is working on a scheme in Calcutta and such a committee may be appointed for Madras. If there is such a proposal, could the hon. Minister tell us when the committee is going to be appointed for Madras?

Shri Abid Ali: After the receipt of the report concerning Calcutta, we will consider the Madras question.

Shri Narayananarkutty Menon: May I know whether the Government propose to establish Committees for the other major ports in India?

Shri Abid Ali: For Bombay, this scheme is already in force. For Calcutta, a Committee has been appointed. I have said that with regard to Madras, we will consider the question after receipt of the Calcutta report.

.**Shri Narayananarkutty Menon:** There are two other major ports. May I know whether the Government have considered the question of appointing a committee for the two other ports also?

Shri Abid Ali: Not at present.

Shri Tangamani: What is the clause that is being introduced in the case of contract labour engaged by the railway authorities in the Madras harbour?

Shri Abid Ali: The same as was demanded by the Union that the agreement between the workers and the contractors should be implemented.

Film Institute

*246. **Shri Keshava:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether a working party under the Chairmanship of Shri B. N. Sircar was appointed by Government to go into the question of starting a film institute;

(b) if so, whether they paid a visit to the Chamarajendra Occupational Institute at Bangalore; and

(c) whether they have submitted a report?

The Minister of Information and Broadcasting (Dr. Keskar): (a) to (c). Yes, Sir.

Shri Keshava: Is it not a fact that adequate material and personnel to start an institution of this type is available in this Occupational Institute in Bangalore?

Dr. Keskar: I have not understood the trend of the question. If the hon. Member implies that instead of trying

To start a Film Institute, the Government might adopt or adjust the Institute referred to in the question for that purpose, I might say that the Sircar Committee visited not only this Institute but some other institutes also for the purpose of finding out whether the institutes that were working are adequate or what other experience we can gain from them. That was not meant to make any recommendations for this Institute. That was only advisory.

Shri Palaniandi: What is the function of the Film Institute?

Dr. Keskar: The Film Institute is yet to come. There is a Bill pending before the Rajya Sabha, the National Film Board Bill. In that, a proposal for a Film Institute is included.

Shri Keshava: Who are the Members of this Committee? Will the Government please place a copy of the report on the Table of the House?

Dr. Keskar: This is not a type of Committee which was meant to make any recommendations to the Government about the possible Film Institute. A draft proposal for a Film Institute is already before Parliament; as I said, it has been introduced in the other House. As far as this report is concerned, it is a small technical report giving information regarding the Institutes that exist. That is all. There is no Committee existing. It has been dissolved already. It does not exist any more.

Indians in Singapore

*248. **Shri Bibhuti Mishra:** Will the Prime Minister be pleased to state whether proposed Constitution for Singapore provides any safeguards for Indians in that State?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): No separate safeguard has been provided for Indians in Singapore, but the constitutional arrangements recommend that it shall be Singapore Government's responsibility constantly to care for the interests of racial and religious minorities in Singapore.

ओ विभूति विष्णु : क्या मंत्री महोदय पह बतलान की कृपा करेंगे कि अल्पसंख्यक भारतीयों को जो कि वहां बसते हैं उनके कलाचरल, रेशियल और भव्य हितों की रक्षा के बास्ते संविधान में कोई भलग से सेफार्ड है ताकि वहां पर उन को पोलिटिकल बेटेज मिल सके।

प्रधान मंत्री तथा बंदेश्वर कार्य मंत्री (ओ जवाहरलाल नेहरू) : इसका जवाब दे दिया गया है कि उसमें कोई भलग दफा नहीं है लेकिन उसमें शुरू ही में लिखा है कि पूरी रक्षा करनी चाहिए।

Urban Agricultural Land for Displaced Persons

*250. **Shri Ajit Singh:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that urban agricultural land in the Punjab has not been allotted to Displaced Persons who left the same kind of land in West Pakistan;

(b) if so, whether it is a fact that there has been lot of unrest and agitation on this account;

(c) the policy being adopted in disposing of this land to the Displaced Persons; and

(d) whether it is a fact that industrial establishments having the value of less than Rs. 20,000 would not be auctioned and would be allotted to occupants against their verified claims?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (c). Urban agricultural lands are being treated in the same manner as other urban properties. Claims of displaced persons in respect of similar lands in West Pakistan have been verified and compensation for them has to be paid on the same basis as other urban properties. So far, urban agricultural lands were not allottable. There were some representations on this point. To

bring urban agricultural lands at par with other urban properties, it has now been decided to make urban agricultural land holdings of the value of Rs. 10,000 and less, allottable.

(b) Yes. Evacuee industrial establishments valued at Rs. 50,000 or less are allottable.

Shri A. S. Sarhadi: May I ask why this discrimination between industrial establishments and blocks of urban agricultural land? Where as the value kept for industrial establishments is Rs. 20,000 in the case of agricultural land it is Rs. 10,000.

Shri Mehr Chand Khanna: I said in the case of urban agricultural lands we are treating them on a par with the urban evacuee property. For that the limit of allottability is Rs. 10,000 and less.

Shri A. S. Sarhadi: May I know the areas of the blocks that are being prepared for the purpose of assessing their value?

Shri Mehr Chand Khanna: If the value of a building allotted is Rs. 10,000 or less, then it becomes allottable.

Shri A. S. Sarhadi: What is the area of that holding?

Shri Mehr Chand Khanna: The area will depend on the valuation which is done on a cash basis.

लाला अंचित राम: क्या मिनिस्टर साहब बतलायेंगे कि कितनी ऐसी जमीन है, जिसका एप्रिकल्चरल लैंड, जो भव तक एनाट नहीं हुई है?

श्री मेरचंड खन्ना: मैं ने भभी आप की स्थिरता में भर्ज किया कि भभी तक हम यह फैसला नहीं कर पाए थे कि आया हम इसे बेहाती तरीके पर ले या शहरी। भव हम ने फैसला कर लिया है और हमारा इरादा है कि इसे शहरी तरीके पर ले। इस बक्से १०,००० रुपये से नीचे की जो जमीन है उसे हम ने ऐसाटेक्स करार दिया है।

लाला अंचित राम: एरिया कितना है जो भन्देलाटेड है?

श्री मेरचंड खन्ना: एरिया के बारे में तो मैंने भभी भर्ज किया कि हर एक अलाहुदा होल्डिंग है, और जिस होल्डिंग की कीमत १०,००० हॉ मे नीचे है, वह बजट एनाट हो जायगी।

Evacuee Property

*252. **Shri Mool Chand:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether Government have received any representation from Evacuee's unsecured creditors and Muslim Evacuee Unsecured Creditors Association, Karnal, in connection with the realization of decretal amounts against evacuee's;

(b) whether Government's attention has been drawn to numerous complaints of these creditors in the Press;

(c) whether Government has collected figures of the total amount of the claims of these creditors in the shape of court decrees against evacuees;

(d) whether Government has taken any action on these representations;

(e) if so, nature of the action taken thereon; and

(f) if not, the reasons thereof?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Yes.

(b) Yes.

(c) No.

(d) Yes.

(e) Suitable replies to parties informing them that no payment could be made in respect of unsecured third party claims were sent.

(f) Does not arise.

Shri Mool Chand: May I know what action has been taken in connection with part (c) of the question?

Shri Mehr Chand Khanna: I said suitable replies to the parties have already been sent.

All India Sericultural Training Institute

*253. **Shri Thimmaiah:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 479 on the 27th November, 1956 and state:

(a) whether the location of the All India Sericultural Training Institute has since been finalised; and

(b) if so, where it is going to be located?

The Minister of Commerce (Shri Kanungo): (a) No, Sir.

(b) Does not arise.

Shri Thimmaiah: Is it not a fact that the Central Silk Board has recommended the location of this Sericultural Training Institute at Bangalore?

Shri Kanungo: Yes, it has recommended that an institute may be established at Bangalore.

Shri Thimmaiah: May I know when it is going to be established?

Shri Kanungo: It will be established after the plans and estimates are approved.

Shri Thimmaiah: Has not the plan been sent by the Central Silk Board up till now?

Shri Kanungo: No.

श्री भरत दर्शन : क्या इस सम्बन्ध में बंगलोर के सिवा और किसी अन्य स्थान के ऊपर भी विचार किया जा रहा है, जहां यह घंडा बहुत बड़े पैमाने पर होता है।

श्री कामलगंगो : सब जगहों पर विचार किया गया है और बंगलोर सब से सही जगह अन्य हुई है।

Rural Housing

*254. **Shri Supakar:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any amount has been allotted to Orissa for expenditure on rural housing during the Second Five Year Plan period; and

(b) if so, the amount spent so far in Orissa on rural housing programme?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) and (b). The sum of Rs. 10 crores available for rural housing in the Second Five Year Plan has not so far been allocated to States, as the rural housing programme has not yet been finalised. The programme is likely to be finalised soon. In the meantime, allocations of a token character have been made to States in the current financial year. A sum of Rs. 1.50 lakhs has been allocated to Orissa.

Shri Supakar: May I know if there is any proposal to give the same amount of loan for rural housing as for housing in urban areas?

Shri Anil K. Chanda: The allocations will be made according to the needs in particular States.

Shri Ranga: What is the total amount of money that is allocated for this rural housing for the whole of India?

Shri Anil K. Chanda: The amount is Rs. 10 crores.

Shri Ranga: Is it proposed to make special provision for constructing these houses for the Scheduled Castes and village artisans especially?

Shri Anil K. Chanda: Certain sums have been provided for in the Ministry of Home Affairs for housing for Scheduled Castes and Scheduled Tribes people.

Shri Thimmaiah: May I know whether the rural housing scheme is

to be executed by the community development authorities?

Shri Anil K. Chanda: It will be mainly done through the Ministry of Community Development.

Shri Dasappa: May I know why out of Rs. 120 crores allotted for housing in general only Rs. 10 crores is earmarked for rural areas?

Shri Anil K. Chanda: That is what is provided for in the Second Plan.

Shri Dasappa: That is exactly my question. May I know why it is only Rs. 10 crores out of Rs. 120 crores?

The Minister of Finance (Shri T. T. Krishnamachari): I would like to say, if I may, that this question is being re-examined now and very possibly the rural areas might get a substantial sum from out of this. Actually Rs. 120 crores is very oddly placed and spread over a very wide area. We are thinking of integrating the whole thing. The matter is now being discussed by the Ministry of Works, Housing and Supply with the other concerned Ministries. It is quite possible that in a few months' time we shall be able to put forward an integrated policy for housing.

Shri Thanu Pillai: May I know the basis of fixation of allotment for the various items?

Shri Anil K. Chanda: No basis has as yet been fixed, because the programme has not yet received the sanction of Government.

Shri Ranga: In view of the fact that only a small part of the country has been covered by these national extension service blocks, may I know why Government wish to spend this money mainly in those areas? Why should they not think of the rest of the country also?

Shri Anil K. Chanda: As I said, the programme has not yet been finalised. But there is a different atmosphere altogether generated in the community project centres and the national extension service blocks, and we

would have better results in those areas.

Shri T. B. Vittal Rao: Already, one year of the Second Plan period has elapsed. May I know what steps have been taken by Government to see that the targets are achieved in the Second Plan period, especially in view of the fact that we failed to achieve the targets, and we fell far short of the targets in the First Five Year Plan with regard to housing?

Shri Anil K. Chanda: The problem is immense and it bristles with all sorts of difficulties. Various authorities are concerned. Therefore, we have had to have a series of conferences between these different authorities.

Shrimati Manjula Debi: May I know how much has been allotted to the State of Assam?

Shri Anil K. Chanda: Nothing has as yet been finally allotted. But, temporarily, just as an advance for getting the machinery ready, Assam has been allotted Rs. 1.35 lakhs.

Shri Supakar: May I know whether those areas which are subject to frequent floods and outbreaks of fire will receive any special consideration in respect of allotment of money for rural housing?

Shri Anil K. Chanda: This is one of the proposals.

Educated Unemployed

***255. Shri Vasudevan Nair:** Will the Minister of Labour and Employment be pleased to state:

(a) the amount of aid given or allotted to different States during 1956-57 and 1957-58 so far in the form of grants, loans and subsidies etc. for schemes to provide employment to educated unemployed; and

(b) the basis on which the Central aid is given to different States?

The Deputy Minister of Labour (Shri Abid Ali): (a) During 1956-57,

Rs. 2.69 lakhs have been sanctioned for a Work and Orientation Centre and Rs. 2.93 lakhs for the training of persons for absorption in two Production Centres to be established in Kerala. In addition, Rs. 16.9 lakhs were sanctioned for establishing Production Centres in that State.

1957-58—Rs. 3.04 lakhs have been sanctioned for a Work and Orientation Centre at Delhi.

(b) Pilot projects are started in the States where the problem of unemployment is acute.

Shri Vasudevan Nair: May I know whether the Central Government have called for the schemes prepared by the State Governments?

The Minister of Labour and Employment and Planning (Shri Nanda): Yes.

Dr. K. B. Menon: May I know the names of the States where this problem is most acute, and also whether Government have any proposals to meet the urgent needs of these States?

Shri Abid Ali: I have already mentioned the State of Kerala and the Union Territory of Delhi.

Shri Palaniandi: Government used to have some technical centres for these unemployed people. May I know whether Government are having any plan to continue them, or whether they are thinking of abolishing them?

Shri Abid Ali: The technical centres continue.

Shri C. D. Pande: May I know whether in spite of all the efforts of the Government of India, during the last five years, the number of unemployed educated persons has gone up almost by a hundred per cent?

Shri Abid Ali: That is the hon. Member's opinion.

Shri Nanda: No such statistics have emerged from our studies.

Shri C. D. Pande: Has it not increased? That is what I want to know.

Shri Biren Roy: May I know if there is any project for the Calcutta urban area where unemployment has gone up by 40 per cent?

Shri Abid Ali: We have already addressed the West Bengal Government.

बन्द कारबानों को पुनः चालू करना

*२५६. श्री प० ला० बाबूलाल: क्या वारिक्षय तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) विभिन्न राज्यों में बन्द कारबानों को चालू करवाने या उन्हें भ्रपने हाथ में ले लेने के सम्बन्ध में सरकार की क्या नीति है;

(ख) सरकार को यह विदित है कि बीकानेर का कांच का कारबाना पिछले कई वर्षों से बन्द पड़ा है; और

(ग) यदि हां, तो सरकार का इसे पुनः बुलवाने या चालू कराने के लिये क्या कदम उठाने का विचार है?

उद्योग मंत्री (श्री मनुबर्इ शाह):
(क) ग्रौद्योगिक संस्थाओं का प्रबन्ध भ्रपने हाथ में लेने के सवाल पर भारत सरकार उन्हीं मामलों में विचार करती है जबकि वे कारबाने उद्योग (विकास तथा नियमन) अधिनियम के अन्तर्गत भारत हों और जांच पड़ताल के बाद सरकार यह महसूस करती है कि इन कारबानों का प्रबन्ध ठीक से नहीं हो रहा है तथा प्रबन्ध में परिवर्तन करने पर नाम होगा।

(ख) जी हां।

(ग) बीकानेर का कांच का कारबाना पिछले १० वर्ष से भी भविक समय से नहीं बल रहा है और इस प्रकार वह उद्योग

(विकास तथा नियमन) भवित्वित्यम के अन्तर्गत नहीं आता। इसलिए इस का प्रबन्ध अपने हाथ में लेने के प्रश्न पर विचार करने का भारत सरकार को अधिकार नहीं है। संयोग से वह कारबाना बहुत पुराना है और उसकी मशीनें भी अप्रबलित किसी की हैं। इसलिए इसे चलाना बिलकुल लाभकर न होगा।

श्री बाबूगांग : क्या सरकार को मालूम है कि बीकानेर में कांच का कारबल ना चलाने के लिए बहुत उत्तम प्रकार का पत्थर मिलता है?

श्री मनुभाई शाह : यह तो सही है कि वहां उत्तम प्रकार का पत्थर मिलता है। हिन्दुस्तान वे और हिस्सों में भी ऐसा पत्थर मिलता है। इन्हींलिए वहां कांच के कारबाने चल रहे हैं।

श्री बाबूगांग : कांच के कारबाने के अलावा क्या वहां पर और भी इंडस्ट्रीज खोलने का विचार है?

श्री मनुभाई शाह : यह बात तो इस प्रश्न से सम्बन्ध नहीं रखती। हमारे पास बहुत से विचार हैं और वहां पर बहुत सी इंडस्ट्रीज खुल रही हैं।

Shri Palaniandi: Some years ago a textile factory was closed down in Madras. May I know whether any step has been taken to reopen it?

Shri Manubhai Shah: There has been recently a little paucity. About 6 factories are about to close down and Government are trying to intervene in the matter. Wherever practicable, agreements are reached between the labour and employers and we hope that we will be in a position to prevent many of the closures. That is under very constant watch by our Ministry.

Shri Shankariah: May I know whether any applications have been received and whether any investigations

are going on with regard to a paper mills in Mysore State?

Shri Manubhai Shah: So far no investigations have been undertaken.

Shri Narayananankutty Menon: May I know whether Government is prepared to consider individual cases of closure on merits?

Shri Manubhai Shah: As I said, the policy is that wherever Government thinks that it is in national interests, they consider it. If by renovating machinery or taking over the administration and changing hands, it is going to be profitable to national economy, certainly, every case will be considered.

Shri V. P. Nayar: There were only 3 or 4 units manufacturing calcium-carbide and one of which was closed down in Kerala. May I know whether Government have taken any steps to open it?

Shri Manubhai Shah: Of course, this does not arise from this particular question. But the hon. Member knows what efforts Government are making in the case of calcium carbide factories. We are trying to see that more and more units come in and we hope that, perhaps, very soon they may start production.

Shrines in India and Pakistan

*257. Shri Jhulan Sinha: Will the Prime Minister be pleased to state the amount the Central Government spends annually over the maintenance and upkeep of the Muslim shrines in India.

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): No expenditure is incurred by the Central Government. The Governments of Punjab, Rajasthan and Pepsu (now merged with Punjab) are understood to have incurred an expenditure of Rs. 33,800/- on Muslim shrines in those States. The Government of West Bengal are reported to have sanctioned Rs. 26,865/- for repairs of mosques damaged during the disturbances of 1950.

Shri Jhulan Singh: Besides the shrines in Pakistan, may I enquire whether there is any Hindu or Sikh shrine in other Muslim countries and how they are treated there?

Shrimati Lakshmi Menon: There are some shrines in Afghanistan.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Is the hon. Member talking of Hindu and Sikh shrines in foreign countries?

Mr. Speaker: In countries other than Pakistan.

Shri Jawaharlal Nehru: There are some in Afghanistan.

Utilisation of Forest Waste

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*258. { **Shri V. P. Nayar:**
Shri Kodiyan:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have considered the possibility of starting an industry to recover useful products from forest wood in Kerala State; and

(b) if so, what are the prospects of the industry?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). At present there are 12 approved plywood units in Kerala State utilising the forest wood there and some of them are already expanding and diversifying their production. 15 match factories in the cottage sector are also at work in that State. There is room for many more such units and the proposals are considered as and when received.

Shri V. P. Nayar: I want to know whether the Government has investigated the possibilities of converting the wood waste in the forest and utilising it in the recovery of useful products for industry.

Shri Manubhai Shah: There are several experiments that are being undertaken in the Forest Research

Institute in Dehra Dun on this particular issue. They are trying to make some hard boards and plastics out of the waste wood. So far none of them have reached a stage where industrial exploitation could take place.

Shri V. P. Nayar: In the process of extraction of paper, a large part of the tree is left in the forest and from such waste it is possible to extract cellulose, wood pulp and peptic substances which are used in several industries. May I know whether Government has investigated the possibility of starting such industries in Kerala?

Shri Manubhai Shah: If the question really relates to wood pulp, there is a proposal for a 100 ton unit under consideration. The Nilampur forest in the Kerala State and the forests near-about are supposed to have got two type of trees suitable for this type of pulp.

Shri Heda: In the advanced countries, about ninety per cent of the forest wood is being used for different industrial purposes while, in India, they say that we use only 33 or 34 per cent. Is it a fact, and if so, what steps are being taken to exploit and use more percentage of wood?

Shri Manubhai Shah: When our country also reaches that stage of industrialisation, certainly our results will go that much height.

Shri Kodiyan: May I know whether the Government has any idea of the quantity of wood waste left in our forests?

Shri Manubhai Shah: No idea.

कार्सिटक सोडा तथा सम्बन्धित उद्योग

*258. { **बी. शर्मा:**
बी. माधुर:

क्या भारतिय तथा उद्योग मंत्री यह बता की कृपा करेंगे कि :

(क) क्या सांभर झील (राजस्थान) से कार्सिटक सोडा भीर उससे सम्बन्धित पदार्थ

को तैयार करने का एक उद्दोग भारत करने के लिये कोई योजना सरकार के विचाराधीन है; और

(ल) यदि हां, तो यह कब भारत में ही?

वालिक्ष्य तथा उद्दोग उपर्युक्त
(ओ सतीश चन्द्र): (क) जी, नहीं।

(ल) प्रश्न ही नहीं उठता।

Shri H. C. Mathur: May I know whether the Government has examined the scheme which was prepared as back as eight years ago and which was found to be very sound?

Shri Satish Chandra: No scheme has been received at all in the Ministry of Commerce and Industry. I am referring to the production of caustic soda.

U.N. Charter

*269. **Shri Kalika Singh:** Will the Prime Minister be pleased to state whether the Government of India are recommending any proposal for amending the U.N. charter?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): No, Sir.

Shri Kalika Singh: May I know whether, under the U.N. Charter 'regional arrangement' includes in its purview regional military pacts like the Baghdad Pact, NATO, SEATO, etc.? If not, will it not be worthwhile to propose suitable amendments to the relevant articles to make suitable amendments to the relevant articles to make suitable provisions so that they may not be bypassed?

The Prime Minister and the Minister of External Affairs (Shri Jawaharlal Nehru): The hon. Member has gone far out of this question. This is a matter of opinion. Some of us think that those pacts do not fit into the structure of the United Nations.

उत्तर प्रदेश में अल्पमूलीनियम का कारखाना

*261. ओ फलनारायण: क्या वालिक्ष्य तथा उद्दोग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार उत्तर प्रदेश के मिर्जापुर जिले में रिहांद बांध के निकट एक अल्पमूलीनियम का कारखाना खोलने का विचार कर रही है;

(ल) यदि हां, तो इस कारखाने पर अनुमति: कितना खर्च भायेंगे;

(ग) क्या सारा खर्च भारत सरकार उठायेंगी अथवा राज्य सरकार का भी इस में कुछ अंश होगा; और

(घ) इस कारखाने वे: कब तक खुलाने की सम्भावना है?

उद्दोग मंत्री (ओ फलनारायण): (क) जी, हां।

(घ) से (घ). इसका विस्तारपूर्वक उत्तर कुछ समय के बाद दिया जा सकेगा।

Mr. Speaker: The hon. Minister may read in English also.

Shri Manubhai Shah: (a) Yes, Sir. (b) to (d). It is too early to give a detailed answer.

SHORT NOTICE QUESTION AND ANSWER

Indians in Ceylon.

S.N.Q. No 4. { **Shri Narayanan-kutty Menon:**
Shri Palaniswami:

Will the Prime Minister be pleased to state:

(a) whether he had any discussions with the Prime Minister of Ceylon regarding the citizenship of Indians in Ceylon; and

(b) if so, whether any fresh assurance has been given to him regarding the settlement of citizenship question by the Prime Minister of Ceylon?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). In the course of talks with the Prime Minister of Ceylon, reference was made to this problem. No detailed consideration of it took place at that time and no fresh assurances were either asked for or given. It was, however, agreed that both in regard to this problem and others, further discussion should take place at a later stage and both the Prime Minister of Ceylon and I expressed our confidence that outstanding problems between India and Ceylon can and should be solved satisfactorily.

At the conclusion of my stay in Ceylon, a joint statement was issued. A copy of this joint statement is laid on the table of the House. [See Appendix II, annexure No. 20].

Shri Joachim Alva: Is it the opinion of the Government that a better climate exists now for the settlement of Indo-Ceylon differences after the visit of the hon. Prime Minister and the reception he received there?

Mr. Speaker: It is a matter of opinion.

Shri Jawaharlal Nehru: I have just read out a long reply and I do not think this question has any relevance.

Shri Palaniandi: Out of the three lakh applications for citizenship in Ceylon only about 17,000 applications have been disposed of. May I know whether the Government is taking any steps for the disposal of these applications as soon as possible? May I also know whether the Government of Madras have approached the Central Government for financial help to rehabilitate the workers whose services have been dispensed with at Ceylon?

Shri Jawaharlal Nehru: The hon. Member has referred to quite a number of matters which have no great relevance. I do not know, Sir, whether you wish me to deal with these questions.

Mr. Speaker: The question consists of two parts. One is that out of three lakh applications only 17,000 applications have been disposed of, and the hon. Member wants to know what steps the Government are taking to dispose of the rest. He also wants to know whether the Madras Government has approached the Central Government with regard to the question of rehabilitating the workers.

Shri Jawaharlal Nehru: I have ventured to point out that a distinction should be made between Indian nationals in Ceylon and people of Indian descent in Ceylon who are not Indian nationals. So far as Indian nationals are concerned, they normally have our passports, visas etc. What is happening is that the visas are not extended when they expire, some of them or even many of them, and many of these people have had to come back. This has nothing to do with the others. This is estate labour which is in a different category, people of Indian descent but whom we do not consider as Indian nationals. Of course, we are interested in them. I cannot straightforwardly say that the figures given by the hon. Member are correct, but the figures are something like that. They refer to the people of Indian descent there. That is chiefly estate labour. As for those people, although they have not been registered they cannot be sent out of Ceylon because, well, they are not Indian nationals and so they cannot be sent to India. Therefore, they are there. Their problem remains unsolved. That is what I referred to, that these matters we hope will be discussed again in the future.

Shri Tangamani: In view of the fact that many of these people of Indian descent had originally gone from Madras State and a number of them who are coming back are settling down in Madras, will the Government of Madras be also associated in those discussions?

Shri Jawaharlal Nehru: Associated with what?

Shri Tangamani: The hon. Prime Minister was pleased to say that there will be a further discussion with the Government of Ceylon. I want to know whether the Government of Madras will be associated in that discussion, or at least the Government of Madras will be consulted about the problems that have arisen as a result of this.

Shri Jawaharlal Nehru: I may inform the hon. Member that we are keeping in close touch with the Madras Government about this matter. Essentially, the question is one of people of Indian descent who have long been domiciled in Ceylon, and it is a question between them and the Ceylon Government. The Government of India comes into the picture partly because of historical causes. We have been dealing with this matter ever since the old days when India and Ceylon were both parts of the British Empire, and we were supposed to be British subjects. Therefore, the question took a different shape then. We wanted rights for them. The question has a history which is 50 years old or so. There were many conferences. It is also partly because we are interested in people not being sent here who are not Indian nationals; and finally because we, as well as, I hope, the Ceylon Government, are interested in solving a human problem involving large number of people.

WRITTEN ANSWERS TO QUESTIONS

Newsprint Factory in Andhra

*231. **Shrimati Tarkeshwari Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) what progress has been made with regard to the newsprint factory to be established in Andhra;

(b) the working capacity of the proposed plant; and

(c) the estimated cost of the plant?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Negotiations are in progress for securing suitable terms of collaboration.

(b) 30,000 tons per annum.

(c) Firm estimates of the cost of the project are not yet available. It is roughly estimated at about Rs. 5.5 crores at present.

Trade with Australia

*235. **Shri A. K. Gopalan:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the attention of Government has been drawn to the discriminatory import duties imposed on Indian pepper, cashews and ginger by the Australian Government; and

(b) if so, whether Government are contemplating to make any representation to the Australian Government to lift these discriminatory duties?

The Minister of Commerce (Shri Kanungo): (a) Government are aware that certain tariff preferences are granted by the Australian Government in favour of pepper, cashews and ginger imported into Australia from the overseas territories of the U.K. The overseas territories which export these commodities to Australia and enjoy the benefit of the preferential rates are British West Africa, the West Indies and Hong Kong in the case of ginger and British Borneo, Malaya and Singapore in the case of pepper. So far as the Government of India are aware, there are no significant exports of cashews to Australia from any of the British Overseas territories.

(b) The question is under examination.

Tractors and Bulldozers

*247. **Shri Gajendra Prasad Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of tractors and bulldozers imported during 1956-57;

(b) what is the approximate requirement of tractors and bulldozers during the Second Five Year Plan; and

(c) the number of tractors and bulldozers manufactured in India during 1956-57?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the House. [See Appendix II, Annexure No. 21].

Radio Receiving Station at Trivandrum

***249. Shri Kumaran:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether there was a proposal to establish a Radio Receiving Station at Trivandrum under the Colombo Plan; and

(b) if so, at what stage the proposal now stands?

The Minister of Information and Broadcasting (Dr. Kekar): (a) and (b). The Hon'ble Member is under some misapprehension. There is a Receiving Centre at each Radio Station for the purpose of receiving programmes for relay purposes. There is already a Receiving Centre working at Trivandrum. A proposal for improving the Receiving Centre is included in the Five Year Plan. The necessary technical equipment for that purpose is expected to come from Australia under the Colombo Plan aid. There is no plan for another Receiving Station.

Indian Green Tea

***251. Shrimati Ila Palboudhury:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 1785 on the 26th April, 1956 and state:

(a) the steps taken, if any, to im-

prove the quality of Indian green tea and its export to Afghanistan; and

(b) the extent to which these steps have proved effective?

The Minister of Commerce (Shri Kanango): (a) and (b). The rehabilitation of the tea industry in Kangra Valley which produces predominantly green tea is engaging the attention of Government.

As regards exports to Afghanistan, the matter is under negotiation with the Afghanistan Government.

समुद्र तटवा आकाश क्षेत्र का उत्तरांशन

*262. { श्री शीलाराधर बास :
स्थीर होने वाले :

क्या प्रश्नान अंतर्गत २१ दिसम्बर, १९५६, के तारांकित प्रश्न संख्या १४५६ के अनुपूरक प्रश्नों के उत्तर के सम्बन्ध में यह बताने की हाजार करेंगे कि :

(क) क्या पुर्तगाल सरकार ने भारत सरकार द्वारा भारतीय समुद्र तटवा आकाश क्षेत्र के पुर्तगाली जहाजों द्वारा विमानों द्वारा उत्तरांशन के विरुद्ध १६ नवम्बर, १९५६ को भेजे गये विरोध-पत्र का उत्तर भेज दिया है; और

(ल) यदि हाँ, तो वह उत्तर क्या है?

बैदेशिक वायर उपर्युक्ती (बीमी लक्ष्मी भनन) : (क) और (ल). जी हाँ, भारतीय प्रदेश के निविद क्षेत्र (प्राहिंदिंड एरिया) के ऊपर नभ क्षेत्र का बार-बार अतिक्रमण किए जाने के विनाफ जो विरोध-पत्र हमने भेजे थे उनका जवाब देते हुए पुर्तगाल की सरकार 'उन बात से इन्हाँ बिया है कि इस तरह का कोई अतिक्रमण हुआ। हम इस बात पर विचार कर रहे हैं कि आगे और क्या कार्रवाई की जाय।

भारत-स्थित पुर्तगाली बस्तियों में रविस्टर की गई प्राइट लोगों की देसी किशियां और मध्यस्थी मार जहाज, मध्यस्थी एकड़ और बमन तथा दूर से ज्यादातर और व्यापार करने के लिए गैरकानूनी तरीके से भारतीय जलके में चुस्ते पारे गए हैं। जब कभी संभव होता है, भारत की चुनी और पुस्तिल की मोटर-नौकाएं (लास्ट्रे) इन किशियों को एकड़ लेती हैं। इस तरह के दूर कानूनी प्रैश के लियाँ भारत सरकार में कोई विरोध-पत्र नहीं भेजा है।

Indo-Pakistan Border

Shrimati Tarkeshwari Sinha:
Shri D. C. Sharma:
Shri Radha Raman:
Shri Bibhuti Mishra:

*263. Will the Prime Minister be pleased to state the progress so far made in regard to the demarcation of borders between India and Pakistan?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): A statement giving the information is laid on the table of the House. [See Appendix II, annexure No. 22].

India's Protest to Pakistan

*264. Shri D. C. Sharma: Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 437 on the 27th November, 1956 and state:

(a) whether any reply has been received to the protest lodged with the Pakistan Government when the Indian High Commissioner's office at Karachi was mobbed on the "Protest Day" observed against the publication of the book "Religious Leaders"; and

(b) if so, the nature thereof?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) and (b). Yes, Sir. The Govern-

ment of Pakistan, while denying that there was any insult to the National Flag or interference with the High Commission's staff, stated that the police had taken prompt action to disperse students who tried to enter the High Commission's premises and also against a small group of 'misguided and irresponsible urchins' for insulting the Indian Prime Minister. They expressed their regret for any inconvenience caused to the members of the Indian High Commission during the demonstrations.

Newton-Chikli and Amlabad Collieries

*265. Shri T. B. Vittal Rao: Will the Minister of Labour and Employment be pleased to state:

(a) at what stage are the prosecutions launched against the Managers of Newton-Chikli and Amlabad collieries for the violation of the provisions of Mines Act, 1952 in connection with the mining disasters in December 1954 and February, 1955 respectively;

(b) whether those managers are still holding charge of the collieries; and

(c) if so, what further action Government propose to take in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) The cases are pending before the High Courts at Jabalpur and Patna on references made to them about the validity of the Coal Mines Regulations, 1926, under which the prosecutions are launched.

(b) Yes.

(c) Courts of Inquiry under Regulation 48 of the Indian Coal Mines Regulations, 1926 have been set up to inquire into the conduct of the managers.

Investigation Units for Irrigation and Power Projects

*266. { **Shri Bahadur Singh:**
Shri L. N. Mishra:

Will the Minister of Planning be pleased to state:

(a) whether Government have directed the various States to establish the "investigation units" to undertake preliminary work in respect of irrigation and power projects to be included in the Third Five-Year Plan; and

(b) the States that have established such units?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) Yes, Sir. The Planning Commission has addressed the States in this regard.

(b) The replies so far received indicate that investigation units have been established in U.P., Bihar, Punjab, Kerala, Tripura and Manipur (by the C.W. & P.C. in case of the last two States).

Paper Mill at Kesinga (Orissa)

*267. **Shri P. K. Deo:** Will the Minister of Commerce and Industry be pleased to state the number of acres of private land that will be acquired for the construction of paper mill at Kesinga in Orissa?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): M/s. Straw Products Ltd., who have been granted a licence for the establishment of a paper mill at Kesinga, have estimated their land requirements at 600 acres and have stated that it would be acquired through the Government of Orissa.

Increase in Radio-activity

*268. { **Shri Bharucha:**
Shrimati Ila Palchoudhury:

Will the Prime Minister be pleased to state:

(a) whether the attention of Government has been invited to reports

in the Press of increasing radio-activity in the country calculated to affect adversely the health of the people;

(b) whether any appreciable increase in radio-activity has been perceptible in any part of the country in the course of the last two years;

(c) whether any particular part of the country is more perceptibly affected than other parts; and

(d) what is the strongest concentration of radio-activity so far encountered in any town or area and how far removed is such concentration from doses calculated to cause harm, genetic or physiological, to human organisms?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes.

(b) Yes, in the country as a whole.

(c) No.

(d) The highest concentration of radioactivity in the air was recorded in Bombay on the 23rd of April 1957, the magnitude of which was about 17 micromicrocuries per cubic meter of the air. The harmful dose of fission products in the air is 200 micromicrocuries per cubic meter if it persists for a long time. The radioactive matter falling on the ground was maximum for the season about the same date. The magnitude was 1.7 millicuries per square kilometer of the ground as recorded in Bombay. This is a very small fraction of the harmful dose.

Effect of Radiation

*269. **Shri S. C. Samanta:** Will the Prime Minister be pleased to state:

(a) how many Indian expert scientists joined the W.H.O. experts at Copenhagen in August last to discuss the effect of radiation on human heredity; and

(b) whether the details of their warning against nuclear energy will be placed on the Table of the Sabha?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) One.

(b) The World Health Organization proposes to publish shortly the papers that were submitted as well as the recommendations made by the Study Group.

Manufacture of Snap Fastners and Snap Buttons

*270. **Shri Bibhuti Mishra:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have taken any steps to manufacture snap fastners and snap buttons on small scale basis in various States; and

(b) if so, how far these steps have proved successful?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Development Commissioner for Small Scale Industries, Government of India, had prepared a model scheme on snap fastners and snap buttons and circulated it to different States. It is understood that small entrepreneurs are taking advantage of this scheme and some units are reported to have been set up and some more units are likely to be put up soon.

Evacuee Houses in Punjab

*271. **Shri Ajit Singh:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that the permanent allotment of evacuee houses in villages in the Punjab has been stopped; and

(b) if so, the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) No.

(b) Does not arise.

Land Reforms

*272. **Shri Thimmalah:** Will the Minister of Planning be pleased to

state the steps taken by Government to implement the programme of land reforms as envisaged in the Second Five-Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): A statement is placed on the Table of the House. [See Appendix II, annexure No. 23].

Bharathi Textile Mills, Pondicherry

*273. **{ Shri Tangamani:
Shri Kodiyan:**

Will the Minister of Labour and Employment be pleased to state:

(a) whether 450 weavers of the Bharathi Textile Mills in Pondicherry State are under lock out for the past five months;

(b) what steps have been taken for restarting the mills; and

(c) whether alternative employment or relief has been provided by Government for the weavers thrown out of employment?

The Deputy Minister of Labour (Shri Abid Ali): (a) There has been no lock-out. But for economic reasons the Bharathi Textile Mills have not been working the Weaving Section for the last four months and this has put 450 workers out of employment.

(b) The Mill has been representing:

(i) that as they have to buy yarn from outside, they should not be treated as a complete factory, but as a powerloom factory for the purpose of levy of excise duty.

(ii) that the electricity consumption charges should be reduced.

Both these matters are being considered.

(c) (i) Lay-off compensation has been paid to the un-employed workers to the extent of 45 days in a year in accordance with the Textile Arbitration Committee Award which is in force in this territory.

(ii) Wages against earned leave have been paid to these workers on April 3, 1957.

(iii) Additionally, a loan from the Provident Fund has been advanced to them as an exceptional case on May 4, 1957.

पूर्वी पाकिस्तान से विवासी

*२७४. जी श्रीमाराधन वात : क्या प्रधान मंत्री यह बताने की हुए करेंगे कि :

(क) क्या १६५७ में पूर्वी पाकिस्तान से भारत में आने वाले हिन्दुओं की संख्या में १९५६ की तुलना में कोई कमी हुई है;

(ख) चालू वर्ष के पहले चार महीनों के आंकड़े क्या हैं;

(ग) क्या सरकार पूर्वी पाकिस्तान की सरकार द्वारा पूर्वी पाकिस्तान में अल्प-संख्यकों के हितों की रका के लिये की गई कार्यवाही से सन्तुष्ट है; और

(घ) यदि नहीं तो इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है?

वैदेशिक कार्य उपमंत्री (श्रीमती लक्ष्मी मेनन) : (क) जी हां।

(ख) जनवरी	२,००५
फरवरी	२,४७०
मार्च	१,२२४

(महीने के उत्तरार्द्ध में आसाम-प्रदास करने वालों को छोड़कर)

अप्रैल महीने के आंकड़े भी नहीं मिले हैं।

(ग) भीर (घ). समय-समय पर, पाकिस्तानी अधिकारियों ने आशवासन दिए हैं कि देश के अल्पसंख्यकों के साथ ठीक बताव दिया जाएगा। ऐसा लगता है कि इन आशवासनों से भीर केन्द्र तथा पूर्वी पाकिस्तान दोनों जगहों में अल्पसंख्यक जातियों के प्रति-

निधित्व से, बातावरण कुछ अनुकूल हो गया है।

भारा की जाती है कि अल्पसंख्यकों की विकायियों के जल्दी दूर किए जाने पर और उनके साथ अच्छा और उचित बताव होने पर पूर्वी पाकिस्तान की अल्पसंख्यक जातियों की प्रवास की अप्रता भीर-भीर मिट जाएगी।

Cement Shortage

*२७५. श्री D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government are aware of the shortage of cement in the Punjab State;

(b) if so, what action Government have taken in the matter;

(c) whether the Punjab Government have asked the Centre to increase their quota; and

(d) if so, the action taken thereon?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Yes, Sir. Shortage of cement is being experienced throughout the country including the Punjab. Government are taking steps to increase the production of cement and also import some small quantities of cement. Looking to the present foreign exchange position, the imports could be only of a very limited quantity.

(c) No, Sir.

(d) Does not arise.

Mr. Dulles Statement regarding Kashmir

*२७६. { Shrimati Tarkeshwari Sinha: Shri Sadhan Gupta:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that Mr. Dulles, U.S. Foreign Secretary, made a statement at a meeting of the

Congressional Sub-Committee that Kashmir was 'annexed' by India; and

(b) whether the Government of India have lodged a protest against that statement?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes. Government have seen the text of a statement on Kashmir made by the Secretary of State, Mr. John Foster Dulles, on Tuesday, January 29, 1957, before hearing of the sub-committee of the Committee on Appropriations of the House of Representatives. A transcript of the Statement which was released to the Press on April 7, 1957 states—

"Question: Is there a likelihood that the Kashmir situation can be resolved in a satisfactory manner, or do you think what India has done in effect closes the door in that particular situation?

Secretary Dulles: No, I do not think that it closes the door. As I estimate it, nothing irrevocable has happened yet with regard to the annexation of Kashmir".

(b) Yes. The Government of India are grieved and distressed by this statement which is not in conformity with the facts and coming as it is from the Secretary of State of the United States with whom we have close and friendly relations.

No reply has been received so far.

Employees Provident Fund

*277. **Shri T. B. Vittal Rao:** Will the Minister of Labour and Employment be pleased to state whether the proposal to enhance the rate of contribution to the Employees Provident Fund from 6½ to 8½ per cent. has since been finalised?

The Deputy Minister of Labour (Shri Abid Ali): The proposal has been put to the Employers' Associations for their views.

Export of Monkeys

*278. { **Shri P. K. Deo:**
Shri Gajendra Prasad Sinha:
Shrimati Ila Falchoudhury:

Will the Minister of Commerce and Industry be pleased to lay a statement showing:

(a) the number of monkeys exported to the United States of America and other foreign countries during the year 1956-57 as compared to the year 1955-56;

(b) the total amount earned by India country-wise as a result of their exports during these years; and

(c) whether Government contemplate to ban the export of monkeys?

The Minister of Commerce (Shri Kanungo): (a) and (b). A statement is laid on the Table of the House. [See Appendix II, annexure No. 24.]

(c) Government have no proposal at present to ban the export of monkeys.

Indians in Burma

*279. { **Shri S. C. Samanta:**
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that large and long established Indian companies, firms and individuals in Burma who import goods into that country are not qualified for registration under the Burma Companies Act; and

(b) if so, the steps taken to remedy it and with what results?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes. Under the Registration (Importers and Exporters) Order, 1954 of the Government of Burma, which came into force on the 1st October 1954, no foreign firm can be registered unless it is registered under the Burma Companies Act and it had

imported or exported any goods into or out of Burma before the 4th January, 1948. Under the same Order no firm shall be registered or continue to be registered unless at least 50 per cent. of its staff whose monthly emoluments are less than Kyats 500 are citizens of the Union of Burma.

Many foreign firms or individuals, including Indians, doing business in Burma who are not qualified for registration under the Burma Companies Act are likely to suffer under the new Regulation.

(b) The Government of India (through the Embassy of India, Rangoon) made an approach to the Government of Burma on this subject, but no final reply has yet been received from that Government.

Salt Production

*280. **Shri Bibhuti Mishra:** Will the Minister of Commerce and Industry be pleased to state the steps so far taken by Government in order to implement their target for the production of salt during the Second Five-Year Plan?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): In order to achieve the target of production of ten crore maunds of salt per annum by 1960-61, Government have decided to take the following steps:—

A. Private Salt Sources.

(1) Issue of more licences to private manufacturers.

(2) Tapping new sources in Bengal and Assam, where production is low at present.

B. Government Salt Sources.

(1) Use of sub-terranean brine at Sambhar by digging additional pits and percolation canals.

(2) Construction of additional pens at Sambhar Lake.

(3) Sinking of shafts at Drang (Mandi).

(4) Expansion of the condensers and crystallisers at Maigal (Mandi) to utilise more brine.

(5) Construction of new chambers and tunnels at Guma (Mandi).

Permanent Liability Camps

134. **Shri A. C. Guha:** Will the Minister of Rehabilitation and Minority Affairs be pleased to lay a statement showing:

(a) the names of permanent liability camps in West Bengal, Assam and Tripura;

(b) the number of displaced persons in each such camp;

(c) the total amount spent on relief and administration for each camp with per capita and per family grant;

(d) the number of displaced persons staying there over (i) 1 year, (ii) over 2 years, (iii) over 3 years, (iv) over 4 years, (v) over 5 years; (vi) over 6 years;

(e) whether any work or training is provided in these camps;

(f) if so, the number engaged each year and the post-training scheme of rehabilitation; and

(g) how many families have been settled each year in gainful occupation?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (g). The information is being collected and will be laid on the Table of the Sabha in due course.

(d) This will need a detailed census in each camp and the time and labour spent in collecting the information will not be commensurate with the results likely to be achieved.

Displaced Persons of East Pakistan

135. **Shri A. C. Guha:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of camps and homes as also the number of East Pakistan

displaced persons receiving mixed doles and those receiving cash doles;

(b) the cash value of the doles per capita in these two categories;

(c) whether any extra expenditure has been incurred for the carrying and distribution of mixed doles;

(d) if so, the total amount and the per capita additional expenditure; and

(e) the reasons for keeping these two different systems and the difficulty in having a uniform system?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (e). The information is being collected and will be laid on the Table of the Sabha in due course.

Displaced Persons of East Pakistan

136. Shri A. C. Guha: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of tents in displaced persons' camps and the price thereof in each of the Eastern Zone States during the last five years upto the end of 1956;

(b) how these tents are purchased;

(c) whether any attempt has been made to procure these through the Director General of Supplies;

(d) whether any attempt has been made to manufacture these tents through the idle refugee labour of camps and homes; and

(e) if so, the result achieved?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (e). The information is being collected and will be laid on the Table of the Sabha in due course.

Displaced Persons from East Pakistan

137. Shri A. C. Guha: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of East Pakistan displaced persons residing in tents at

the end of 1952, 1953, 1954, 1955 and 1956; and

(b) what is the normal life of these tents and when they are replaced?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b). The information is being collected and will be laid on the Table of the Sabha in due course.

Employment Exchange, Lucknow

138. Shri Vajpayee: Will the Minister of Labour and Employment be pleased to state:

(a) the number of unemployed Graduates, under-Graduates, Matriculates and non-Matriculates registered with the Lucknow Employment Exchange (U.P.) during the years 1955 and 1956; and

(b) how many of them got employment through that Exchange during the above period?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The information is given below:

Category of applicants	No. registered		No. placed	
	9	1956	1955	1956
I	2	3	4	5
Graduates	1,475	1,580	219	297
Under-graduates	1,862	2,855	142	283
Matriculates	5,442	6,525	376	507
Applicants possessing qualifications of a standard below matriculation and illiterates	17,666	17,598	1,647	1,223
Total	26,445	28,558	2,384	2,310

Manufacture of Sulphur

189. Shri Shree Narayan Das: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Government of India in co-operation with the Government of Bihar have decided to set up a plant in the District of Sahababad (Bihar) for the manufacture of sulphur; and

(b) if so, the nature of the scheme approved?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) No. Sir.

(b) Does not arise.

Industrial Development

140. Shri Shree Narayan Das: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any scheme for the industrial development of north Bihar has been drawn up and considered;

(b) if so, the nature of such schemes;

(c) whether the Government of Bihar has sought the aid of the Central Government for starting some industries in that State; and

(d) if so, the nature of help sought, and the action taken by Governments in the matter?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). At the time of formulation of Second Five Year Plan the Bihar State Government included in the State Plan proposal for the establishment of a Cement Factory and a Co-operative Spinning Mill in North Bihar. These proposals were considered at the meeting of the Working Group for industries in the Planning Commission. No provision for a Cement Factory was made as it was decided that the position will be reviewed when a suitable site for the

factory has been found in North Bihar. The proposal for the establishment of a Co-operative Spinning Mill in North Bihar is under the consideration of the State Government in consultation with the All India Handloom Board and necessary provision will be made only after the scheme has been considered to be feasible.

The State Government also submitted a number of Schemes for the development of Village and Small Scale Industries against an allocation of Rs. 11.0 crores made for the erstwhile State exclusive of the provisions for setting up of industrial estates, installation of powerlooms and the programme for the normal khadi and Ambar Khadi. The locations where the schemes are to be implemented are still to be settled.

(c) and (d). The State Government has recently asked for a Central loan assistance of Rs. 40 lakhs during 1957-58 for the following schemes:

1. Spun Silk Mill
2. Porcelain Factory
3. Co-operative Spinning Mill
4. Two Co-operative Sugar Factories.

The request of the State Government is still under consideration.

National Small Industries Corporation

141. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the progress made in the sale of goods by the National Industries Corporation; and

(b) the number of branches in each State and the number of persons working in each branch opened so far by the Corporation?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). A Statement is attached. [See Appendix II, annexure No. 25.]

Displaced Persons in Bihar

142. **Shri D. C. Sharma:** Will the Minister of Rehabilitation and Minority Affairs be pleased to lay on the Table a statement showing:

(a) the number of displaced persons from East Pakistan resettled in Bihar during 1956-57; and

(b) the steps taken to rehabilitate them?.

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b). 986 displaced families comprising 4,073 persons were rehabilitated in Bihar during the year 1956-57. They have been allotted land and sanctioned rehabilitation loans.

Retrenched Defence Personnel

143. **{ Shri D. C. Sharma:
Shri A. K. Gopalan:
Shri S. M. Banerjee:**

Will the Minister of Labour and Employment be pleased to state:

(a) the number of retrenched Defence personnel given employment upto the end of April, 1957;

(b) the number of retrenched Defence personnel registered with the Employment Exchanges; and

(c) the number of persons who have not been absorbed so far and the reasons thereof?

The Deputy Minister of Labour (Shri Abid Ali): It is presumed that the Honourable Member is referring to the personnel retrenched from the various Defence Installations including Ordnance Factories. The required information in respect of a, b & c is given below:—

No. actually retrenched 5356

No. of retrenched ordnance workers registered with Employment Service in different Exchanges. 4063

No. of retrenched persons secured alternative employment upto the end of April, 1957, through Employment Exchanges.

2574-

No. offered employment through sources other than Employment Exchanges.

819-

No. of persons who refused offers of employment.

203:-

No. of persons who fail to respond to various call letters for interview/selected with employers and deemed as not in need of special employment assistance.

906:-

Duplicate registration cancelled.

5-

No. of persons not found eligible for registration as their services were dispensed with due to disciplinary action against them.

11-

No. of persons reported to be re-employed by Defence Installations themselves.

9-

No. of persons available (waiting for employment assistance).

355-

Reasons for this non-absorption.

- (i) Illiteracy.
- (ii) Immobility.
- (iii) Overage.

Genetic Analysis in Travancore

144. **{ Shrimati Tarkeshwari Sinha:
Shri Raghunath Singh:
Shri A. M. Thomas:
Shri H. N. Mukerjee:
Shri Wodeyar:
Shri Vasudevan Nair:**

Will the Prime Minister be pleased to state:

(a) whether his attention has been drawn to a statement made by Dr. H. Bentley Glass, a member of the Genetics Committee of National Academy

of Science, that there was extreme urgency for genetic analysis to be made along the coast of Travancore, where the fishing population are living near monazite sands, one of the main sources of fissionable material; and

(b) whether Government propose to conduct any investigation?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes.

(b) Certain investigations on this subject have already taken place and a preliminary report in regard to them was sent to the United Nations in October, 1956. These investigations are being continued.

It might be added that Dr. Bhabha, Chairman of the Atomic Energy Commission of India, has expressed his opinion that there is no fear of grave genetic effects on the population of Kerala State because of radiation from monazite sand. People have been living there for centuries and apparently have not been affected.

Nevertheless, further studies are being undertaken.

Indo Pakistan Border

145. Shri D. C. Sharma: Will the Prime Minister be pleased to state the progress so far made in the demarcation, by means of pucca pillars, of the Indo-Pakistan land riverine boundary between Bihar and East Bengal?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The length of the Indo-Pakistan boundary between East Pakistan and the Indian territory, which was transferred from Bihar to West Bengal, on the reorganisation of States, is about 140 miles, of which about 48 miles is land boundary and the rest is riverine. So far 39 miles of the boundary has been demarcated by erection of boundary pillars. The work along the rest of the boundary is in progress.

Textiles

146. Pandit M. B. Bhargava: Will the Minister of Commerce and Industry be pleased to state:

(a) the total yardage and the value of cloth (coarse, medium, fine and super-fine) produced in India during the year 1956-57;

(b) the total yardage of cloth of different varieties imported into and exported from India during the year 1956-57;

(c) the number of spindles installed in India during the above period;

(d) the total yardage and the value of handloom silken and cotton cloth produced in India in the year 1956-57 and the total yardage and the value of handloom cloth exported from India during the same period; and

(e) the total yardage and the value of silk and art-silk that was imported and exported from India during the above period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (e). A statement is attached. [See Appendix II, annexure No. 26].

New Supreme Court Building

147. Shri Pratap Keshari Deo: Will the Minister of Works, Housing and Supply be pleased to state when the new Supreme Court building will be completed?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): By December 1957.

Tea Garden Labourers

148. Shri P. K. Deo: Will the Minister of Labour and Employment be pleased to state the number of tea garden labourers recruited from Orissa in the year 1956-57?

The Deputy Minister of Labour (Shri Abid Ali): According to available information, 2479 persons

(labourers and their dependants) were forwarded from Orissa to tea gardens in Assam from the commencement of the recruiting season on 1-9-56 till 10-5-57.

Accommodation for Minority Community

149. **Shri Radha Raman:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the Government's policy in regard to allotment of accommodation to members of minority community, who were forced to leave their homes from localities which became unsafe for them during partition and thereafter temporarily resided with some relations;

(b) whether Government treats them as displaced persons; and

(c) if not, why not?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (c). Such members of the minority community were given all possible facilities to rehabilitate themselves including the provision of accommodation. A statement showing the facilities given in various States viz., Delhi, Bihar, Rajasthan, Punjab, Hyderabad and Jammu and Kashmir is enclosed. [See Appendix II, annexure No. 27].

हिमालयरोहण

150. **बो रबड़ बर्द्दन:** क्या प्रश्नान मत्री पह बताने की कृपा करेंगे कि :

(क) आगामी ग्रीष्मऋतु में कितने विदेशी दलों को हिमालय पर चढ़ने की अनुमति दी गई है;

(ख) वे किन-किन देशों के निवासी हैं, किन-किन संस्थाओं की ओर से आ रहे हैं और उन की यात्रा के उद्देश्य क्या है;

(ग) उन्हें कौन सी सुविधाएं दी जा रही हैं;

(घ) उन्हें किन-किन शर्तों पर हिमालयरोहण की अनुमति दी गई है; और

(ङ) उन के साथ किन-किन भारतीय संस्कृत अधिकारियों को नियुक्त किया गया है?

प्रधान मंत्री तथा विदेशीय दाय়িত্ব (ए. जयारुद्रान ने कहा) : (क) एक।

(ख) वह है यार्कशायर हिमालयन एवं सेंडैशन जिसमें उसके नेता को लेकर कुल मात्र सदस्य है। ये सब सिर्फ़ यूनाइटेड किंगडम के निवासी हैं। यह यार्कशायर प्रदेश के विभिन्न पर्वतारोही लड़ों का प्रति-निधित्व करता है। इसका उद्देश्य केवल पर्वतारोहण है और यह भारतीय हिमालय के पांची क्षेत्र में पर्वतारोहण करेगा।

(ग) २५ दिसम्बर, १९५५ के लोकसभा के अतारंकित प्रश्न संख्या ७०५ की ओर ध्यान आकर्षित किया जाता है। इस पर्वतारोही दल को कई सुविधाएं प्रदान की जा रही हैं।

(घ) पर्वतारोही दल को उक्त क्षेत्र में जाने की अनुमति इस शर्त पर दी गई है कि वह ३२०३० डिग्री अकाश रेखा के उत्तर ओर ७८°०० डिग्री देशांतर रेखा के पूर्व न जायगा।

(ङ) पर्वतारोही दल के साथ संस्कृत अधिकारी भेजने के प्रश्न पर विचार किया जा रहा है।

Cotton

151. **Pandit D. N. Tiwary:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal to introduce "Quota System" for allocation of cotton to the Indian Mills; and

(b) the quantity of cotton that is to be imported?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The Government has no proposal under

consideration at present for re-imposition of the "Quota System" for allocation of cotton to mills in India.

(b) The total imports of foreign cotton during the current cotton season (September 1956 to August 1957) are estimated to be about 7 lakh bales.

Cars and Trucks

152. Shri Gajendra Prasad Sinha: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of cars exported from India by local manufacturers during 1956-57; and

(b) the total number of diesel and petrol trucks manufactured in India during the same period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) 10 upto January, 1957.

(b) 12,325.

Regional Employment Exchange, Gurdaspur

153. Shri D. C. Sharma: Will the Minister of Labour and Employment be pleased to state:

(a) the total number of unemployed persons who have registered their names in the Regional Employment Exchange at Gurdaspur (qualification-wise) during the years 1955-56 and 1956-57; and

(b) the total number out of them who secured employment during that period?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The required information is given below:

Category of applicant	No. registered		No. placed	
	1955-56	1956-57	1955-56	1956-57
(1)	(2)	(3)	(4)	(5)
Graduates	146	218	33	19
Under-Graduates	207	211	29	28
Matriculates	2,024	2,192	209	358
Others	7,899	8,710	1,040	1,057
Total	10,276	11,331	1,381	1,462

Ambar Charkha Training Centres

154. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Ambar Charkha Training Centres opened so far in the Punjab with their location;

(b) the number of such centres to be opened there during the current financial year; and

(c) the places where these centres will be set up?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) A statement is laid on the Table of the Sabha. [See Appendix II, annexure No. 28].

(b) 25 additional *parishramalayas* (Training-Cum-Production Centres) are proposed to be opened.

(c) Preliminary enquiries are being made to select places suitable to the institutions and convenient to the trainees. It is not possible to indicate their location at this stage.

Extradition Treaty with Pakistan

155. Shri D. C. Sharma: Will the Prime Minister be pleased to refer to the reply given to Unstarred Question No. 115 on the 19th November, 1956 and state whether consideration of the matter regarding Extradition Treaty with Pakistan has been concluded.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The matter is still under consideration.

Labour Disputes in Collieries

156. Shri D. C. Sharma: Will the Minister of Labour and Employment be pleased to state:

(a) the total number of Labour disputes in Collieries which have occurred during 1956;

(b) the action taken by Government; and

(c) the total number of disputes?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). The information is being collected and will be laid on the Table of the Sabha when received.

Bicycles Exports

157. Shri D. C. Sharma: Will the Minister of Commerce and Industry be pleased to state the total number of bicycles exported to different countries during the current year so far (Country-wise)?

The Minister of Commerce and Industry (Shri Morarji Desai): Seventeen cycles valued at Rs. 1,794 were exported to U.K. in February, 1957. Figures for subsequent months have not yet become available.

Central Silk Board

158. Shri S. C. Samanta: Will the Minister of Commerce and Industry be pleased to state:

(a) when the Central Silk Board held its last meeting;

(b) whether the amounts recommended by the Board for grants-in-aid and loans for different schemes have been sanctioned by Government;

(c) if so, whether the details of the scheme with amounts sanctioned State-wise will be laid on the Table; and

(d) the amount of silk waste that will be allowed to be exported during the current year?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) On the 26th April, 1957.

(b) and (c). In pursuance of the decision taken in the Inter-State Conference on Cottage Industries held in June 1956, the schemes submitted by the State Governments and recommended by the Central Silk Board for implementation during 1957-58 were discussed between the representatives of the Central and State Governments

and the Board in February/March 1957. 114 schemes were approved for assistance by the Government of India. A statement showing the schemes sanctioned up to the 16th May, 1957 is attached. Sanctions for the rest are expected to issue shortly. [See Appendix II, annexure No. 29].

(d) Exports of Silk waste of other than South Indian origin are allowed freely. A quantity of 284,000 pounds of silk waste of South Indian origin has been released for export during January-June 1957. The quota for the second half of 1956 will be determined after assessing local stocks, production, consumption, etc. during that period.

विद्यापित व्यवस्थाओं को भूमि का विद्या जाना

१५६. श्री प० ल० दासपाल : क्या नुस्खावित तथा अल्पसंख्यक कार्य मरी यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गंगानगर जिले में गमेजा नहर से शिवित खेत में अनधिकृत शरणार्थियों को जमीनें दी गई हैं और वे जमीनों को अन्य योगों को कियाये पर और ढेके पर दे कर अनुचित लाभ उठा रहे हैं; और

(ख) यदि हां, तो क्या इस विषय में जांच की जायेगी?

पूर्वास तथा अल्पसंख्यक कार्य मंत्री (श्री रमेश्वर लक्ष्मा) : (क) श्रीर (ख). जानकारी एकत्रित की जा रही है श्रीर उपलब्ध होने पर भासा की मेज पर रख दी जायेगी।

Unemployment in Rajasthan

160. Shri Karni Singhji: Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 92 on the 4th March, 1954 and state:

(a) whether an appreciation of the problem of unemployment has since been received from the Rajasthan Government; and

(b) if so, whether a copy of the same will be laid on the Table together with the details of action taken thereon?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) Does not arise.

Women Programme Executives in the A.I.R.

161. Kumari M. Vedakumari: Will the Minister of Information and Broadcasting be pleased to state the number of Women Programme Executives in the All India Radio?

The Minister of Information and Broadcasting (Dr. Keskar): One, at present.

Punaloor Paper Mills Ltd.

162. Shri V. P. Nayar:
Shri Kodiyan:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Punaloor Paper Mills Ltd., Punaloor, has submitted any plans for increasing the production of paper;

(b) if so, the details of the plans; and

(c) whether Government have sanctioned the proposals of the mills?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) No, Sir.

(b) and (c). Do not arise.

Development of Handloom Industry

163. Shri Shree Narayan Das: Will the Minister of Commerce and Industry be pleased to state:

(a) whether allocation of funds for the development of the handloom industry during the current financial year has been made from the Handloom Cess Fund;

(b) if so, whether a statement showing such allocation to various States will be laid on the Table of the Sabha; and

(c) the basis on which the allocations have been made?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Yes, Sir.

(b) A statement is attached. [See Appendix II, annexure No. 30].

(c) This is explained in paragraphs 24 and 25 of the First Annual Report of the All India Handloom Board copies of which are available in the Library of the House.

Closure of Textile Mills

164. Shri Shree Narayan Das:
Shri S. M. Banerjee:

Will the Minister of Commerce and Industry be pleased to state:

(a) how many textile mills have so far given notice of closure;

(b) the reasons for their closure;

(c) whether Government have given consideration to the situation created or likely to be created by such closure; and

(d) if so, the steps, if any, that have been taken to remedy the situation?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Seven textile mills issued notice of closure since January 1957 out of which 3 have actually closed down, and two of the mills have already withdrawn notice of closure.

(b) Due to financial stringency and uneconomic working.

(c) and (d). The Government are using their good offices to persuade the mills to withdraw notice of closure as a result of which two mills have already withdrawn notices as mentioned against reply to part (a) of the question. The Government are also considering the question of

having an investigation made in respect of the three mills already closed under section 15 of the Industries (Development and Regulation) Act, 1951.

Displaced Persons in Sunderbans

165. **Shri P. N. Kayal:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the amount given so far in the form of loan to the displaced persons settled in the Sundarbans particularly in Swarupnagar, Sondeshkhali, Hasunabad, Basihat Thana areas;

(b) the amount of agricultural loan and non-agricultural loan; and

(c) the nature of employment given to these displaced persons?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

कानूनी उद्योगों के लिये प्रशिक्षण केन्द्र

१६६. **Shri Jagannath:** क्या वाराणसी तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में भक्त राजी और ग्रामोद्योग बीड़ द्वारा प्रशिक्षण प्रब्लर चलें, तेल धानी, चावल कूटने की ढेकी प्रादि के प्रशिक्षण केन्द्र कितने स्थानों में खोले गये हैं; और

(ख) उक्त राज्य में इस प्रकार के कितने चले और धानियां चल रही हैं?

वाराणसी तथा उद्योग मंत्री (धीर भूराजी देसाई): (क) मध्य प्रदेश में प्रब्लर चरक्ष, तेल की धानियां और हाथ से चावल कूटने का प्रशिक्षण देने के केन्द्र निम्ननुसार हैं :

प्रब्लर चरक्ष	१३
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तेल की धानियां	१५
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हाथ से चावल कूटाई	७
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(ख) मध्य प्रदेश में चलने वाले प्रब्लर चरक्षों तथा धानियों की संख्या क्रमशः १,४०६ तथा ४२५ है।

मगत राजी के प्रदर्शन के तिलसिले में हमारे पास कोई ठीक ठीक जानकारी नहीं है।

Handloom Cess Fund

167. **Shri A. K. Gopalan:** Will the Minister of Commerce and Industry be pleased to state what is the amount of Handloom Cess Fund distributed to handloom establishments in the former Malabar District of the Madras State during the years 1954-55, 1955-56 and 1956-57?

The Minister of Commerce and Industry (Shri Morarji Desai): No information is available, as funds are sanctioned to the State Government who are responsible for distributing them for schemes in different parts of the State. During 1954-55, however, a sum of Rs. 1,12,302/8/-, was sanctioned to the State Government for the formation of two Industrial Co-operative Workshops for handloom industry in the Malabar District.

Cotton Imports

168. **Shri K. G. Deshmukh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of American Cotton that has been imported into India during the year 1956-57;

(b) the quantity of other foreign cotton varieties imported during the same period; and

(c) the production of indigenous cotton during the above period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Actual imports of American Cotton during the year 1956-57 are 2,58,943 bales.

(b) Actual imports of other foreign cotton varieties during the year 1956-57 are 3,74,163 bales.

(c) Production of cotton is estimated on the basis of cotton season which extends from September to August. For the cotton season starting from September, 1956, it is estimated that the production of cotton will be about 50 lakh bales.

बेकार स्नातक

१६६. श्री सर्वपाल: प्रथम तथा रोकथार मंत्री यह बताने की छापा करेंगे कि :

(क) जून, १९५६ तक रजिस्टर्ड बेकार स्नातकों की संख्या (राज्यपार) कितनी है;

(ख) किनने रजिस्टर्ड बेकार स्नातकों को प्रथम पंचवर्षीय योजना की समाप्ति तक काम मिल चुका है; और

(ग) दूसरी पंचवर्षीय योजना में इस प्रकार के किंतु व्यक्तियों को काम मिलते के घटना है?

अब उत्तरांशी (श्री आविद अर्जी) :

(क) और (ख), प्राप्त, जानकारी नीचे लिखे धनुसार है :

	*जनवरी १९५३ से	*जनवरी १९५३ से मार्च १९५६ तक नाम निवास वालों की संख्या
राज्य		
भारत प्रदेश	१३,०१८	३,७४४
आसाम	१,६८५	२३८
विहार	१०,८६३	६६५
बश्बाई	२२,२७६	२,६११
दिल्ली	१८,८३६	३,००८
हिमाचल प्रदेश	११८	३४
केरल	४,३६६	४६१
मध्य प्रदेश	४,०५३	५१२
मद्रास	१२,६१६	३,१४१
मैसूर	७,७६५	७०३
उडीसा	२,६१६	४७३
पंजाब	८,६५०	६८१
राजस्थान	४,२५६	६२१
उत्तर प्रदेश	३२,४६६	२,७१७
पश्चिमी बंगाल	१६,५११	१,७७५
कुल योग	१,६०,०६८	२२,३१०

*१९५३ से पहिले के घांकह प्राप्त नहीं हैं।

(ग) सम्बन्धित घांकह प्राप्त नहीं

हैं।

MOTION FOR ADJOURNMENT

HARASSMENT OF SCHEDULED CASTE CONVERTS TO BUDDHISM

Mr. Speaker: I have received notice of an adjournment motion from Shri Kamble and some others, on the harassment that is going on a mass scale at Aligarh, on account of the Scheduled Caste people being converted to Buddhism. It is said that on 13th April, 1957, nearly a lakh of Scheduled Caste people embraced Buddha Dharma, etc. How is this subject relevant here? It is a matter of law and order for the Uttar Pradesh Government.

Shri B. C. Kamble (Kopargaon): This involves violation of the freedom of religion. People are now in police custody and they are prevented from going out. The request is made that the Government of India should intervene and make an enquiry into this matter.

The Minister of Home Affairs (Pandit G. B. Pant): There is hardly any question of any sort of infringement of any fundamental right. According to the motion itself persons have been arrested by the police and convicted by the courts. I do not know how any objection can be raised to the courts discharging their functions and the police doing its duty for the maintenance of law and order. The matter does not concern this Government at all. But I believe that, on the basis of the information that has reached us, the police were forced to take action. They wanted to avoid it, and there were some efforts which, I am afraid, are still continuing, to instal the image of Buddha in the place of the idol of Rama now existing in a temple.

Shri B. C. Kamble: No, Sir.

Pandit G. B. Pant: That is our information. If it has been so, then,

[Pandit G. B. Pant]

there has been an interference with the freedom of the exercise of one's own religion and, to that extent, the charge can be levied against those who have attempted to do so.

I do not know how we come into this matter. I may say that every person is free to adopt whatever religion he likes and I personally have no grievance if any member of the Scheduled Caste chooses to owe allegiance to Buddhism. I respect Buddhism and no one can have any grievance on that score. But Buddhism demands a peaceful attitude towards everything and the avoidance of violence. I hope those who are ostensibly adopting this religion will in practice follow the doctrines of that religion.

Mr. Speaker: The adjournment motion itself shows that some persons were taken into custody, were charge-sheeted and punished and convicted. The charge is that these people were interfering and trying to remove the idol of Shri Ramachandra from the temple. The charge may or may not be true and it is not for this House to decide whether it is true or not. There are the courts. It is entirely a matter of law and order. It is exclusively within the jurisdiction of the Uttar Pradesh Government. Therefore, I am not called upon to give my consent to this adjournment motion.

Shri B. C. Kamble rose—

Mr. Speaker: I have heard him sufficiently.

PAPERS LAID ON THE TABLE

AMENDMENTS TO DISPLACED PERSONS (COMPENSATION AND REHABILITATION) RULES

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): I beg to lay on the Table, under sub-section (3) of Section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, a copy

of each of the following Notifications making certain amendments to the Displaced Persons (Compensation and Rehabilitation) Rules, 1955:

- (1) Notification No. S.R.O. 300/R. Amdt. XI dated the 28th January, 1957.
- (2) Notification No. S.R.O. 382/R. Amdt. XII dated the 2nd February, 1957.
- (3) Notification No. S.R.O. 434/R. Amdt. XII dated the 9th February, 1957.

[Placed in Library. See No. S-26-57 (XV Session).]

AMENDMENTS TO ADMINISTRATION OF EVACUEE PROPERTY (CENTRAL) RULES

Shri Mehr Chand Khanna: I beg to lay on the Table, under sub-section (4) of Section 56 of the Administration of Evacuee Property Act, 1950, a copy of the Notification No. S.R.O. 667 dated the 2nd March, 1957, making certain amendments to the Administration of Evacuee Property (Central) Rules, 1950.

[Placed in Library. See No. S-27/57 (XV Session).]

BROCHURE RE: NATIONAL INSTRUMENTS FACTORY

The Minister of Industry (Shri Manubhai Shah): I beg to lay on the Table a copy of the brochure regarding the National Instruments Factory, Calcutta.

[Placed in Library. See No. S-51/57.]

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

"GO-SLOW" ACTION OF TELEGRAPH WORKERS

Shri Raghunath Singh (Varanasi): Under Rule 197, I beg to call the attention of the Minister of Transport

and Communications to the following matter of urgent public importance and I request that he may make a statement thereon:

"Go-slow" action of telegraph workers:

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): As the hon. Members are already aware, the "Go-slow" movement by a section of the telegraph traffic staff which commenced from the midnight between the 14th and 15th May, 1957 has now been called off. While this movement lasted, telegraph traffic from almost all the telegraph offices had become subject to heavy delays due to slowing down of work by the aforesaid employees. Hon. Members might perhaps be interested to know the figures relating to the messages despatched from the New Delhi Central Telegraph Office over the main circuits and by post for the 14th May, the date prior to the start of the "Go-slow" movement, for the 16th May, when the "Go-slow" movement was in full force and for the 20th May, when alternative arrangements were in operation. These figures were as follows:—

14th May—Number of telegrams sent over the wire ..	8,151
Number sent by post ..	Nil
16th May—Number sent over the wire ..	2,629
Number sent by post ..	2,265
20th May—Number sent over the wire ..	4,106
Number sent by post ..	975

This "Go-slow" movement was launched and continued for five days despite the fact that Government had already appointed a Telegraph Enquiry Committee, which was one of the important demands of the Union. This slow work caused much hardship to the public. However, the All-India Telegraph Traffic Employees Union sought an interview with the Minister of State, Shri Raj Bahadur, in this connection, which was granted on the 20th May. As a result of the

discussions at this meeting, the Union agreed to call off the "Go-slow" movement forthwith. I am happy to inform the hon. Members that telegraph working is now normal in almost all the telegraph offices in the country. I am glad that the representatives of the Union took the decision to withdraw the "Go-slow" movement and I hope it would be possible to resolve differences between the employees and the administration by negotiations and discussion rather than by resorting to methods which benefit nobody.

Shri Narayananarkutty Meman (Mukundapuram): My name is wrongly included in the calling attention notice asking that a statement be made on the "Go-slow" movement by telegraph employees. I did not want a statement on the "Go-slow" movement; I specifically wanted to know about the refusal of the employees to work over-time according to the time-schedule mentioned in the Manual. "Go-slow" is not my point, even though it is printed on the form and the hon. Minister referred to it.

Mr. Speaker: I believe all these notices have been sent to the hon. Minister. I expected a consolidated statement to be made regarding all of them.

Shri Lal Bahadur Shastri: I think I have tried to cover all the points; but, if there is any special point which has not been referred to in my statement, the hon. Member can meet me and will explain it to him. But I think have tried to cover all the points.

Mr. Speaker: I shall look into this notice. If it contains any point which has not been answered here, I will send it to the hon. Minister. The hon. Member can talk to the hon. Minister and obtain the information, or if he wants it to be placed before the House once again, I will do so.

CENTRAL SALES TAX (AMENDMENT) BILL*

The Deputy Minister of Finance (Shri B. B. Bhagat): I beg to move for leave to introduce a Bill to amend the Central Sales Tax Act, 1956.

Shri Bharscha (East Khandesh): I rise on a point of order.

The point of order is that under rule 72 of our Rules the Bill should have been circulated first to hon. Members before hon. Members can be called upon to say "Aye" to the motion of the Minister in Charge of the Bill.

On the last occasion, Sir, I raised the same point of order when you were pleased to say that any Member who desires a copy of the Bill can get it from the Notice Office. Today I went to the Notice Office and I was told that I cannot get the Bill until it has been introduced.

Now let me turn to rule 72. You will observe that it says:

"If a motion for leave to introduce a Bill is opposed, the Speaker, after permitting, if he thinks fit, a brief explanatory statement from the member who moves and from the member who opposes the motion, may, without further debate, put the question:

Provided that where a motion is opposed on the ground that the Bill initiates legislation outside the legislative competence of the House, the Speaker may permit a full discussion thereon."

Now if I have not got a copy of the Bill, how do I know whether the proviso to rule 72 has been transgressed or not?

Mr. Speaker: I agree with the hon. Member. I have directed the office to make available copies of Bills even before the motion for leave to introduce a Bill is made in the House. They

have got a right to oppose it even in the first stage, though the convention is—except in exceptional cases—not to oppose in the introduction stage.

I certainly see the point of the hon. Member and do direct office to place as many copies as there are Members in this House so that they may take those copies and come prepared either to grant leave to introduce the Bill or oppose it. It is open to them to do as they like. I shall certainly make copies available.

Shri Bharucha: I am thankful to you for your ruling, but may I point out that the Bill which is sought to be introduced now, the Central Sales Tax (Amendment) Bill, is a bulky, controversial and complicated one and seeks to make changes in the Central Sales tax and it may not be possible to find out within half an hour whether the legislative competence of this House is transgressed or not?

Mr. Speaker: Normally, any motion for leave to introduce or any other motion of a similar nature requires a notice of two days. This difficulty will be solved if along with the notice copies are made available to hon. Members so that these two days would be sufficient for them to go through the measure and make up their mind to support or to oppose. I shall certainly see that along with the motion which requires two days notice, copies are made available in the Notice Office. I do not want to take hon. Members by surprise. Let every hon. Member go and read the Bill and come prepared either to oppose it or support it.

Shri T. B. Vittal Rao (Khammam): So, this motion will stand over for tomorrow, by when copies of Bills will be made available.

Mr. Speaker: On this occasion I shall put it to the House.

The question is:

"That leave be granted to introduce

a Bill to amend the Central Sales Tax Act, 1956."

The motion was adopted.

Shri B. R. Bhagat: Sir, I introduce the Bill.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Speaker: The House will resume discussion on the Railway Budget. Shri Feroze Gandhi who was in possession of the House will resume his speech.

Shri Feroze Gandhi (Rai Bareli): None of the Railway Ministers are present.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Points will be noted all right.

Shri Tyagi (Dehra Dun): The Minister must be sent for.

Shri Feroze Gandhi: Mr. Speaker, this has been a year of unpleasant surprises for all of us, a year which shall perhaps go down in history, though for different reasons. Now that every pocket has been picked, my advice to the Railway Minister is that he can very well do away with all the sign-boards hung over ticket windows declaring "Beware of Pick-pockets".

Sir, I would make an immediate reference to the Report of the Railway Board that has been submitted to Government, and I take objection to the manner of its submission. It gives the names of the Railway Minister in 1955-56, Shri Lal Bahadur Shastri, then comes Shri O. V. Alagesson, then the Railway Board and Railway Officers. It is a pity that the name of the Parliamentary Secretary to the Minister of Railway has been omitted. (An Hon. Member: Shame). I think he has done excellent work as Parliamentary Secretary to the Minister of Railways, and his name should have found a place there. And, after all, he is the sole survivor

of the wreck on the Ministry of Railways. His name should have found a place in this Report.

Sir, the year under review marks the completion of the First Five Year Plan on the Railways. Having spent a sum of Rs. 424 crores it should be worth while to take stock of what we have achieved. In the Second Five Year Plan we are going to inject a further sum of Rs. 1125 crores, which is more than the total capital investment in a hundred years on the Indian Railways. The total capital at charge is a little over a thousand crores of rupees. We are going to spend another Rs. 1125 crores. And we have to see what we have achieved in the First Five Year Plan.

I would just make a casual reference to railway finance. The ratio of total receipts to capital at charge is falling. It has come down from 32.6 in 1955-56 (that is, the accounts) to 30.9 in the 1957-58 budget. That is, the ratio is declining. Another aspect of expenditure is that the total expenditure is rising faster than the total receipts. I think the time has come when we should keep an eye on the way expenditure is increasing year by year. The total expenditure in 1955-56 (accounts) was Rs. 220.99 crores. It has risen to Rs. 258 crores in 1957-58. That is all that I would like to say about railway finance.

I would now like to examine the First Five Year Plan and the results that we have achieved. Personally I think something seems to have gone wrong somewhere and we have not achieved the desired results as far as haulage of goods-traffic goes. There has been in the First Five Year Plan an expenditure on rolling stock of Rs. 242 crores, and a substantial amount has been spent in the replacement of wagons. The manner in which the wagons have been replaced seems to be defective. Now that the Plan is complete, we can see exactly what has happened. Before I explain this to you I would like to mention that four-fifths of the traffic is moved by broad

*Introduced with the recommendation of the President.

gauge and only one-fifth by metre gauge. Whereas the pressure of traffic was on the broad gauge, wagons have increased on the metre gauge. From 1950-51 to 1955-56, the total number of wagons which has increased on the broad gauge is 8,431. The total number of wagons which has increased on the metre gauge is 19,500. The pressure of traffic has increased in the following manner: 17 million tons on the broad gauge and 5.5 million tons on the metre gauge. Even the traffic does not justify this huge increase on the metre gauge and the small addition on the broad gauge. How has this happened? Why has it happened? What is the justification for this? I think the Railway Minister should give us an explanation. The impact of the Second Plan is also going to be felt by the broad gauge and not by the metre gauge. I think the Minister himself made a reference to this in September when we were discussing the Second Five Year Plan. This has got to be investigated. The Railways were expected to carry 120 million tons at the end of the First Plan. They have fallen short by 5 million tons. How has this happened? I would like to examine this question also.

In the replacement of wagons, a phrase is usually used. I think it is stretched a bit too far and some Members of the House also have fallen a prey to that: that is, 'over-aged wagons'. What does an 'over-aged wagon' mean? What are the specifications, what is the criterion which is laid down for declaring a wagon as over-aged. If a wagon is 40 years old, it is over-aged. There is no further criterion. Suppose a wagon has completed its 40 years today, what shall we do? Shall we remove it from the line tomorrow? Tomorrow, it will come into the category of over-age stock. But, still, it is good. It is not something which should be rejected.

Another aspect of it comes up when we consider the question of

performance. Age is the sole criterion: not mileage. The Railways do not keep an account of the mileage performed by the wagons. On the broad gauge, taking the wagon user average at 50 miles, although it is only 46, a wagon would be over-aged when it has done 700,000 miles, whereas on the metre gauge, it will be over-aged when it has done 400,000 miles, because the utilisation of wagons is very low. I cannot understand how a wagon which has done 700,000 miles is over-aged and how a wagon which has done only 400,000 miles is also over-aged. I would suggest to the hon. Minister that he should re-examine this question of over-age stock. I do not have the figures for wagons. I can give the figures for locomotives. The percentage of over-aged locomotives has increased, but the average age of the locomotives has gone down. Therefore, these figures can be very misleading. The definition of over-aged stock requires to be clarified. I think the same thing is happening in the case of wagons also. Though the percentage of over-aged stock might be rising, the average age of the wagon might be going down. This would require a more technical examination by the hon. Minister.

Having said this with regard to what I think was wrong replacement or wrong emphasis on the metre gauge when actually the pressure was on the broad gauge, I would proceed to give some instances of defective execution of the Plan.

In the years 1952-53 and 1953-54 the railways acquired 900 metre gauge coach shells. Those shells were imported, and the springs were found to be defective. Fifty of these coaches were actually assembled. They were furnished I think in some South Indian railway workshop. After they were assembled it was found that the springs were too weak, not strong enough to take the weight of the coaches. Immediately the Railway Board probably got into touch with

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the manufacturers. The manufacturers replied that they manufactured the coach shells according to the specifications given to them and so there was no question of compensation. It appears that the Central Standards Office and the Railways had bungled in the specifications. They had given the wrong specifications without first finding out whether these springs would be able to take the weight of the furnished coach. It is a big matter, but I am sorry to say that no responsibility has been fixed so far, and the sooner it is done the better, because if we want our railway workers to give their best, officers and workers should be treated on the same level. Whoever makes a mistake must be punished.

Now I come to another example. The railways imported from Italy several hundred axle boxes for locomotives. On receipt it was found that the axle boxes were defective, that there were cracks, that there was metal filled in, and this defect came to the notice of the railways some time in 1951. Five Years after the receipt of the stock and four years after the defects had been noticed the General Manager of the Eastern Railway reported this matter to the Railway Board. This, Sir, is an example of efficiency.

Again, the Railway Board purchased diesel hydraulic locomotives for the Simla-Kalka railway. Locomotives cost money, the tax-payer has to pay for it. When these locomotives were imported it was found that the dimensions of the wheel gauge and the tyre width of the locomotives did not conform to the schedule of dimensions for the Simla-Kalka railway. The order was placed by the Railway Board. A copy of the order was sent to the Northern Railway. But nobody either in the Railway Board or in the Northern Railway detected that they were placing a wrong order. But they write for compensation to the manufacturer and they have to tell the Railway Board that they have manufactured the locomotives according to the specifications given, that they are not responsible. Again the Central

Standards Office and the Railway Board are directly responsible for placing such faulty orders.

As I said, what have we got in this First Five Year Plan? What have we achieved? We have spent Rs. 424 crores. What have we got out of it? Has our performance improved? I will now come to the operational efficiency of our railways.

I will casually deal with what has happened to the punctuality of passenger trains. In the last five years the percentage of passenger trains arriving on time has declined from 77.49 in 1952-53 to 70.84 in 1955-56, that is a decline of more than seven points. What has happened on the metre gauge? It has declined from 77.37 in 1952-53 to 60.36, that is by 17 points. This is what has happened to passenger train punctuality on our railways—an achievement in five years.

No doubt, the railways have moved a larger amount of tonnage than they did in 1950-51. But, again, the figure has fallen short by 5 million tons. I would say that the main reason is that the operational efficiency of our railways has fallen in all directions, except in the case of one index which has got no connection with the load carried in the wagon. The wagon-miles per wagon-day, that is, the wagon usage has improved. It has increased. We are now doing 46.3 miles on an average in 24 hours. That is good. I hope that next year, we shall reach the figure of at least 55. I had suggested 50 last year. This year, I think, the target should be 55.

The net ton-miles have also increased. We have carried more tonnage. We have carried it to a slightly longer distance. But that is a composite index, but not so the wagon user. The wagon user is the number of miles on an average which a wagon travels in 24 hours. That figure was 48 miles on the broad gauge and 28 miles on the metre gauge.

But there is one index, which is a composite index, and which is recognised all over the world by all the

railways as a good composite performance index, namely the net ton-miles per goods-train-hour. That figure gives us the distance, the load and the performance of a goods train in an hour. This index has tended to decline. In 1951-52, it stood at 5,272, but it has gone down to 5,245 in 1955-56. So, here also, there has been a decline. I think that unless we are keeping a check on what we are loading into the wagon, we are likely to go astray. The average wagon capacity has increased during the last five years. We have got bigger wagons, no doubt. But what has happened to the average wagon load? The average wagon load is moving down, while the capacity is going up. It was 16.4 in 1951-52, while it has now gone down to 16.1. On the other hand, the wagon capacity has increased.

I shall illustrate it with the figures for the metre gauge and then the House will understand it better. On the metre gauge, the average wagon capacity was 13.6 tons in 1950-51, but it reached the figure of 15.8 in 1954-55. But the average wagon load has only increased by about a ton. That means that we are wasting space.

Now, let us look at it in a different way. Let us look at the percentage of average wagon load to average wagon capacity. The percentage is falling and not rising. The wagon capacity is increasing, but the percentage of average wagon load to average wagon capacity is declining. It has fallen from 73.8 to 71.8.

And what has happened on the metre gauge, in spite of the fact that we have replaced 20,000 more wagons in the course of the First Five Year Plan? From 55.9 the figure has gone down to 54.4. In other words, we are using just half the wagon; half the wagon is moving empty. Of course, the explanation might be given that different commodities give different weights, that light merchandise gives one weight, heavy merchandise gives another weight, and coal, manganese ore etc. give a higher weight.

But I would like to point this out to the hon. Minister. In the Report of the Railway Board for 1955-56, it has been stated that the highest weight for light merchandise was on the South-Eastern Railway; it stood at 15.1 tons in 1955-56, while in 1954-55 it was 16 tons. Now, let us look at the lowest weight. The highest was 15.1 tons, while the lowest was 12.8 tons for light merchandise.

By no stretch of imagination can it be said that light merchandise weighs more on the South Eastern and less on the Central? I do not think it is possible to argue on that. Let us look at heavy merchandise. The South Eastern is 21.2 tons in 1955-56, that is the average starting load 21.2. The lowest on the Western is 16.2. Therefore, I say that there is scope for improvement both in light merchandise as well as heavy merchandise and also where coal and ore have been transported.

Having said that I would like to say something about the average speeds of goods trains. The average speed seems to have gone down in the last five years from 10.8 to 9.84. This is what we have achieved in the five years. The average speed is an important index of operational efficiency and that this index is continuously declining is bad. Let us see what is the average speed of goods trains on the metre gauge. It has dropped to 8.43. How this has happened has been explained on the floor of the House as being due to an increase of traffic density, due to line capacity, signalling and all sorts of things. I would like the Railways to speak for themselves and here is what the Efficiency Bureau of the Railways has to say:—

"It has been, however, accepted by the Efficiency Bureau that the increase in traffic density does not fully explain the fall in operational performance as reflected in the

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speeds of goods trains and that there has been a certain deterioration in operational efficiency responsible for these poor results."

No matter how you look at it, you will find that the efficiency has fallen and I would suggest that the hon. Minister would do well to keep a very watchful eye on the operational aspect of the Railways and to acquaint himself fully with these indexes of performance.

I had suggested last time that it is necessary to design a type of wagon both on the broad gauge and metre gauge which would carry more or less the same tonnage. What happens is that at points where the gauge breaks the metre gauge wagon which is small, even if it is fully loaded has to be emptied into the broad gauge wagon and it is not filled and the space is wasted. Therefore, I would suggest that some research should be undertaken in this direction also and we should try and bring the wagon capacity on both metre gauge and broad gauge to more or less the same. I have suggested this to the Railway Board and I received a letter from them. It was very kindly sent; they argued that the maximum permissible axle load does not permit increasing the load on the metre gauge but then I got in touch with an engineer and he explained to me that this could be got over by adding more wheels, more axles. If today we have our wagons with four wheels, we can have 8 wheels, and all the delegations that have come to this country have recommended the increase in the average wagon capacity. I hope that the Minister will do something in that direction and if it is possible this should be done because it will save a lot of space at all points where the gauge breaks.

This matter of wastage of capital assets in terms of non-utilization of wagons has been referred to by the Estimates Committee. They have made some very harsh comments on the way our stock is being utilized—

very poor utilization—and I would like to bring this to the notice of the House.

Yesterday my hon. friend, Mr. Dange, was all for doing away with electrification because it costs Rs. 36 crores. I am all for electrification, but I think that the railways themselves by improving their efficiency can make up substantial amounts by intensive usage of the stock at their disposal. This is what the Estimates Committee has to say:

"Had efficiency has been maintained in 1954-55 at the best performance of the previous years the traffic moved in this year could have been moved with 7,670 wagons less."

This means that capital assets to the tune of about Rs. 10-1½ crores have been un-utilized on the broad gauge—a big sum not to be utilized properly and assets to the tune of Rs. 10-1½ crores not utilized is not something which is going to add to the prestige of the railways. The Estimates Committee is the highest Committee of this House and I do not know what attention has been paid to these remarks. Similarly wastage of capital assets in terms of the metre gauge is Rs. 5-5 crores. The Estimates Committee has concluded that there were actually 650 broad gauge engines more on the line than were actually necessary to haul the traffic in 1954-55. This is a big wastage. If we can keep these engines idling on the lines, I do not think our performance is going to improve. This has resulted in the capital assets to the extent of Rs. 32-5 crores not being utilized. During the same period on the metre gauge Rs. 19 crores of assets in terms of engines were not utilized. No matter which Committee has been appointed from the time of the Indian Railway Inquiry Committee up to the Estimates Committee, all committees seem to have come to this conclusion that the utilization of stock is extremely low and unless we improve on it, I do not think that we will achieve the

targets set under the Second Five Year Plan. I think the target which the Planning Commission has set can be achieved. There is no reason why the railways should fall short. I think it can be done but only if we can improve our efficiency of operation.

Yesterday Mr. Dange said something about electrification. I am a little puzzled. I made some inquiries about the electrification in the Igatpuri-Bhusawal section and I was told that D.C. is preferable to A.C. because we have got D.C. stock there and we would have to switch over to A.C. If we changed it this would increase the cost of additional A.C. locomotives. This was a good argument used. Yesterday I discovered what the railways were doing in Howrah-Burdwan Section. The Howrah-Burdwan Section will be D.C. and Burdwan to Mughalsarai is A.C. and we have ordered from the English Electric Company D.C. locomotives for a stretch of about 60 miles from Howrah to Burdwan. We will now operate from Burdwan to Mughalsarai A.C. So we cannot use those locomotives. I cannot understand how these things happen. I cannot understand it. All the world over, A.C. has been accepted as the most suitable form of traction and now that we are laying down new lines we are again creating more problems for ourselves. How is it that Howrah-Burdwan should be D.C. and Burdwan Mughalsarai should be A.C.? This is something like Muhammed Tughlek. The Scaldah Division will be D.C. and the Grand Chord, a stretch of about 60 miles, will be D.C. There will be D.C. and A.C. both on the broad gauge.

I really do not understand how these things happen.

Shri S. A. Dange (Bombay City—Central): That is just like Congress policy.

Shri Feroze Gandhi: The Railways have ordered in connection with this

electrification engines which, in my humble opinion, should be diverted to the Igatpuri-Bhusawal ~~section~~ which is going to be a D.C. section. Although the decision has not been taken—I think it will be taken in a few days—I would like the hon. Minister himself, before final decisions of this nature are taken, to look into the thing himself. It is a technical subject, no doubt, but I may tell you that a layman also can be helpful.

The Minister of Railways (Shri Jagjivan Ram): I have delayed the decision.

Shri Feroze Gandhi: I am very happy that the Minister has delayed the decision. So much about electrification.

Now, about staff matters. We have a Member, Staff attached to the Railway Board. He has done good work to which reference was made by the hon. Minister. We have played football well, hockey very nicely; and, in tune with the fashion of the day, cultural activities have also increased. What has not improved is the relations with the staff. Relations with the staff seem to have deteriorated. I can tell you, they are bad, because I am daily in touch with railwaymen and it is no use denying it. The Member, Staff, should devote more attention towards achieving better relations with the staff than playing football and hockey.

There is the question of the unions to which my comrade Shri Dange referred yesterday. There is a conflict. There is no denying it. There are two unions somewhere and there are three unions somewhere else. They are all quarrelling with the result that the Railways suffer. My suggestion is that this should be done away with. Some solution has to be found to this mess which has been, if I may say so, encouraged by the railway authorities. It is encouraged.

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If there are two unions, then, you talk to one union something and something else to the other union. You allow them to fight amongst themselves. But, you forget that it is the Railways that suffer and that some method has got to be found out to finish off these disputes.

My own suggestion is this. Where there are two or three unions, get the membership of all these unions and on the basis of that entrust the matter to the Chief Labour Commissioner, have an election and whether the communist is elected or the congresswallah is elected or the socialistwallah is elected, whoever is elected, accept him. There is no reason why we should fight shy of it. What does it matter? Let Shri Dange become President of some of these unions. He will feel the responsibility as he is already feeling it in Kerala; and, I think, he will be helpful. I think the time has come when we should trust these people more. All the time we are suspicious that if a communist gets in somewhere he does nothing but upset everything. We have seen them for 5 years; they have behaved so nicely. Sometimes something happens; that does not matter very much. We should trust them more (*Interruption*).

Shri Jagjivan Ram: But I have given recognition to communists.

Shri Feroze Gandhi: I would suggest that if an election is held on the joint membership of all the unions, we should accept whoever is elected. Even if Acharyaji is elected that would be good.

Shri Frank Anthony (Nominated—Anglo-Indian): That does not happen in our politics.

Shri Feroze Gandhi: There is another conflict with regard to our staff, with regard to the promotions. The channel of promotion is different in different zones of the Railways. There should be a uniform way in which a worker can secure

his promotion and he should be confident that he has a fair chance. Different zones have different ways of promoting their employees and this also results in chaos.

I would now like to refer to the recruitment of the Scheduled Castes and Scheduled Tribes and the Anglo-Indians.

Shri D. C. Sharma (Gurdaspur): Very good.

Shri Feroze Gandhi: There is reservation. The total number of reservations for Scheduled Castes is 5,000. But, how many have been recruited? Two thousand. Why? Why have these 3,000 not been recruited? The answer is: suitable candidates are not forthcoming. It is not a good excuse. I know that there are Scheduled Caste people who are educated and who are fully qualified and yet they are rejected by the Commission. Look at the condition of the Anglo-Indians. The number of posts reserved is 2,000 and the number recruited is 260. That is what has happened. I would like to draw the attention of the Railway Minister to the recruitment of Scheduled Castes and Scheduled Tribes and Anglo-Indians and I would suggest that as far as possible the reservations should be filled in. For the Scheduled Tribes, the reservation is 1,700 and the number recruited is 200. I think the Railway Minister has, probably, issued instructions to the Railway Service Commissions to fill these posts and I hope that that will be done.

In the end I would like to stress once again that the Minister himself should put his foot down on the Railways and see that efficiency is improved. Figures are flung out; here and there has been 10 per cent. increase in efficiency. Look at the performance figures and see whether performance has gone up or whether it has gone down and, then, take your own decision. I would suggest here that the best performance in one zone should become the target

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for next year for all the other zones. If one railway can do it, so can all the others. There are some difficulties on the Eastern Railway but you can make accommodation for that. The argument is always advanced that we are improving. Now, let us see how we have improved.

In 1925 the number of wagons which a goods train was hauling in India was 42. In 1956, after 31 years, it has increased to 45. From 42 to 45. Certainly, improvement has taken place. But, is this improvement? Similarly the net average load per train has increased from 487 in 1951-52, to only 522. Therefore, I would suggest: Put your foot down on the Railway Board as well as on the General Managers. It is these people who run the Railways. And, so long as you do not come down on the General Managers it is no use going after the workers who walk around with communist ladies. It is no use. It will not solve the problem.

Shri D. C. Sharma: What is that?

Shri Feroze Gandhi: That is what Shri Dange has said yesterday.

I have given several instances where officers have bungled, where the Railway Board has bungled. But what action has been taken? No action. Would you have tolerated that in a workshop? If a worker had made a mistake he would have been chucked out without even an explanation. Nobody would have cared. Nobody would have listened to him and he would have been chucked out. You must deal with the Members of the Railway Board and the General Managers in the same way. Deal with them strongly and say, this is what they have got to do and they will have to do it.

13 hrs.

Shri Frank Anthony: Sir, I would have liked to confine my remarks purely to the financial aspects of the Budget. Unfortunately, no time is available for a discussion on cut motions. So, I shall seek your indulgence to refer to some other problems also. Personally, I feel that the Railway Budget is an anodyne Budget. It has been presented in an unrealistic way in order to produce an illusion, if not in this House, in the country. I think that this Budget does not give a correct picture, either to this House or to the country of the financial realities and the operational difficulties that the railways are inevitably going to encounter.

The Minister has admitted that they had already had to upgrade the last estimate with regard to the planned expenditure by Rs. 200 crores. Instead of 1125 crores, they are going to spend Rs. 200 crores more. They also make this significant admission that half of this amount, namely, Rs. 100 crores, represents not gainful expenditure but represents merely the amount necessary to meet the additional cost in respect of the increase in the cost of labour and other materials. What does this mean? It means that from the time when we last drew up our estimates and requirements and when we said that we would be able to meet our requirements on the basis of an allocation of Rs. 1125 crores, within the period of these two years or less, we have got to upgrade or revise the allocation, purely on the basis of a rise in the cost of labour and material. What is happening today? There is a much steeper rise in food prices; there is this general spiralling of the general cost index. From my experience of the past, if it can be any yardstick, I say that we will have to allow, on a conservative estimate, another Rs. 200 crores for the Second Plan period merely to meet the increase in cost on account of labour and material.

The Minister has, perhaps, induced the Government, or I do not know who has induced the Government, to revise the estimates with regard to the provision of increased goods traffic capacity. Apparently, the Government has now gone back to the original figure provided in the Plan and we are now going to make provision for a further eighteen million tons of goods traffic capacity. I analysed this position a year ago and before I analyse the position again, I would like to ask the Minister how he has arrived at this round figure of an additional one crore on account of the provision of extra eighteen million tons of goods capacity. It is a nice round figure. What was the yard-stick which entered in determining this? I sincerely hope that, after two years, we will not find ourselves being compelled to increase the amount from Rs. 100 crores to Rs. 200 crores. Even with the proposed increase of this target of another eighteen million tons, my own estimate is that in the end of the Plan period, when we come to realities, there will be a short-fall in the goods traffic capacity of at least 25 to 30 million tons. No provision has been made for expansion in the private sector. No provision has been made for things like irrigation, transport and other miscellaneous traffic. The position with regard to passenger traffic is going to be, if any thing, much worse comparatively than the position with regard to goods traffic. My estimate is that at the end of the Second Plan, there is going to be a short-fall of 30-40 per cent. with regard to passenger traffic. The congestion at the end of the Plan is going to be at least one-fourth or one-fifth more of what it is today. I am not blaming the Minister for all these. I am only pointing out these or underlining them so that the railways and the Government are not under any illusion about the hopeless inadequacy of the provision with regard to railway expenditure. Today, the business Community in many parts is complaining of mere crippling bottle-

necks. My fear is that this will take on the character of a general paralysis during the Second Plan.

The railways need every penny. Why should they lay their hand on the railway revenue. I do not know whether the Minister shares my view but I for one resent this novel device. I am being charitable. It is not only novel; it is tortuous. I would not say anything more than that. I refer to the novel device of imposing a tax on the railway fares. As you know, there has been considerable divergence of opinion in this House about the convention of the railways making a contribution to the Central revenues. Now, what is this? The Minister does not raise the fares but the Finance Minister imposes a tax. I say, with all due respect, that it is nothing but a deliberate pillage of railway revenues by an indirect, tortuous process. What further emphasises this pillaging and this tortuous process is this. The Railway Minister may have similar suggestion; in spite of the resistance of the Members of this House, there is a contribution to Central revenues. You are making the railways to make a further contribution. In order to get over that argument, you divert it—I want to say, misappropriate—to the States. I am completely opposed to the diversion of railway revenues even to the Central revenues. Now, it goes to the States. Ultimately, the district boards will come along and ask "What about us"? Then, the gram panchayats also will come along and ask for a share. More and more of the railway revenues will be proliferated in all manner of directions.

I am thinking of the Railway Minister in this behalf. When he meets his railwaymen, as he is going to meet them, how is he going to answer their argument. The flush in his face will remain; none-the-less how will he answer their maxim: Charity begins at home. If the railways want to be generous, let them be generous at home. If you are

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going to distribute it, what about distributing it among the financially hard-pressed railwaymen? How are you going to respect the demands of the railwaymen for an all round increase of wage scales? You cannot do it. They will say: "Withdraw this charity to the States and give it to us." I can even be prepared to say this as a person who has dealt with railway labour and had the privilege of leading them for many years. Perhaps the circumstances are not opportune. But, in the face of an action like this, how are you going to answer the railwaymen with regard to the demand for a second pay commission?

I congratulate my hon. friend, Shri Feroze Gandhi, on his painstaking and careful analysis of the railway working. He referred to the steep rise in the working expenses of the railways. He has quoted the figures. I want to enter a very emphatic plea that, with this tremendous increase in the working expenses of the railways there is not only an increase but a very steep increase—there must be elimination, complete, if possible, of all wasteful expenditure. What are the difficulties? I do not want the Railway Minister or the Government to tell me blandly that there is no wasteful expenditure. It is an *ipse dixit*, which I am not going to accept. Every railwayman will privately admit that there is much wasteful expenditure. There is criminal wasteful expenditure in the railway administration.

What are the working expense figures? From 1950-51 to 1956-57 the working expenses have risen from Rs. 180 crores to about Rs. 244 crores. Shri Feroze Gandhi referred to the fact that now it is Rs. 258 crores. That is, in a period of about six years the working expenses of the Railways have risen by Rs. 78 crores, that is by over 30 per cent.

I am quite prepared to concede that much of this increase in the working expenses is due to unavoid-

able circumstances and the tremendous inflationary pressures in the country. But I am also very definite that a large part of this steep increase is due to avoidable wastes.

Sir, I say this, I am not going to take away some of the pleasure that the Railway Administration may feel with regard to this operational index. On a previous occasion I had said that the Efficiency Bureau had thrown grave doubts on the figures given by the Ministry to this House. But I say this—and Shri Feroze Gandhi has paraded a lot of figures before us, which lead to this unanswerable conclusion—that there is definitely a fall in general operational efficiency. I do not know whether the Minister would be allowed by the labour union leaders to undertake a job analysis; it would be a very good thing. When I talk privately to railway of all categories, they say: "Sir, we regret to say that today 2-1/2 men do the work that one man used to do before independence". That is their view, and a job analysis would prove that.

Shri S. A. Dange: I do not think so.

Shri Frank Anthony: That is the trouble. You have this deliberately one-sided view of certain labour leaders. They will not look at things from a comprehensive point of view. They will not take a balanced view of things. There are so many official declarations that definitely the hours of work put in by the men today, the output put in by the men today, is falling and it continues to fall. But the labour leaders do not look at this. They look at it from one point of view. They do not look at the general efficiency of the Railways. I also can plead the cause of railwaymen, but I do not deliberately blind myself to this undoubtedly drop in output of railwaymen. I do not say it happens in every category. In certain categories railwaymen are working much harder. But, I am talking of

an overall assessment. I say that it happens and it is happening everywhere. I am not blaming the workers only—Shri Dange is probably wanting only to defend in season and out of season the class of workers. I say this is happening everywhere. Men are falling over themselves. There are too many men on a particular job. It is happening from top to bottom. I have not got the figures here but on a previous occasion I analysed the position with regard to the Northern Railway, and I said that with regard to similar workloads the number of officers had increased by 200 or 250 per cent. That position obtains from the officers down to the bottom.

With this tremendous unprecedented increase in the number of staff because of the railway commitments under the Plan, what is going to happen? My own estimate is that the Railways are going to take in about 2,00,000 more men. Look at the opportunity! See what tremendous waste is happening! It is happening on the Northern Railway. When I made enquiries I found that the Divisional Operating Superintendent fixes the number of men required because of the alleged increased needs under the Second Plan. As far as I can make out, it is done by some rule of thumb. 20 per cent. is what is normally accepted as the increase under the Plan; so they make a 20 per cent. indent whether the men are necessary and the jobs are there. I was asking one of the traffic inspectors the other day. He said he was being honest with me and said that he had no work. He said there were seven new traffic inspectors to one Division. One traffic inspector is known as the planning inspector. His only thing is to plan to take some idlers. Another fellow said, all that he was to do was to chase goods trains which was not his job. That is the way there is going to tremendous waste, wastage of crores and crores of rupees which the Railway cannot afford to waste.

Then there are other aspects, which I raised on a previous occasion also. I do not think the Minister was holding this portfolio at that time. When I go round the country I get these general complaints not only from the railwaymen but also from officers. Because of this tremendous expansion, jobbery and nepotism are now taking a Roman holiday of the General Managers. They are the greatest criminals in this respect. I endorse the plea of my friend Shri Feroze Gandhi, and I ask the Minister—while his portfolio is a tremendous opportunity it is a tremendous challenge, and if he allows himself as most of his predecessors have done to be assimilated to this bureaucratic, brittle tradition of the Railway Administration then the Railways will continue as they have done in the past—to think about it seriously.

Last time I referred to the question of General Managers. The General Manager is collecting round him a lot of human derelicts, junkies. All the retired, not only unemployed but unemployable railway officers are being given either extensions or are being re-employed. Provision is being made for rank nepotism, rank jobbery and rank casteism. People are asked to what caste they belong, to what State they belong and so on. This is what the men are resenting. The officers are resenting it. It is being done on the basis of shameless jobbery. I would ask the Minister to pay attention to this.

The officers who came to see me said that they do not mind even handedness. But what is happening because of this increase? It is happening in every Railway. When you men are due to retire they get leave preparatory to retirement. A man who is nearing the age of 55, if the official likes him, likes his face or likes somebody else's face.

Acharya Kripalani (Sitamarhi)
Wife's face?

Shri Frank Anthony: My friend is suggesting "wife's face", but I am not saying that. He is called and asked

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to apply for leave. He applies for leave and the leave is refused. so the man is allowed to work till the age of 55, and when he retires at that age he takes his leave after retirement. If his face or somebody else's face is not liked by the official and he puts in a leave application, it is accepted and he goes away long before 55. It has become a racket on the Railways. At least let them all work up to 55 subject to their being not mentally and physically derelict. Why allow further opportunity for this nepotism?

Then there is this other scope for wasteful expenditure. My friend Shri Feroze Gandhi gave numerous examples. I want to mention one example only. Every now and then somebody comes along—I do not say it is the new Minister, it is a new official distinguished more by enthusiasm than by intelligence and commonsense—and he parades some new scheme. The facts are never really given to us. You all know how I opposed in this House—everybody castigated me for opposing it—the rank hibernating scheme for re-numbering. Whether anybody likes that, I do not know. Then somebody comes along, inspired by these vague socialistic mantras, and says: Let us have "De Luxe" specials for everyone. No person who normally travels in third class uses the "De Luxe" special. Who is going to pay nine pies a mile extra? Not only are the people for whom it is intended repudiating this gesture of socialistic pattern with regard to "De Luxe" travel, but the Government is losing. The business people make money out of it. They at least used to travel by air-conditioned class. They now say: "Why should we travel in air-conditioned class, we can pay second class and travel by 'De Luxe' which is meat for the low paid people."

I shall now briefly deal with certain grievances. First of all, I want to congratulate the Minister with regard to the long overdue measure,

namely, the expansion scheme. I can recall three or four years ago that mine was a long voice asking and pleading for the introduction of this scheme.

There is one special plea which I want to enter. I do not know precisely when it is going to be introduced or from when it is going to be introduced. But I would request the Minister to attempt to give it some retrospective effect, because there are many men who are retiring today, say, in three or four months and there are many men who retired three or four months ago, and they should be given retrospective effect. They are very anxious that they should be given the benefit. I feel it is not an unreasonable request. I hope the Minister will be able to consider this aspect of the matter also.

Then there is the question of an acute shortage of quarters. It is a matter which I have repeatedly raised in this House. Now, I am not blaming the Minister. I do not know if he could have spent this Rs. 40 crores on quarters. I do not know how many units he could build. All that he has said in his budget speech is that they are going to provide 15,000 units in this year. At the end of the second Five Year Plan we will have to provide 64,500 new quarters. Obviously, this figure is not only inadequate but it is hopelessly inadequate. Almost half a million railwaymen are without quarters today. The result is, the position with regard to quarters at the end of the second Plan is going to be much worse than it is today. At the end of the second Plan we expect to provide 64,500 quarters. We are going to recruit another 200,000 men. Today, about half a million railwaymen are without quarters. At the end of the Plan, almost three-quarter million people will be without quarters. This is the position as it emerges. What I do say to the Railway Minister is this. Perhaps it is necessary to point out one thing. It is a great evil. What happens everywhere? Everywhere.

the local official comes in. I do not know why. This nepotism seems to be such a scourge on the railways. Favouritism is also there. Go anywhere; get hold of a man; he will say that the local boss will give out-of-turn accommodation to his P.A. or clerk or somebody else's clerk. They are not essential staff. But quarters are given to their favourites. It happens everywhere. I took it up with the General Manager of the Southern Railway. I never got any reply. But there it is. I had made the suggestion and I think it is a suggestion which is worthy of consideration. At least have a fixed quota for the different categories so that even if a nepotistically-inclined official is inclined to give an out-of-turn quarter to anybody, that would not hinder the essential staff from getting an allotted quarter.

I say this with all respect, and I hope the Minister will attend to these things. There are certain things which are continuing scandals for so long. The Minister is fortunate in many respects. I am expecting great things from him. With one turn of the pen, he can overnight relieve the railways of so many black spots without costing the exchequer anything, even one anna. Take the question of acting periods, or the officiating periods. It is a thing which comes in in season and out of season. I am told that the Pay Commission recommended that nobody should be allowed to officiate for more than two years. But what is happening? I must have raised this matter for the last so many years. In the Northern Railway, for instance, people have been officiating for more than 6, 7 or even 8 years. It is not as if there are no vacancies.

Take the question of Traffic Inspectors. I enquired about the figures. I learnt that there are 28 to 30 permanent vacancies of traffic inspectors. Yet, the whole staff is officiating for five years. Class II officers have been acting for more than five years. Earlier, it used to be 14 years. They are

qualified but they are still officiating. This is not only wrong but it is a moral wrong. The Minister knows this. When those people go on leave, they do not get the benefit of the pay in a permanent capacity. As a lawyer, I know the other difficulty to which they are exposed. Only the other day, I argued two matters in the Punjab High Court. It was with respect to two railway officials on the Northern Railway. One of them has been officiating for six years and the other for five and a half years. They are men with brilliant record of service, specifically selected to be put against permanent vacancies. They have put in five and a half and six years' service respectively—an unblemished record of service. But some incompetent or inefficient dishonest person comes along and he gets into the permanent vacancy. These men with five and a half and six years' service are reduced in rank also. What is the position? I would ask the Minister to look into this. If they were permanent, they could not be reduced in rank without charge-sheet. But these men are just reduced in rank arbitrarily. There is no show-cause notice; no reason is assigned. All the five and a half or six years' service goes down the drain. Unfortunately, at least the High Court has decided or taken the view that an officiating person has no protection under the Constitution. The matter is now in the Supreme Court. As it is, an officiating person can arbitrarily and summarily be reduced in rank. Article 311 gives him no protection. At least I say this to the Minister. If this is the interpretation, I do not agree with it. I hope the Supreme Court would not agree to it. At least, let the administration from its own side accept this moral precept, namely, one cannot reduce a man without any reason, a man who has officiated for five to six years with an unblemished record of service.

Then there is another matter to which I want to draw the attention of the Minister. No Government servant except those in the railways has a

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'contract!' This thing is a hang-over from the old company days. When it did not suit us in the company days, we abused the British. When it does not suit us, we abuse others. When it suits us, we subscribe to everything reactionary in the British days. In those company days, necessarily they had contracts. Now, what is happening? You cannot get rid of a Government servant and you cannot remove him until you give him a charge-sheet. But what is done now? If the official does not like the face of a servant, he tells him, "You have a contract". One month's notice is given and he gets rid of the man. This is unfair. I would ask the Minister to bring the railway people on a par with every other kind of government servant, and to withdraw this contract basis of service.

Then there is the canker of selection. I say this with all respect. But I say it without qualification; I say that the selection on the railways is a continuing and unqualified ramp. I had fought it in this House. I said selection has opened the floodgates to nepotism. I had said it unqualifiedly. As a concession to my request, some formula was introduced. 30 per cent for record, 30 per cent for professional qualification and 20 per cent for appearance—what kind of appearance, I do not know. But in the 20 per cent, there is so much manipulation. I do not understand why. Cases come to me. Men have worked as assistant mechanical engineers for five years with not one adverse comment, and with an unblemished record of service. There were five of them. They went before the Selection Board, and they were all superseded by men who have never worked for even one day as assistant mechanical engineer. How do you account for it? Men who have never worked for even one day as assistant mechanical engineers, but perhaps as loco foremen only, have all superseded the men who had worked for five to six years, with an unblemished record of service, as assistant

mechanical engineers. It happens every day. The men came to me from the former B. B. & C. I. Railway—Class II people or people who were to be selected to Class II. They said: "Here is the position. Here is the list we have given. The selection will take place within a fortnight from now. This is how the selection will take place". When the selection results were announced, that is precisely how the selection was made. They knew exactly how it could happen. The departmental heads, favourites are there. The selection is merely a formal endorsement of the departmental head. It is absolute ramp; it is corroding the morale of men, railwaymen and every class of them. I do not know how the Railway Minister is going to apply himself to this problem. But I would ask him to look into it.

Take, for instance, the Northern Railway. I had raised the matter with Shri Lal Bahadur Shastri. He said "All right". The point is this. Why don't you announce the results on the very same day or within two or three days? What happened in the Northern Railway? They announced the selection results after one month. In the meantime, some relative of the selectee has phoned the Chairman and some other person—I won't say he is an M.P.—is also phoned, and the whole thing is manipulated, and after a month, that selection panel takes on a complexion which has emerged from that manipulation during that month. That is what is happening. Another device is this. What happens in the Northern Railway? When they have their selection panel, they know the number of existing vacancies and the number of likely vacancies. Suppose there are 10 existing vacancies, they should take another one-third for likely vacancies. But they do not do it; they deliberately take only 10 and then afterwards the officer comes in with all his nepotism and in the other vacancies, he puts in his favourites and they continue inordinately officiating without any semblance of selection. The Minister

does not know; he is yet to learn what happens on the railways.

I only want to refer to two aspects with regard to operational efficiency; my friend, Shri Feroze Gandhi, also referred to it. So far as this question of dealing with the grievances of railwaymen is concerned, something will have to be done. I hope the Minister will not endorse the wooden-headed attitude of the Member (Staff); I was not talking about the Member (Staff), but the general attitude and the normal channel. What is the normal channel on the railways? Two years of repeated representations, no reply and ultimately inevitably the waste paper basket. So far as the General Manager of the Southern Railway is concerned, 10 reminders at least and then the waste paper basket. That is the normal channel and that is why the men get desperate. They want redress, but they cannot get redress; there is no one to give the redress. Your establishment branch is useless; your personnel branch is worse than useless.

Then there is the question of the track. The track is in an extremely bad condition. When I was in the south, everywhere I received this complaint; the drivers tell me that the track is going from bad to worse. In Villupuram the drivers said, the carriages lurch because of the bad track. Somebody writes to the General Manager but nothing is being done. The track between Arakonam and Bangalore is not only bad, but it is a menace. I do not know what is going to be done. When I was talking to the engineer, he said, "we need 6 inches of ballast, but there is not even half an inch of ballast". I would ask the Minister to look into that matter.

Finally, I want to refer to this question of overtime on a monthly basis. I would ask the Minister to repeal that provision in an utterly reactionary Bill, which was passed last year as an amending Bill. I fought alone, but unfortunately it was a losing battle. I ask, is it not

only fair that you should calculate the overtime on a weekly basis? The Deputy Minister threw in my face the adjudicator's award, which was outmoded in itself. What happens in other progressive countries? Overtime is calculated on a weekly basis. The Factories Act, which applies to a number of our railwaymen allows it on a daily basis. I am not asking for overtime on a daily basis, but only on a weekly basis. You put this reactionary provision and it affects particularly the locos. Why should they lose? They put in sometimes tremendous work overtime in a week or in a fortnight, but in the rest of the month they get excessive rest. So over the month you deprive them of their overtime allowance. It means a lot to them. More than a gesture, it is the morality of it that I am emphasising for the notice of the Minister.

May I say one last word about the question of quotas? I would request, and I have requested, that there should be a quota for the children of the railwaymen. My request was rejected on the ground that it would be contrary to article 14. Article 14 today has received such an interpretation that you can discriminate even in favour of a single individual. The Supreme Court has endorsed class discrimination. It is not class discrimination I am asking for. I am asking for a quota for railwaymen's children, who are reared in the atmosphere of attachment and loyalty to the railways. My friend, Shri Feroze Gandhi, referred to the recruitment of Anglo-Indians. I do not want to raise it here. They are not being recruited and there are many avoidable reasons why they are not. That would take some time to elaborate; I would take it up later.

I want to say this to the Railway Minister that I feel that he has tremendous opportunities. All I ask him to do is to retain a receptive mind and a responsive attitude and to refuse to be assimilated to the bureaucratic complexes of this Railway Board and the General Managers; then he will

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not only deserve but get the respect of the railwaymen.

Shrimati Sucheta Kripalani (New Delhi): When the hon. Railway Minister read the budget proposals, I was listening to his speech with great attention and I was glad to find that he had devoted some attention to the question of staff, their service conditions and amenities and had discussed them in detail. He had even expressed words of praise for the work done by the railwaymen—their devotion to duty and their spirit of sacrifice.

I propose to confine my remarks today mainly to the grievances of the staff. I am glad Mr. Feroze Gandhi before me has also mentioned about this subject, because it is a very important one. The railways being the biggest Government enterprise employing about 12 lakhs workers, the Government should be a model employer and give the employees the best conditions of service. Therefore, we shall have to look into the service conditions obtaining in the railways and find out in what way we can improve them. Since the new Minister assumed office, I am glad to say he has shown an attitude of sympathy towards the workers. As early as 10th February, a new deal was announced and in his budget speech he has proposed new schemes for pension etc. He has also announced the appointment of a commission which will explore the avenues of promotion from Class IV to Class III service. He has also placed before us some schemes for improving the housing, medical, and educational facilities for the workers. All these are good. As I said, I feel the Minister has an attitude of sympathy, but I would like to place before him certain other matters which need urgent attention. I shall say a few words about the improvements proposed by him. As far as the principle of giving pension as retirement benefit is concerned, there is nothing to be said against it; it is very good. But I would like to know some more details before I am able

to assess to what extend the workers will be benefited by the change. I would like to know whether in actual terms of money, pension will mean greater benefit for the workers than the present provident fund cum gratuity system. Unless I know that, the benefit may be only in words and not real. It is good as far as it goes; but, it may not go far enough.

The new deal will affect 16 out of 731 categories of railwaymen. Only 30,000 railwaymen will benefit primarily by this scheme and that too by a few rupees. Some railwaymen will get less emoluments though fitted in the revised scale as the rate of increment in some of the new scales is less than in the previous scales. Thus actually all are not benefited.

Let us have a break-up of the 12 lakh of Railway workers and see how they are affected. About 6,50,000 workers are in Class IV and they get a pay between Rs 30 and Rs. 60. About 3,50,000 workers are in Class III and there are about 2 lakhs workers who are employed as casual labour and do not get the railway pay scale. The scales of all those categories of workers have to be reconsidered. Nothing has been done for Class III staff; they do not get any benefit. I am very glad that the Minister has appointed a committee to go into the question of promotion from Class IV to Class III service. It was an old demand and I am glad. Some steps are being taken to satisfy the workers. But I would like to say a few words about it. This matter was gone into twice before by two different committees. The Staff Enquiry Committee gave its recommendations sometime ago. The Joint Advisory Committee also has reported on the same matter. These recommendations were not accepted by the Ministry and now this is the third attempt to provide opportunities of promotion from Class IV to Class III service.

I would like to know whether this time at least some tangible results

would come out. Unless some results come out the workers suffer from a suspicion that this is merely a shelving measure. When Government does not want to do anything a committee is appointed. So, I would appeal to the Minister to see that this time at least something is done so that the workers may be assured that Government means business. I do not want to be unduly critical of the good measures proposed. I welcome them, as far as they go. But much more has to be done.

While I am on the subject of improvement of service conditions I would like to enquire as to what has happened to the one man tribunal which was appointed some time back. I would like to explain to the House the circumstances that led to the appointment of this tribunal. After the implementation of the Central Pay Commission's recommendations, anomalies and irregularities were pointed out by the representatives of the Federation. As a result of that the Joint Advisory Committee was formed with the Railway Board and the Federation representatives. This Committee sat for 21 months and submitted a report. Unfortunately the major decisions of that report were not accepted. As a result there was representation and agitation which led to the appointment of a one man tribunal in 1953. This tribunal did not meet for two years. In 1955 it was scheduled to meet for the first time, but unfortunately for certain reasons which I do not wish to dilate upon here, the first meeting did not take place and since then nothing has happened. We do not know what has happened to the one man tribunal and what is going to be the outcome.

Next I would like to draw your attention to a very important problem which is agitating the minds of a very large number of workers and needs absolutely urgent attention. I am very glad to find that the present Minister has got experience of trade union and labour work and with Mr. Nanda as the Labour Minister, it should not be impossible for these

two persons to settle this very vexed problem. Sir, I refer to the most chaotic and unsatisfactory condition of the Railwaymen's Union at the all-India level and in some of the zones to which reference has already been made by Mr. Anthony and Mr. Feroze Gandhi. The trouble has arisen due to a dispute between the two groups and as a result one of the unions has not received recognition. The denial of recognition to such a large number of workers is denial of one of their most precious rights, because unless you allow a permanent machinery for negotiation, the workers cannot ever think that they are getting a fair deal and can never be satisfied with the working conditions.

Now I would like to mention that in 1953 unity was brought about between the All-India Railwaymen's Federation and the Indian National Railway Workers' Federation. The story of the unity is a very sad story. The instrument of amalgamation was not implemented. Two years later a convention was called at Madars under the direction of the General Council of the National Federation of India. One group boycotted this meeting and called a second meeting at Bezwada. The result was two rival groups began to function, but one body was given recognition while the other body was not recognised. Hence Government is charged with discriminating against one trade union.

A second attempt at reconciliation was made in 1955 when Shri Lal Bahadur Shastri himself tried to bring about some kind of an adjustment. A fresh instrument of amalgamation was drawn up and it was understood that it would be implemented by October 1956, but so far nothing has come out. The result is that one union with 2,77,000 membership is denied the right of negotiation at the Board level. There is naturally ill feeling, and heart-burdening on the part of the workers and this situation should not be allowed to continue for long. A

[Shrimati Sucheta Kripalani]

realistic approach is needed. Either you reconcile the two unions and bring about some kind of adjustment; if that cannot be done, then the two separate unions should be recognised and allowed to function by regular trade union methods. Otherwise a charge of discrimination is made against Government. Such a charge is not good for the Government; such a charge is not good for the Union which is sought to be favoured, because if the workers feel that one particular union is favoured by Government, it loses its hold over the workers. It is not considered as a militant union. So, nobody is benefited by this kind of discrimination and this situation should not be allowed to continue for long.

As I said this is the biggest government enterprise. The railway workers have a long tradition of trade union activity. It was a well organised union. It has done a lot of work for the labour in the years past. Such an organisation should not be allowed to deteriorate, because it brings about demoralisation in the ranks of workers and presages trouble for the future. Therefore, I earnestly appeal to the Railway Minister to take up this matter as something very urgent and bring about a settlement among the workers, because the labour position is not very satisfactory and it is getting worse every day.

In this connection I would like to draw your attention to a smaller matter. The Northern Railwaymen's Union has been functioning since 1947. It is affiliated to Mr. Guruswami's organisation and it has been denied recognition in spite of repeated demands. I personally approached the Minister several times, but it has not been given recognition. Other unions similarly placed which are affiliates of Mr. Guruswami's organisation, like the Western Railwaymen's Union, South-Eastern Railwaymen's Union have been given recognition. I want to understand what is the rationale underlying this.

Shri Jagjivan Ram: It is clear; there is no partiality or discrimination.

Shrimati Sucheta Kripalani: There is some partiality against this particular union. I would like these anomalies to be removed and the growth healthy trade unionism encouraged.

Now I would like to draw you attention to another matter which has been agitating the minds of the workers—I refer to the appointment of a wage board. This demand is a very long-standing one and it is a very legitimate demand. The pay scales prevailing in the Government and allied services is not at all satisfactory. Everybody accepts it. There is a growing demand for the appointment of a Second Pay Commission. It is persistent and is now gathering volume. The reason is that when the first Pay Commission was appointed it was thought that the cost of living index would stabilise somewhere about 160 to 175. Unfortunately the cost of living index today is somewhere between 350 and 400.

Acharya Kripalani: At 420.

Shrimati Sucheta Kripalani: If it is 420 it is worse. The Pay Commission recognised that the dearness allowance should fluctuate with the cost of living index. The dearness allowance that is at present paid is quite inadequate. Particularly after the last budget proposals when the income-tax has been imposed on the lower income groups, it is impossible for the poor workers to make two ends meet. Therefore, it is absolutely necessary to revise the entire pay scale, to give them a fair deal, to give them proper pay. If a second Pay Commission cannot be appointed I would certainly demand for the appointment of a Wage Board for the railway employees. In the meanwhile, the dearness allowance should be suitably increased and a 25 per cent. increase in the total emoluments as relief should be allowed to the poorly paid workers. These workers are in debt. They cannot make

their both ends meet. They cannot educate their children; they cannot carry on their other activities. If you go to their houses, you will find in what condition they live.

Now I will refer to a quite different matter. Trade union workers brought to my notice the latest Railway Servants Conduct Rules promulgated in 1956. As I read the rules I was rather shocked. I do appreciate that railway servants should conform to discipline. You do not want them to participate in politics. But no attempt should be made to throttle legitimate trade union activity. If we throttle legitimate trade union activity, then trouble will come out somewhere else.

In a socialist pattern of society we do want well organised trade unions and we do want workers to function in a constitutional manner through trade unions. Some of the rules here appear to me as an attack on, and meant to hinder trade union activity. I would refer to clause 4. Clause is very interesting, because it says that no railway servant can participate in politics. I can appreciate that. But it says that no member of his family should participate in politics.

Shri Jagjivan Ram: Family member!

Shrimati Sucheta Kripalani: You better read it.

Then it goes a step further. Not only are one's family members not allowed to participate, if they participate, the railway servant will have to make a report.

13.50 hrs.

[**MR. DEPUTY SPEAKER** in the chair]

Shri Jagjivan Ram: That is about subversive activity. Please read it once more.

Shrimati Sucheta Kripalani: I have read it. You may please read it again. I will send you a copy.

If government servants' wives can participate in politics—and here behind me is a very illustrious example, another example when I fought the last elections, a very powerful government servant posted in Delhi set up his wife against me. At that time the government servant was able to influence the voters—if government servants' wives can take part in politics, why should the poor railway worker's wife not take part in politics? There should not be any discrimination of any kind.

I do not wish to go into all the details. I will only draw your attention to clauses 4, 5, 6, 9, 11, 17, 19 and 21. You may kindly read them. Clause 5 says that he should not participate in the management or editing of any newspaper, unless the newspaper is of a literary, artistic or scientific character. Now, trade unions usually run their journals. The workers should have the freedom to run it. But Trade Union is not mentioned here among the exceptions.

Clause 6 says that they cannot make any statement against Government, factual or otherwise. Suppose the workers are suffering from a grievance. Cannot they give publicity to the same? I think they should be allowed to give publicity to the just demands and grievances.

Clause 9 says—and this is very strange, it is directly meant against trade union activity—it says that except with the previous permission of Government, a worker shall not associate himself with the raising of any funds in pursuance of any object whatsoever. Now, the workers raise funds, for what purpose? For trade union activity.

Then clause 11 is about public demonstrations and 17 about canvassing with non-officials. We are all

[Shrimati Sucheta Kripalani]

guilty of this offence. They come to us, we hear them, and we place their grievances before Government; it is a daily occurrence. What I would like to say is, why make a rule which is useless? They are bound to come to public men and try to get their support in getting their grievances redressed. Clauses 19 and 21 give extraordinary powers to the General Manager. There have been cases where the General Manager has, by gazette notification, tried to prohibit trade union meetings, processions, distribution of leaflets, etc., and a number of railwaymen who are trade union workers have been penalised and victimised.

Coming to victimisation, I have plenty of material here. The names, dates and the instances can be given where without assigning any cause people have been removed. Our Constitution says in article 311 that "no person who is a member of a civil service of the Union or an all-India service or a civil service of a State or holds a civil post under the Union or a State shall be dismissed or removed by an authority subordinate to that by which he was appointed." Secondly, "no such person as aforesaid shall be dismissed or removed or reduced in rank until he has been given a reasonable opportunity of showing cause against the action proposed to be taken in regard to him". It is a very legitimate safeguard. If you want to remove anybody, you have to give him a chance to plead his case, a chance to defend himself. The normal practice would be to charge-sheet the person, get his explanation and allow other procedures to follow in order to remove a person. But lately what has happened? There are two clauses in your Railway Establishment Code, clause 148 and 3(b) of 1708. Under these clauses extraordinary powers have been vested in the management by which people can be removed without assigning any cause. Though in one case an appeal is allowed, but if a man is dismissed without assignment of any cause, on what basis will he

appeal? Therefore, it virtually amounts to the denial of the right of appeal. I have with me here a large number of cases of victimisation and penalisation of railwaymen. Here is a whole list relating to the Western Railway. If you would care to see it, I can send this paper on to you. Then there is in this little booklet a whole list of railwaymen who have been victimised in the North Eastern Railway. I would particularly draw your attention to the case of Priya Gupta, General Secretary of the North Eastern Railway Mazdoor Union who has been removed under the special powers of the General Manager, without giving him any opportunity of showing cause. If you look at this list you will find a very large number of cases.

Then there are other methods by which trade union workers are victimised. There are cases where trade union workers were suspended in 1949; those cases are still pending. The whole essence of justice is that it should be expeditiously given. If cases are kept pending in this manner, justice loses all its value. Therefore, I would like you to go into this—I am sorry, Sir, I am addressing the Minister direct. I know the hon. Minister has had previous experience of labour. I hope he would sympathise with the labour cause and I would appeal to him to personally look into these cases and render them justice, and thus help in the growth of healthy trade union movement.

And then a novel way of punishment that is imposed is in the shape of break in service. There have been several cases of which my hon. friend the Minister is aware. I would particularly draw his attention to the Allahabad case. A strike took place in April 1956. 213 people were suspended and break in service had been reported in their cases. In similar cases, exemption or condonation of the break has been given, but in the Allahabad case it has not been given. I would like the hon. Minister to look into it.

I have touched on most of the points that I wanted to cover, but I would just like to touch upon one or two small points which do not directly bear on the subject I am addressing myself to. One is in regard to Assam Compensatory Allowance. They were promised that they would be given this allowance, and a committee consisting of the Director of Finance Railway Board and Secretary, Ministry of Finance met. They reported in favour. The Railway Minister assured them at Gauhati, "I am convinced about the demand, and there is no question whether the railwaymen should get this or not. But all that is required now is to get formal sanction of the Finance Ministry for the sanction of the Assam Compensatory Allowance". But as yet they have not got this allowance. Though it was said on the floor of the House that this allowance was given, the fact is that the allowance that was given to the Assam railway workers was some other allowance which was already in existence, where there was some difference in the rates. That has been given to them. But the Assam Compensatory Allowance has not been given. I draw your attention to it for necessary action.

Then, some unrest is prevailing among railway workers of the Darjeeling-Himalayan Railway, as there is a rumour that it will be closed down. I do not know whether it is going to be closed. If it is closed, 2,500 workers will be thrown out of jobs. Therefore, you should try to see that this line is not closed. If it is proposed to close this railway on grounds of economy—perhaps there is a keen competition between the buses running in that zone and the railway—some way should be devised to save these people from becoming unemployed.

Then, the Bengal workers approached me over the fear that the Calcutta people may be sent out to other places on the North Eastern Railway. You know the big trouble that arose when they were shifted to Gorakhpur. In 1952 the hon. Minister agreed to retain some of the offices in Calcutta to

accommodate the ex-B.A. and ex-Assam Railway employees. Most of these workers have foregone their promotion and opted for Calcutta. If they are disturbed—they are mostly refugees—they will be dislodged. They are apprehensive about this, and so I would like to know what is your future programme for them.

In conclusion I would only like to say this: allow for trade union activity to prevail. Proper facilities should be given to the workers for a permanent negotiating machinery to function. If there is an attempt to suppress Trade Union activity the result will be harmful. We have said that we want a socialist State. If we want a socialist State, we should increasingly associate workers not only in the present field, but in the field of management. If we distrust them, if we do not allow the normal functioning of the trade union the time will never come when they will be associated with management. Therefore, in the cause of socialism which is broadcast so largely all over the country, I would appeal to you to render justice to the trade union workers and allow them to function in the normal way.

14 hrs.

Dr. Krishnaswamy (Chingleput): Mr. Deputy-Speaker, I fear that the remarks that I have to offer on this Budget would be rather critical. My hope is that these remarks will not be considered as diminishing in the least the high personal regard that I have for my hon. friend the Railway Minister; it is my hope and expectation that he will rise superior to his administrative surroundings and that he would be able to initiate changes and that we would be in a position to congratulate him in another year or two on having effected the much needed changes in our railway administration.

The position of our Railways is not at all satisfactory. I do not think that we have as yet grasped the unbusiness-like manner in which our railways are being run. I invite the attention of the House to the remarks that

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are to be found in the White Paper on the Railway Budget. The White Paper points out:

"In spite of the large-scale procurement however, the proportion of over-aged locomotives and wagons on the Broad Gauge at the end of the Plan period was higher than at its commencement, 32.5% locomotives and 16.5% wagons being over-aged at the end of the Plan compared to 23% and 13.3% respectively at the beginning."

So, on the eve of the Second Plan which envisaged and required substantial expansion, we find that our Railways have not succeeded even in rehabilitating wagons and locomotives. One has further to realise that these figures in absolute terms are much larger because they are percentages of a much larger stock. Quite apart from the efficiency of transport declining as a result of over-aged locomotives and wagons being used, we have to realise that there would be an increase in operating expenses because of the time and costs that would have to be allocated to repairs and servicing of locomotives and wagons.

When one peruses the figures, given in the Depreciation Reserve Fund, one finds that the allocations have increased from Rs. 17 crores to Rs. 49 crores from 1945 to 1958. It is clear that in spite of larger allocations, we are not keeping pace with the higher replacement costs. On top of this, Railways will need money for expansion. One understands that about Rs. 1125 crores would be allocated from the general exchequer to the Railways for investment. The question that I wish to put is: Are the Railways utilising this money to the best advantage? This is all the more relevant when we intend borrowing from abroad substantial funds for railway expansion. Where the capital at charge is more

than Rs. 1000 crores in the present year and where it has been found by the administration that the amount spent on replacement is inadequate as judged by the few figures that have been supplied to us by the Railway administration, we have necessarily to increase the appropriation to the Depreciation Reserve Fund. These appropriations will have to increase progressively since the capital at charge will increase and at the end of the Second Plan, we will have a substantially large capital at charge. We have to make up the leeway not only in the matter of replacement but also to make provision for expansion of railway facilities.

There is one peculiar feature of the figures given in the abstract, to which I invite the attention of the House. At a time when the financial needs of the railways are large, it is surprising to note the growth in the Revenue Reserve Fund. From Rs. 6 crores in 1939, it has now mounted up to Rs. 50 crores. The Revenue Reserve Fund represents after all, the cash balance of the railways. Why has this been allowed to increase out of all proportion either to the change in prices or to the volume of operations performed by our railways? It is time the Railways functioned as a growing commercial concern. They are now in the stage of a corporate enterprise in which sizable proportion of the cost of expansion will have to be met from out of their funds. They have to realise that the growth of working expenses in recent times is disturbing. In fact, the growth in working expenses has been at a rate higher than the growth in earnings. This inevitably leads one to conclude that there is an inability on the part of the railway administration to increase the rate of return on the capital at charge by better utilisation and by suitable administrative reforms.

It would take me too far afield to suggest the administrative reforms are necessary. On a subsequent occasion, when I hope to have the opportunity

of participating, with your kind leave, in the discussion on Demands for Grants, I shall make clear some of the reforms that I have in view. Here, let me point that during our tour as members of the Railway Corruption Enquiry Committee some two years ago, we had occasion to meet many railwaymen, almost all of whom were of the opinion that unless the Railways were divided into sizeable zones it would not be possible to promote efficiency in the railways, and that a good portion of the Railway Board's time was consumed in attending to details, matters of patronage, to the exclusion of matters of high policy.

From the figures that have been given to us and from the trends observable, it is clear that the Railways do not consider themselves to be the nation's largest enterprise. We have to realise that we have invested about Rs. 1,000 crores in the railways and the traffic receipts from this investment are Rs. 350 crores. What would have been the attitude, for instance, of Railways had it been run by an autonomous body? The Railways have to put themselves in that position and find out why they have not moved and why they have not been able to exercise initiative. It was sad to witness the tone of my hon. friend the Railway Minister's speech. The tone of the Railway Minister's speech, if I may be permitted to remark, without causing offence to my hon. friend was that of a poor relation of the Government of India who has not received what he considers to be his proper due. It is not lack of financial resources that has barred the railway's progress. As the largest single enterprise of the country, the Railways have not shown a commendable enterprise in either changing their methods of operation or in controlling their working expenses or for that matter, in finding alternative local sources of supply which would speed up their progress. What efforts have the Indian Railways made to see that the foreign exchange component of railway development is reduced significantly? The White Paper,

refers to the undoubted shortages of steel and cement which have held up investment. But precisely in a period where we have shortage it is imperative for human ingenuity to be exercised to the full to overcome them partially? After all, we had railway development in a period before cement was used. Was there no railway development in this country when we did not have cement? Why, for instance, should not initiative be displayed in finding out alternative methods of promoting such investment and expansion instead of indulging in a wail about shortages, saying that we do not have materials and therefore, we cannot promote investment. I agree that some of these shortages would act as a bottle-neck to investment. But, it is the task of a commendable commercial enterprise to exercise its ingenuity as far as possible to obviate the need for slowing down the pace of expansion. Cannot ways and means be found for economising steel? We have copied the methods of the United Kingdom. We have relied on the specifications of manufacturers in the United Kingdom. Now, when we find that there are these shortages, should it not be open to us to find ways and means of economising steel and thus promoting railway expansion? It does seem to me that we cannot afford to copy the specifications of the United Kingdom which is endowed with iron and steel and which on that account has a bias in favour of specifications utilising steel.

But let me proceed with the analysis of the manner in which our administration functions. One would like to know from the Railway Minister what priorities the Railway Board has in view for determining investment in the near future. I have gleaned through several documents of the Railway Board, I have perused with care the numerous utterances of my friend the Railway Minister and others in charge of the railway administration, but I have not as yet been able to get a clear grasp of how these priorities are determined. What are the arrangements, for instance, for utilising the

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undoubted talent and initiative of railwaymen at various levels of responsibility? During our tour of India the Railway Corruption Enquiry Committee, found in several places people with talent, railwaymen with undoubted experience, finding it difficult if not impossible to find an outlet for their initiative and responsibility, not because the railways cannot afford scope for such exercise but because the present administrative set-up is of such a nature that talent is at a discount. These and several other questions have to be answered satisfactorily before the Railway Minister can come to this House to bemoan over the tight-fistedness of the Government of India or come to it to relate hard-luck stories. Indeed, a pertinent criticism of the Railway Board can be made. The railways are unfortunately hide-bound in their approach to permitting other forms of transport. Any one who has perused the utterances of members of the Railway Board and the way in which they deal with this problem will realise that they are fettered by historical considerations. Just because in the 1930's the Railways faced severe competition from the roads, those in charge of the administration are even now reluctant to take a constructive view of the place, for instance, of road transport in our country. Their approach is analogous to treating an inflationary situation with weapons which have been forged during a period of depression.

The White Paper on railways points out that there are shortages in steel and cement. What are the inferences one would draw from such shortages? The inference one would draw, and which any reasonably-minded person would draw, is that in the present context Railways should think of increasing the alternative methods of transport. After all, it is the transportation capacity of the country that has to be increased. Increasing railway capacity is only one of the methods of increasing the transportation capacity of the country. But what has been

the attitude of the railway administration to such development? Obviously the best policy for the railways at this juncture would be to have a full-time Member for the purpose of augmenting other forms of transport and linking them up suitably with the railway system so as to minimise strain on the limited railway facilities. One does not need to elaborate this point, but it may be pointed out to this House that cases of goods being stored in godowns and in different warehouses of the railways are not uncommon and that they are not moved for months together. If we had, for instance, a progressive point of view, if we had a realisation on the part of the railways that all these goods could not be moved solely by them, there would have been an exploring of alternative methods of transport. It is no use pursuing a dog-in-the-manger policy and telling to the people: "We cannot move these goods because we are unable to do so, but we will not allow others to move them if they do so, at some distant date we might have competition from them." Indeed, in most countries it is the practice to give encouragement to automobile and other transport and thus divert a portion of the goods to other forms of transport. This would also give the needed fillip to several industries; this would give fillip to employment. This would also minimise the costs to industry which are mounting up not only on account of the increased charges in rates but also of the time that is lost in having goods detained. As Members of the Railway Corruption Enquiry Committee we had occasion to go into the cost structure, and we came to the tentative conclusion—that nearly 15 per cent. of the increases in cost were due to the delay in the transport of goods.

Maybe the railways have a valid excuse that with limited transportation facilities they cannot move goods quickly, but obviously when they find they cannot move the goods they ought to explore other ways and means of having the goods moved. The railways, after all, exist for the consumers

and not the consumers for the railways. This principle ought to be borne in mind by the high and mighty Members of the Railway Board. I suggest that the exploration and augmentation of alternative sources of transport, apart from benefiting industry, would also be valuable. It would save the amount of foreign exchange which we are thinking of spending. Let us remember that of all investments railways are the most capital-hungry, and anything that we can do to save the amount of foreign exchange that we spend on investment would be valuable. I wish the Railway Minister would devote some attention to these matters.

I do not have the time to go into problems of personnel, but I would like to point out that when we are considering the question of administration we should also consider the possibilities of tapping talent at various levels. In fact, in any service, in any nationalised enterprise, unless we find scope for people in the lower rungs to mount up to positions of responsibility, unless we give them a feeling of initiative and responsibility, no nationalised concern will thrive.

Indeed, the latest researches on this subject of nationalised concerns and how they should be operated have stressed two factors: firstly the tapping of the talent at different levels and secondly the spirit of competition which should pervade even within the structure of a nationalised enterprise. After all, we should realise that a nationalised concern exists not for the benefit of the Government running it, but for the sake of the community; and the community requires from the nationalised enterprises to which it devotes funds return not only in the shape of dividends to the general revenues, but also in the shape of better services, to the community.

Shri Sanganna (Koraput—Reserved—Sch. Tribes): As many of the Members who spoke before me have dealt

with the general aspects, I shall confine myself to the grievances and demands of the State which I represent.

The State I represent is Orissa, which is one of the most backward and neglected States in the country. In the First and Second Five Year Plans there has been no mention of laying of new lines or improving existing lines in the State. The railway mileage in Orissa is very limited and comes to only about 200 miles or so. The railway line from Gunupur to Naupada was taken over from the private management by the railway authorities a decade ago, but the condition of the railway line and the rolling stock is as it was when taken over from the private management. The rolling-stock is so obsolete and useless that it does not at all give any service to the travelling public. The railway compartments do not contain any lighting arrangements. During night-time, only castor oil or kerosene oil lamps have been provided. This kind of arrangement is an anachronism in this atomic age. I have brought this to the notice of the railway authorities more than once, but nothing has been done up till now.

The railway engines are also subject to frequent failures. When I had raised this matter by way of an interpellation in this House the hon. Deputy Minister of Railways and Transport, Shri Alagesan had said that these engines had some more longevity, and they had to serve for some more years.

Moreover, this line requires an extension in order to be connected to the Waltair-Raipur line. This is very necessary in view of the Vamsadhara river valley project which is going to be taken up during the Second Five Year Plan. The outlay on this project is of the order of Rs. 13 crores. Unless this line is extended to join the Waltair-Raipur line, it will not be possible to execute this river valley project advantageously and economically.

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Further, the area through which this line has to be extended is inhabited mostly by the tribal people. Unless this line is extended, the land-locked and undeveloped area will not be opened to the plains. The Government of India and the State Governments are very much interested now in the economic development of the Adibasis. Unless they are enabled to come in contact with the enlightened and advanced people, I am afraid it will take long years to improve their lot. That is another reason why it is necessary that this line should be extended.

Another thing that I would like to urge is that this line itself requires improvement. At present, it is a metre gauge line. In order that it may be improved, I suggest that this line may be converted into broad gauge or medium gauge.

Leakage of revenue on this line is also a matter which has to be attended to and checked. This line has been so much neglected and no attention has been paid to it, that there is a huge leakage of revenue. Every day, there is leakage of revenue. I know personally that many persons travel on this line without paying any money to the railway authorities. I have brought this to the notice of the authorities by means of interpellations, but nothing has been done. It appears that the railway authorities have been taking action to check the leakage, but the State Government are reported not to have co-operated with them. I would urge that there must be greater co-ordination between the railway authorities and the State Government to stop this leakage of revenue.

Coming to the Waltair-Raipur line, I would like to point out that one of the biggest stations on this line is the Rayagada station. This station requires to be electrified. I have written to the railway authorities on this matter on several occasions, but no action has been taken so far. It is very easy to

electrify this station, because electric power is available very cheaply from the Machikund hydro-electric scheme, and it can be used with advantage.

Day by day, the importance of this station is increasing from every point of view. So, unless this station is electrified, it will not be able to serve adequately the trading and the travelling public.

An overbridge is also necessary at this station. The passenger traffic is increasing every day, and unless the overbridge is provided, it will not be possible for the travelling public to go from one side of the station to another without any danger. When the harvest season is on, the vehicular traffic is so much that the passengers passing through the level-crossing have to wait for a considerable time before they can pass over to the other side without any danger. This is also a matter which has to be taken into consideration.

I now come to the educational aspect of the elementary school maintained by the railways in the railway colony at Rayagada. There is an elementary school there, but the railway authorities are not paying attention to the regional language aspect. Although the number of students is very large, yet the railway authorities are not taking any steps in the matter of the admission of the children of the railway employees. There is demand from the public as well as the State Government that an Oriya section must be opened in that school; and although the management committee of the school is taking a favourable attitude, yet I understand that some employees of the Railway Administration are putting hurdles in the way. This is also a matter which has to be looked into.

I would say a word more about the Waltair-Raipur line. That line connects two big towns, namely Vizianagaram and Raipur. But the timings of the trains on this line are such that

it is not possible for the passengers to catch the connecting trains at Vizianagaram or at Raipur. I would request that the timings may be so adjusted as to enable the travelling public to catch the connecting trains at these two places.

The location of the divisional headquarters at Khurda Road is a matter which has been hanging fire since long. When the then Railway Minister, Shri Lal Bahadur Shastri, had paid a visit to my State, this matter was brought to his notice. And it is understood that he had given an assurance that the matter would be considered, when the general question of divisional headquarters all over the line would be taken up.

The new capital of Orissa is Bhubaneswar. But the duration for which trains halt at Bhubaneswar is so short that it is very difficult for the passengers to catch the trains there. It is learnt that the State Government of Orissa have made out a case to the railway authorities that the halting time at Bhubaneswar may be made a bit longer. That shows that the Orissa Government also are keen on this matter. But I do not know what action the railway authorities have taken in this respect. I would request that the matter may be considered as early as possible.

The question of new lines in Orissa is also a very important one. The total railway mileage in Orissa is so limited that new lines are a necessity there. So many new lines have been surveyed, but nothing has been done so far to implement those surveys. From the Budget papers also, I find that there is no mention of this. The Sambalpur-Titilagarh line was surveyed. Recently, but in answer to an interpellation, the Railway Minister said that this line would not be taken up during the Second Five Year Plan owing to paucity of funds. I would urge that the construction of this line should be taken up seriously, and it must receive priority over other lines. Traffic is not the only consideration in the matter of the laying of new lines.

The economic condition and the backwardness of the people are also factors which have got to be borne in mind.

The State of Orissa is predominantly inhabited by the Adibasis. In almost all the Adibasi areas, national extension service blocks and community projects are being launched. So, unless communications are improved, I am afraid it will not be possible, however much Government may think of having these schemes, to improve the economic condition of the Adibasis.

Very recently, the Home Minister had been to the Koraput district of Orissa, and he might have known personally what an amount of inconvenience one is subjected to. He had to motor all the way from Jagadalpur to Koraput. He had to fly from Delhi to Nagpur, and from there he had to go to Bastar, and from there he had to go to Koraput. So, he would have known of all these difficulties personally. Therefore, it is needless to stress that the undeveloped areas should receive priority at the hands of the railway authorities.

Moreover, I think a survey for the construction of a railway line from Raipur to Vijayanagaram and connecting such important places like Jaipur, Nowrangapur, Kotpad was proposed to be taken up. It is not known whether that survey is still in progress or it has been given up. Unless all these things are taken into consideration, it is not possible for the Government to improve the economic condition of the people. Moreover, Koraput District is one of the areas where this gramdan have been in progress. The Government of India, the State Government as well as the Sarva Seva Sangh have been spending large sums of money for the improvement of gramdan villages. Unless the railway authorities come to the rescue, it is not possible to develop the gramdan villages. Koraput is one of the rich forest producing areas and as there are no communications, it is not possible to approach all those areas which are rich in resources and other minor

[**Shri Sanganna**]

forest produce. In order to improve the economic condition of the people and also to increase the wealth of the developed areas, it is necessary that the railways must provide at least one minimum line so far as it relates to the areas which are predominantly inhabited by the Adibasis. An hon. Member from Mysore—I think from the Coorg constituency—said that some of the people have not seen the railway there in their life time. It is equally true in the case of the constituencies which I represent. Most of the people are so much ignorant and illiterate that they have no opportunity of seeing the railway line in their life-time. All these reasons will go to show that the construction of at least one line as the minimum which the Railway authorities could construct.

On account of the lack of railways development schemes will become expensive. Very recently the Machkund hydro-electric scheme has been opened. According to the original estimate the scheme cost only Rs. 10 crores. Now, as the communications were lacking, the authorities have increased the expenditure to Rs. 23 crores. This is the result of lack of communications. Had there been communications, these things would not have been there. I therefore suggest that this aspect of the matter should be taken into consideration.

Then I come to the line connecting Rupsa-Road and Mayurbhanj. This line is so much neglected that it is very difficult to have regular traffic in the matter of passenger and other commercial traffic. The line requires extension from Bangiriposi to Jamshedpur. Unless this line is also extended, it is very difficult to explore the iron and other mines, and very recently it has been found that there is a large find of iron ores in Keonjher. Unless these things are there and unless the question of communication is there, it is very difficult to improve and exploit the natural

resources of the undeveloped areas and to bring real benefit to the people who need them and particularly the Adibasis whose lot has to be improved in every respect.

Mr. Deputy-Speaker: Before I call the next speaker, I shall draw the attention of hon. Members to rule 349 of our Rules of Procedure and Conduct of Business. A code of conduct is laid down for hon. Members and for the benefit of Members, if they have not read, I might read it because I have felt that during the last three days some of the rules are being offended against very frequently and one of them is very conspicuous:

"Whilst the House is sitting, a member—

- (i) shall not read any book, newspaper or letter except in connection with the business of the House;
- (ii) shall not interrupt any member while speaking by disorderly expression or noises or in any other disorderly manner;
- (iii) shall bow to the Chair while entering or leaving the House, and also when taking or leaving his seat;"

The next one is the most important because that has been violated very frequently in the House.

- "(iv) shall not pass between the Chair and any member who is speaking;"

I find that all throughout the day this is being ignored. Therefore it is that I have brought this to the notice of the hon. Members. These are the rules that have been laid down in order to maintain the dignity of the House and I hope hon. Members will take care to read these rules and observe them.

- "(v) shall not leave the House when the Speaker is addressing the House;"

- (vi) shall always address the Chair;
- (vii) shall keep to his usual seat while addressing the House;
- (viii) shall maintain silence when not speaking in the House;
- (ix) shall not obstruct proceedings hiss or interrupt and shall avoid making running commentaries when speeches are being made in the House;
- (x) shall not applaud when a stranger enters any of the Galleries, or the Special Box;
- (xi) shall not while speaking make any reference to the strangers in any of the Galleries."

Shri Rami Reddy (Cuddapah): Mr. Deputy-Speaker, Sir, I rise to speak with a sense of disappointment, though I am in general agreement with the proposals made by the hon. Railway Minister. In the first instance I want to lodge my protest to him for allowing the Finance Minister to make an encroachment on the source of revenue available exclusively to the Railway Minister. He ought not to have yielded to the Finance Minister for increasing the passenger fares and thus include the revenues available on account of that increase in the General Budget. I do not mean to question the legality of the proposal of the Finance Minister to increase the passenger fares. I would only question the propriety of the Finance Minister in increasing the railway fares and including those revenues available on account of that increase in the General Budget. It would have been more proper if the Railway Minister had made that increase and included those revenues in the Railway Budget, so that those funds would be made available for the improvement of the railways. Even during the First Plan period the estimated target in regard to the increase in passenger and goods traffic had exceeded. On account of the increased production in the industrial field as also in the agricultural field, the goods and passenger traffic are increasing at an enormous rate, and the Railway Minister has stated that

the railways will be required to carry a minimum of about 190 million tons of goods traffic during the Second Plan period. It is also stated that for this purpose an additional sum of Rs. 100 crores is needed, in addition to the sum of Rs. 1,125 crores allotted under the Second Plan. It is also stated that on account of the cost of labour as well as the increase in the costs of essential materials such as steel, iron, sleepers, rails etc. another sum of Rs. 100 crores is necessary to attain an increase of 15 per cent in passenger traffic and 42 million tons of goods traffic which are the targets fixed under the Second Plan.

When the Railways are facing such a huge deficit, it would have been better and the Government would have been well advised if the increase of revenues on account of the increase in fare had been added to the Railway Budget and made available for the developmental works of the Railways. However, the Finance Minister has now increased the fares and it is not desirable to dwell on this matter any further. I would only appeal to the Railway Minister that he should not hereafter allow the Finance Minister to make any inroads into the Railways in regard to increase in railway fares and goods freight.

In this connection, I want to say a few words about the amenities to passengers. Passengers are contributing a substantial amount to the revenues of the Railways and the attitude of the Government, in my opinion, is not satisfactory in regard to several matters. Government does not seem to be anxious to provide amenities proportionate to the contribution the passengers make. To prove this, I would only bring to your notice one point. In the First Five Year Plan Rs. 15 crores had been provided for passenger amenities but only Rs. 13.34 crores have been spent. This would only show that the Railway Ministry is not keen on providing better amenities to the passengers. This attitude of the Government during the period of the First Five Year Plan would

[Shri Rami Reddy]

throw some light on the fact as to why the Finance Minister and not the Railway Minister has made an increase in the railway fares. The Railway Minister can now say, 'I have not increased the railway fares and there are no funds available with me to provide better amenities to the railway passengers.' The innumerable inconveniences suffered by the passengers have been catalogued by a number of speakers who preceded me and, therefore, I need not further dilate on this aspect. I would only request the Railway Ministry to pay greater attention to the provision of better amenities to the passengers.

Increased provision has been made in the Budget for goods transport and not for passenger traffic in the Plan. Therefore it has to be concluded that the passengers will have to go on putting up with the inconveniences of overcrowding etc. during this Plan period. Even the Railway Minister has explained that there has been a continued rise in passenger traffic and that overcrowding might continue to persist for some time more to come. When passenger fares are increased and practically no attempt is made to solve the problem of overcrowding, it looks to me that one of the objects of increasing the railway fares is that the increase may be a deterrent for passengers travelling by rail and it may, to some extent, minimise overcrowding in trains.

The Railway Ministry is pleading paucity of funds and shortage of essential materials as an excuse for not laying new lines and for not running more trains for minimising overcrowding in trains. These are not justifiable grounds to be advanced for not solving this problem. In this connection I would only suggest two factors that can minimise this overcrowding. One of them is the checking of ticketless travel and another is encouraging bus travel. For every 10 passengers in the third class, there are two or three travelling without

tickets. If this is effectively prevented, overcrowding may be minimised to a certain extent.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Which particular section does the hon. Member refer to?

Shri Rami Reddy: I am referring to the Madras-Bombay line.

My second suggestion is that the Central Government should evince greater interest in the development of roads, particularly along the railway lines. They should advise the State Governments to issue more permits for buses to ply on those roads. This, if implemented, would to a large extent minimise overcrowding.

I now come to the increase in freight rates. In the circumstances prevailing in the country, if we have to push through our Second Five Year Plan, I feel that the increase in freight rates is inevitable. Railways play an important and vital role in the developmental economy of the country and transport is the most vital key for the success of the Plan. Therefore, funds must be secured from all possible sources.

An increase in the freight rates seems to have been recommended by the Freight Structure Enquiry Committee also, presided over by Dr. Ramaswamy Mudaliar. In this connection, I want to make an observation and leave it at that. This report has been received by Government a few months ago but the Government say that they have not yet considered the recommendations. If the recommendations and proposals made by the Committee had been considered by now and if the increase in freight rates had been made on the basis of those recommendations, it would have been much better. Now an increase in freight rates is being made. After one or two years, the Government may say that the Freight Structure Enquiry Committee has recommended

an increase in freight rates and, therefore, from 124 per cent, they may increase it to 25 per cent. All this could have been avoided if the recommendations had been studied by now and the increase now made is made on the basis of those recommendations. However, I would only request the Government to study the recommendations as quickly as possible and come to some conclusions and implement those recommendations as early as possible.

Another disquieting feature of the Railways is the very late running of trains. I am referring specially to the trains on the Madras-Bombay line. On this line, neither the Express nor the Mail trains have arrived at any station according to the time schedule. If any train arrives in time it is only an exception; the rule is that they arrive late always. This is causing horrible inconvenience to the passengers. There are only a few trains now. I will quote only one example.

If one has to go from my constituency, Cuddapah to Hyderabad he has to take an Express or Mail train from Cuddapah and go to Guntakal; change the train there for the one that goes to Masulipatam and then again change at Dronachalam on the Central Railway and then go to Hyderabad. If the Bombay bound train from Madras arrives late by an hour or so, the train at Guntakal would have left and the passengers would be obliged to remain there for a minimum period of 12 hours. There is no other connecting train. Therefore, if the trains run to time, the connecting trains will be available and no inconvenience will be caused. In this connection, I want to submit that there are not enough number of trains in that line. I request him to see that more trains are run in that line.

Lastly, I would like to congratulate the Railway Ministry for its policy with regard to the railway staff. Housing, medical and other facilities are being provided in an increasing measures to the staff. We earnestly

hope that hereafterwards at least the railway administration will be kind to the passengers and more administrative competence and efficiency will be exhibited by the railway administration.

Shri Sivaraj (Chingleput-Reserved-Sch. Castes): Sir, one has to sympathise with the Railway Minister for the predicament, which he is in, on account of the fact that he has got a subordinate position to the Finance Minister. It may be due to the exigencies of circumstances but the fact remains that he has broken the tradition which has been observed for quite a long time. The railways were being treated as a separate entity. The railway administration was almost parallel in its administration, finances, execution of projects, etc. to the Government of India. I had been, when I was a member of the then Central Legislative Assembly, for a period of seven or eight years a member of the Railway Standing Finance Committee and as such, I claim, to know the procedure that was adopted in relation to all matters affecting the railways. The railway administration did enjoy an independence of action and exercised its own judgement with regard to its affairs. But, the times seem to have changed and probably the excuse is that the railways must contribute their part towards the successful achievement or accomplishment of the Second Plan. The Railway Budget is tagged on to the General Budget, which in its turn is tagged on to the execution of the Plan. Thereby, there is a definite shift in the arrangements and arguments for the various proposals made in the Railway Budget. While this may be justified on the ground, as it were, of an emergency, it is undesirable for the future that the Railway Minister should subordinate himself to the wishes of the Finance Minister. The Railway Minister in his speech stated the other day that so far as tax on passenger fares was concerned the Finance Minister will levy it. I do

[Shri Sivaraj]

not know which of the two was overawed of the odium he will thereby get. It would have been very much better for the Railway Minister himself to raise the passenger rates and justify it on the ground of further improvements or further provision of amenities to the passengers. No matter how emergent or urgent or necessary the execution of the Plan may be, I should not like the Railway Minister to subordinate himself to the Finance Minister; he should keep himself independent of the Finance Minister.

Another feature of the Railway Budget is this. All the plans, whether it is doubling of the lines or increasing the passenger capacity or goods traffic capacity, are in pursuance of the Plan itself. So that all the development that takes place under this Budget takes place in areas where there are already big plans working or where the execution of these plans is taking place. We find thereby certain parts of India are getting affected. It is not that they have got any development schemes in the new Budget but the schemes which normally would have come into operation have been given a go-bye by reason of this fact or due to lack of materials or financial resources. Thereby the development that is now taking place even in the railways, I find, to put it graphically, is more or less like a tadpole arrangement, whereby the northern portions of India are getting all the improvements and all the investments while the southern parts of India are losing even the normal investments which they would otherwise have got but for the Plan. This may be perfectly plain to the Railway Minister but he does not seem to bother about what is happening down South. For instance, many lines have been dismantled during the last war. Far from renovating them, my fear is that, as in the last year, on the ground of justifying the improvement of railway communication in these parts, some of these other lines may also be removed. I must tell the

Railway Minister that even in the distribution of these resources, he has got to take into consideration the urgent and emergent needs of some parts in the South.

More particularly, attention was drawn yesterday by my friend, Shri Narsimhan, who represents one of the Salem constituencies that the Bangalore--Salem line ought to be taken up. I do not think that even the survey with regard to that line has been completed.

There is another matter which I would refer to. That is about the comfort for which the passengers pay quite a good lot these days. We find that compartments are only painted first class. Really speaking, they are not first class compartments. Some hon. friend pointed it out yesterday. It is very uncomfortable to travel in them with torn cushions and with broken fans. The lavatory arrangements are very bad in some places. Yet, passengers are called upon to pay these first class rates. Even in the vestibule, de luxe trains, we find them very inconvenient for a first class passenger because there is no basin attached to the first class compartment; there is also no leg space. One has got to go ever so often to the bath room and if one has got to wash his hand, he has got to go a long way.

Taking about comforts, only the other day, when I went to Aligarh I saw a pitiful sight of overcrowding in most of the stations between Delhi and Aligarh, more particularly in the mid-way stations, like Ghaziabad and other places. It was a very tragic sight to see women carrying children suffer; they have got to jump through windows to get into the train or to jump out of the windows if they want to get out of the train. Overcrowding was so much that I was wondering what the railway administration was doing to solve it. It is far more important to solve this problem than to have other

kinds of development. If necessary, some part of the railway plan in the Second Plan period may be suspended.

As regards courtesy in railways, while we often find instructions being given to railway servants to be courteous to the public, we find that the servants are failing in their duty so often. I do not want to mention particular cases and take the time of the House. I do not have to refer to them especially after the Anti Corruption Enquiry Committee has submitted its report. Everyone knows what is happening in the Railways. I do not think there is a sense of right and justice in the minds of the railway people at all. They are still having the old tradition of doing things in the way in which they are accustomed, namely, that immediately on payment of some bakshish things will be done for some people and other people will have to suffer. I think the Railway Minister, if he wants his Plan so far as the Railways are concerned, to succeed, must insist on the people to be free from corruption. He must see that every case of corruption is punished severely.

15 hrs.

Then I come to the subject in which I and my friends are interested, namely, the representation of Scheduled Caste people in the various departments of the Railways. A friend of mine over there has already referred to this point. I think we expect more than from any other Member, from the present Railway Minister that he will take care to see that the proportions that have been fixed in the G.O. are being observed in recruitments to railways services. Formally, people are asked to go before the Railway Services Commission and from what one can see, it is possible that a man may be qualified for a particular job but on a personal or oral examination he may be easily ticked off. It all depends on the particular mood, the particular mind of the members of the Services Commission. In my opinion, it is very, very

essential that even on the Railway Services Commission there ought to be a representative of the Scheduled Castes. The mind that he will bring to bear upon such oral examinations is entirely different from the mind that others will have. Once I had a talk with the Chairman of the Union Public Service Commission, who has now retired. I was surprised to hear from him that Scheduled Caste candidates do not satisfy their oral tests and are invariably below par. I was surprised to hear that from an I.C.S. man, because, having been an administrator he ought to have known that a Scheduled Caste man cannot come up to his standard. If a Scheduled Caste member is there on the Services Commission, he knows how to appreciate the difficulties of the particular person who appears before him. He will judge the man's merit in view of that background. I hope the Railway Minister will keep this in mind and consider my suggestion when the opportune moment comes.

I find from the report of the Railway Board that, whereas the Government has fixed the total number of vacancies with regard to the recruitment of Scheduled Castes and Scheduled Tribes people, the recruitment has not come up to the mark and they do not get enough people. On page 91 of the report I find some figures are given. In this report of the Railway Board for 1955-56 it is said that the number of posts reserved at Allahabad for Scheduled Caste people was 2047 whereas the number recruited was only 331. At Bombay 1357 posts were reserved and only 635 were recruited. The figures are 1372 and 718 for Calcutta and 529 and 508—thank God—for Madras. With regard to Scheduled Tribes the figures are 370 and 11 for Allahabad, 633 and 47 for Bombay, 612 and 34 for Calcutta and 139 and 137 for Madras. I do not know how Madras has been able to get a much greater number of people from these unfortunate classes than in other parts. Nevertheless, it is up to the Minister to see that these things are as far as possible rectified.

[Shri Sivaraj]

He should go further and find out the reason why they have not been able to get the quota fixed for these people.

I do not believe in the suggestion that is often made that the Scheduled Caste people are not qualified either by temperament or by training to occupy certain posts. Unfortunately or fortunately, I have been a professor in the Madras Law College for a period of about ten or eleven years. Most of the students who came to me in those days were students who passed out of universities—they were honours men—and they used it as a transit camp before they got jobs elsewhere. But during that period 90 per cent of the people were belonging to the higher classes—may be brahmins or non-brahmins, at any rate there was not even one Scheduled Caste man. I can say with confidence, and without being contradicted by those in the know of things, that other human beings belonging to the so-called higher classes are no better either in intellect or in industry or even in education than the members of Scheduled Caste. I am quite confident about it. I am saying it without fear or favour of anybody. It is my experience that they too are incompetent; they are as incompetent as others. I do not know why the view has gone round that suitable candidates are not available among the Scheduled Castes. No honest attempt is being made to get suitable candidates and little excuses are found to send the Scheduled Caste man away and keep the vacancy to be filled up by others.

श्री भगवान शिव (केमरांज) : उपाध्यक्ष महोदय, मैं इम सदन के लिए एक नवगान्तुक सदस्य हूँ। जब मैं देखता हूँ कि भारतीय गणनांक का संविधान जो सन् १९५० में स्वीकृत हुआ है और जिसमें १५ वर्ष के अन्दर हिन्दी भाषा के द्वारा सारा सरकारी कामकाज चलाने की बात है, तो मूल आश्चर्य होता है कि उन प्रदेशों के हमारे

माननीय मंत्री जिनकी भाषा हिन्दी है, उत्तर प्रदेश, बिहार या मध्य प्रदेश के, उनके द्वारा भी हिन्दी भाषा में रेलवे बजट का उपस्थित न करना एक निराशा और निश्चित की बात पैदा करता है.....

रेलवे मंत्री (श्री जगदीशन राम) : हिन्दी में भी दिया गया है।

Shri B. S. Murthy (Kakinada-Reserved-Sch. Castes): What about others?

श्री भगवान शीन मिश्न : मैं समझता हूँ कि हमारे बहुत से सदस्य ऐसे प्रदेशों से आये हुए हैं जो कि स्वयं हिन्दी भाषा का प्रशोग नहीं कर सकते हैं या नहीं बोल सकते हैं, उनको समृच्छित सुविधाएं थेंगेजी भाषा में बोलने की है और उनको यह सुविधा रहनी भी चाहिये। लेकिन जो सदस्य हिन्दी भाषा में बोल सकते हैं और इस वस वर्ष की अवधि बीत जाने पर भी हिन्दी में नहीं बोलते हैं, उनका ध्यान भारतीय संविधान की तरफ दिलाना मैं आवश्यक समझता हूँ।

इसके अतिरिक्त इस रेलवे बजट के सम्बन्ध में हमारे कलिपय सदस्यों ने सभी विस्तृत विवरण, समस्याएं और उसके साथ साथ सुभाव भी दिये हैं। मैं इस सभय अपने माननीय रेलवे मंत्री का ध्यान आपके द्वारा पूर्वोत्तर रेलवे की ओर आकर्षित करना चाहता हूँ। पूर्वोत्तर रेलवे वह रेलवे है जो कि श्रिटिश काल में एक कम्पनी के द्वारा चलाई जाती थी। यात्रियों की सुविधा की तरफ कम्पनी का किसी प्रकार का ध्यान नहीं था। आज इस सभय हमारी सरकार का ध्यान पूर्णतया जाते हुए भी वह रेलवे बहुत पिछड़ा हुई है और वहाँ अभी यात्रियों को हर प्रकार की असुविधाएं हैं। इस में कोई सन्देह नहीं है कि वहाँ पर बहुत से स्टेशन बड़े किए गए हैं, छवाए गए हैं, पानी की सुविधा भी की गई है। जगह जगह

सुन्दर मिट्टी रखने की सुविधा भी की गई है। सुन्दर मिट्टी एक बहुत छोटी सी बीज है, लेकिन मैं यह कहना चाहूँगा कि जो हमारे तृतीय श्रेणी के यानी है, उनके लिए यह सुविधा बहुत बड़ी सुविधा है। इन सुविधाओं के लिए मैं अपने रेलवे विभाग को अवश्य अन्यवाद देना चाहता हूँ।

इसके साथ ही साथ मैं यह कहना चाहता हूँ हमारे रेलवे विभाग का व्यान पूर्वोत्तर रेलवे की ब्रांच लाइनों की तरफ कराई नहीं गया है और उन लाइनों पर फस्ट क्लास, संकंड क्लास और थर्ड क्लास सभी की बही दुर्दशा है। किसी डिव्हें में स्टिकिनी नहीं बन्द होती, किसी में ताला नहीं लगता, किसी में पानी की सूविधा नहीं है। इस प्रकार से ब्रांच लाइनों पर आरी भस्तुविवाद है। इसके ग्रालावा, उन लाइनों पर बहुत से स्टेशन हैं जो बहुत उपयोगी हैं, जिन पर बड़ी बड़ी मार्केट्स (गल्ले की मंडियां) हैं, मसलन मानपारा से कतरिया घाट को जो गाड़ी जाती है उस पर मिहिपुरवा, और कटनिरयाघाट बड़ी २ गल्ले की मंडियां हैं। वहां मुसाफिरों के ठहरने का कोई इन्तजाम नहीं है। जो वहां का रेलवे स्टेशन है उसमें सिर्फ ६ या ७ आदमियों से ज्यादा लड़े नहीं हो सकते। ऐसी सूरत में मैं अपने रेलवे मिनिस्टर का व्यान भाष्य के द्वारा इन स्टेशनों पर मुसाफिरखानों की सुविधा की तरफ आकर्षित करना चाहता हूँ। इसके अतिरिक्त वह एक ऐसी लाइन है, जिस पर अभी तक चौबीस बंटों में एक गाड़ी जाया करती थी नानपारा से कटनिरया घाट तक। उसके बाद उस तरफ जाने वाले चौबीस बंटे तक प्रतीक्षा करके दूसरे दिन ही लौट सकते थे। अब योड़े दिनों से नानपारा से मिहिपुरवा तक, यानी दो स्टेशनों तक शाम को गाड़ी जाने लगी है। मैं यह प्रायंना कहूँगा और भाष्य के द्वारा रेलवे मिनिस्टर का व्यान आकर्षित करना चाहूँगा कि नानपारा से जो गाड़ी मिहिपुरवा तक जाती है उसे विधिया तक ले जाने का प्रबन्ध कर दिया जाए तो

इससे यात्रियों को बहुत सुविधा होती। इससे हमारे रेलवे विभाग को किसी प्रकार की आर्थिक या दूसरे प्रकार की तकलीफ नहीं उठानी पड़ेगी।

स्टेशनों के जो छोटे कर्मचारी हैं, वेरा विश्वास ऐसा था कि रेलवे विभाग उन की तरफ विशेष व्यान देगा। लेकिन मैं देखता हूँ कि यही जो उन के क्वार्ट्स हैं, उन के लिए जो रहने को जगह हैं, वह उसी तरह से पड़ी हुई है जैसे पहले थीं। जिस प्रकार उन में लोग रहते हैं, अगर हमारे माननीय मंत्री महोदय या हमारे डिपुटी मिनिस्टर साहब कभी उसको देखने का कष्ट करें, तो उन्हें पता लगेगा कि उन में आज परिवार के साथ मानवता के लिहाज से रहना किसी प्रकार भी सम्भव नहीं है। इस लिए उसकी ओर मी विशेष व्यान देने की आवश्यकता है।

मैंने एक बात देखी कि यात्रियों की जो बिना टिकट चलने की परम्परा चल गई थी, खास तौर से युद्ध के समय से तो वह बहुत ज्यादा बढ़ गई थी, उसको रोकने के लिए हमारे रेलवे विभाग ने पूरी तरह से प्रयत्न किया, रेलवे मैजिस्ट्रेट्स की नियुक्ति की। इन मैजिस्ट्रेट्स के सम्बन्ध में, मैं उत्तर प्रदेश के सिलसिले में तो खास तौर पर कह सकता हूँ कि उन के प्रयत्न द्वारा बिना टिकट चलने वाले यात्रियों की बहुत अधिक कमी हो गई है। मैं तो यहां तक कह सकता हूँ कि यह अधिक से अधिक लोग तो आदी हो गए हैं कि वह बिना टिकट न चलें। लेकिन आज उन रेलवे मैजिस्ट्रेट्स की क्या अवस्था है? इस विभाग में उनको सम्भवतः सात या आठ वर्ष हो चुके हैं, लेकिन अब तक उनकी सर्विसेज स्थायी नहीं हुई है, अब तक उन के बेतनों में बृद्धि नहीं हुई है। और जब कभी यह बात सामने रखती जाती है, उस समय हमारे केन्द्रीय विभाग से तो कहा जाता है कि इस का सम्बन्ध प्रदेशीय सरकार से है और प्रदेशीय सरकार का यह कहना होता है कि इस का सम्बन्ध केन्द्रीय सरकार से है। वे इस तरह

[की अगवानीन मिथ]

त एक तरफ से सूसरी तरफ लुढ़काए जाते हैं। यह सौचने की बात है, और विचार करने की बात है, साथ ही रेलवे मंत्री महोदय के व्यान देने की बात है कि जो नीजवान योग्य भी हैं और तन्परता से काम कर के रेलवे विभाग को भव्याचार से बचाते हैं, आठ वर्ष हो गए, वह इसी असमंजस में पड़े हुए है कि न जाने उन की सर्विसेज स्थायी होंगी या नहीं, उन के बेतन में वृद्धि होगी या नहीं। जहां तक मुझे रूपाल है, हमारे डिप्टी मिनिस्टर साहब गोरखपुर गए भी हैं और वहां जा कर उन्होंने लोगों को मिनिस्टर साहब की तरफ से धन्यवाद भी दिया है, लेकिन इस धन्यवाद के बावजूद वह आज तक अस्थायी पड़े हुए हैं और उनके बेतन में किसी प्रकार की वृद्धि नहीं हुई है। इस ओर रेलवे विभाग का व्यान जाना बड़ा ही आवश्यक है।

मैं मंत्री महोदय का व्यान, आप के द्वारा, इस ओर भी आकृष्ट करना चाहता हूं कि जो बड़ी बड़ी लाइनें हैं उनमें तो अवश्य समय का व्यान दिया जाता है। किस समय गाड़ी पहुंचनी चाहिए और किस समय छूटनी चाहिए, लेकिन बांच लाइनों में, मैं समझता हूं, इस बात की ओर कर्तव्य व्यान नहीं दिया जाता। रेलवे कर्मचारी इस बात को समझते हैं कि वे चाहे गाड़ी को ले जा सकते हैं और जहां भी सड़ी करना चाहे खड़ी कर सकते हैं। यह जो अवस्था है वह हर तरह से दूर की जानी चाहिए ताकि यात्री लोग समय से अपने अपने स्थानों को पहुंचने की सुविधा प्राप्त कर सकें और अपने काम ठिकाने से कर सकें।

गाड़ियों के सम्बन्ध में तो मैंने आप का व्यान आकृष्ट कराया कि बांच लाइनों की गाड़ियाँ भी उसी हालत में हैं जिसमें कि वे आज से पांच या छः साल पहले थीं। उन में किसी प्रकार का सुधार नहीं है, गाड़ियों में दरवाजे नहीं हैं, बैठने की जगहें

बहुत गंदी और लराब हैं। इस की ओर रेलवे मंत्रालय का व्यान जाना आवश्यक है। मैं जानता हूं कि प्रथम पंच वर्षीय योजना में यात्रियों की सुविधा के लिए पंद्रह करोड़ रुपए रखे गए थे, जो कि प्रति वर्ष तीन करोड़ के हिसाब से आते हैं। ऐसी स्थिति में इस ओर विशेष व्यान दिया जाना चाहिए। रेलवे विभाग के पास समुचित धनराशि है और वह उसी धनराशि के द्वारा यात्रियों की असुविधाएं दूर कर सकता है।

आज हम देखते हैं हमारे रेलवे विभाग को जो भी आय होती है वह विशेष रूप से तृतीय श्रेणी के यात्रियों से होती है। प्रथम और द्वितीय श्रेणी की यात्रा दिनों दिन कम होती जा रही है। ऐसी प्रवस्था में आप का व्यान तृतीय श्रेणी के यात्रियों की ओर अधिक जाना चाहिए। जहां पर उनके बैठने की जगहें होनी चाहिए, उहरने की जगहें होनी चाहिए, और जहां पर कि आप मुसाफिरलाने नहीं हैं ऐसे स्टेशनों की ओर विशेष रूप से व्यान दिया जाना चाहिए और सुविधाएं प्रदान की जानी चाहिए, जिस से कि आप की आय बढ़े और यात्री यह भग्नमूस कर सकें कि रेलवे विभाग द्वारा हम को बहुत कुछ सुविधाएं प्रदान की गई हैं।

जहां तक टाइम टेबल को बनाने की बात है, हम देखते हैं कि ऐसे समय बांच लाइनों की पूरी तरह से उपेक्षा की जाती है। केवल मैं लाइनों की तरफ व्यान दे कर ही टाइम टेबल बदल जाया करते हैं। बांच लाइनों पर क्या क्या दिक्कतें हैं और किन किन स्टेशनों पर यात्रियों को पांच पांच और सात बात घंटे तक ढूँढ़ने के लिए इन्तजार करना पड़ता है, इसकी ओर सरकार का व्यान जाना चाहिए। बांच लाइनों पर रहने वाले जो सदस्य हैं या जिनके बुनाव लेत्र का दायरा उन इलाकों के भीतर है, उन में सलाह ले कर के ही टाइम टेबल में कोई तबदीली करनी चाहिए। अगर ऐसा कर दिया

जाए तो बहुत अच्छा होगा। केवल मैंन लाइनों के अन्तरार टाईम टैबल बदलना आंख लाइनों के रहने वाले जो लोग हैं उनके लिए बहुत अनुविधाजनक हुआ करता है।

इस के अलावा कुछ लाइने ऐसी भी हैं कि सम्भवतः वहां तक आपका ध्यान अकर्तित करने में मुश्कें कुछ कट्ट ही उठाना पड़े। आप देखिए कि बलिया से दोहरीधाट तक रेल जाती है। चार्ल्स स मोल की दूरी है पर वह बलिया से दोहरीधाट तक आठ घंटे में पहुँचनी है।

तो मैं समझता हूँ कि इन दिशाओं की ओर आपका ध्यान न जाना बास्तव में संतोषजनक बात नहीं है। इन दिशाओं की ओर आपका ध्यान जाना चाहिए। आपने मैंन लाइनों पर सब तरह की सुविधाएं प्रदान की हैं। इससे भी यही मालूम होता है कि ऊचे और अनिक लोगों की ओर तो आप ध्यान देते हैं लेकिन उन गरीब श्रेणी के लोगों की ओर आपका ध्यान नहीं है जो कि तराहयों और पिछड़े हुए जिलों में रहते हैं। इसे संतोषजनक नहीं कहा जा सकता। मैं उम्मीद करता हूँ कि इन दिशाओं की ओर आपका विशेष ध्यान अवश्य जायगा।

मैं देखता हूँ कि आपने स्पेशल में जेस्ट्रेट्स नियुक्त करके बिना टिकट बलने को प्रथा को अवश्य रोका है। उसके लिए आप धन्यवाद के पात्र हैं। लेकिन माल के लाने और ले जाने में दिन प्रति दिन जो भ्रष्टाचार बढ़ता जा रहा है उसकी रोकथाम करने के लिए आपको सतत प्रयत्न करना चाहिए। व्यापारी हमसे यह कहने के लिए मजबूर हो जाते हैं कि आप हमको बया सिखाते हैं। हमको व्यापार करना है। हम आदर्शवादी नहीं बन सकते और व्यापार करने में बिना भ्रष्टाचार के हमारा काम नहीं चलता है। इसिए मैं चाहता हूँ कि इस ओर भी आपका ध्यान विशेष रूप से जाना चाहिए।

अन्त में मैं एक बात और कहना चाहता हूँ। रेलव मंत्री महेश्वर ने अपना बजट पेश करते हुए भवन को बदलाव्या या कि रेलवे विभाग में ३० करोड़ और कुछ लास को बदल है। लेकिन इसके बाबूदू उन्होंने यह संकेत किया कि किरायों के बारे में बिल मंजी जा अपने राय प्रस्तुत करेंगे। और मुझे लेद है कि उस विभाग ने जिसकी अधिकतर आय तृतीय श्रेणी के यात्रियों से होती है, बजट सरप्लस होते हुए भी उन गरीबों की तरफ ध्यान नहीं दिया और तृतीय श्रेणी के किरायों में भी ५ प्रतिशत, १० प्रतिशत और १५ प्रतिशत की वृद्धि की गयी है। यह सर्व रा असतोषजनक है और उसकी ओर आपका ध्यान अवश्य जाना चाहिए।

इन शब्दों के साथ मैं अपने मंत्री महोदय से यह चाहूँगा कि इस पिछड़े हुई पूर्वोत्तर रेलवे को तरफ खास तौर से ध्यान दिया जाय जिससे इस धोन के रहने वाले आपके विभाग द्वारा पूरी पूरी सुविधा उठा सकें।

Shri P. C. Bose (Dhanbad): The hon. Minister for Railways at the very beginning of his address made a statement to the effect that his original scheme for development of the railways during the Second Five Year Plan has been greatly reduced on account of paucity of funds. It is undoubtedly a matter of very great regret and it was evident from the tone of the Minister that he was feeling for it. It seems that the supreme need for executing the plans of the railways has not been fully realised by the authorities concerned.

The railway is not only a big industry in itself, but in a sense it is the mother of all industries. Without railways, no industry can function. It is the railways that feed the industries with raw materials and it is the railways again that carry the finished products to the markets and the consumers. Therefore, the railways should have the highest priority in the allocation of funds from the

[Shri P. C. Bose]

authorities. I, therefore, hope that the Railway Minister will take up this matter with the authorities concerned and get this allocation revised, so that the railways may get their full share to enable them to develop to the required extent.

It has been said that the speed of the trains is hampered on account of the bad quality of coal. I have got to say a few words in this connection. In the olden days, when there was no question of metallurgical coal, people used to buy any coal they liked in the market; but now we have our iron industries which require metallurgical coal. Therefore, it is natural that coal purchase should be controlled and the railways cannot also have special grade coal for steam-raising purposes. They can have, not coal of the first type, but medium quality coal having about 20 per cent of ash for steam-raising purposes. I myself live in that area and I think that coal with an ash-content of about 20 per cent is more suitable than the special grade coal, which is really metallurgical coal, because the metallurgical coal clinches and does not quickly raise the steam. Medium quality coal is coal really suitable for raising steam quickly. Therefore, it is no excuse saying that the speed of the train is hampered on account of the bad quality of coal. This matter must be investigated by experts and the most suitable coal for steam-raising purposes, except coal used for metallurgical purpose, should be purchased by the loco and they should see to it that the speed of the trains is not hampered on account of the quality of the coal.

Another question that has been discussed in this House is the electrification of railways in certain areas. I was surprised to find that a number of Members opposed the scheme yesterday and today in this House. For the last two or three years everybody was enthusiastic in supporting the scheme and I understood that this

scheme was essential to avoid over-crowding and also to help moving the mounting loads of goods in the industrial areas like Calcutta, Madras and Bombay. But yesterday and today I heard a number of Members opposing this. This reminds me of a story. In olden days, there was a king who appointed a number of people for building a number of buildings. The buildings were completed and then the men were discharged. They approached the raja and said, "We cannot maintain ourselves unless you give us work". The king asked the minister and the minister said, "I have got no more work to give; the buildings are completed." Then the king ordered the men to demolish the buildings and paid them wages. After two or three years of discussion, a decision was taken for electrification. I have seen poles having been fixed in some places and probably the wiring also is going on. To stop this work at this stage and to demolish them is like the king asking the men to demolish the buildings and paying them the wages for demolishing the buildings. It is really surprising that intelligent Members, after supporting one scheme for two or three years, now suddenly go back and say, demolish this scheme. I for myself support the scheme for electrification of the railways. I think it will be very useful and in the long run, it will be cheaper.

Shri Nath Pai (Rajapur): It is only a question of priorities, nobody says that he does not want electrification, nobody opposes it.

Shri P. C. Bose: Many friends opposed it. I feel that it will be cheaper in the long run and it will be much more useful.

Mr. Deputy-Speaker: This can be a subject of different interpretations.

Shri P. C. Bose: The most important point is that by electrification, you will save a lot of coal which we require for other industrial purposes.

because in these areas the number of goods trains is probably 25 per cent of the whole lot of trains in the country. Therefore, if electrification is done, it will save a lot of coal. As regards electrification, there can be no two opinions. After a lot of work has been done, this should not be postponed. You cannot raise the question of priorities at this stage; it must be done.

As regards efficiency, I must say that our men are quite efficient. I am connected with several employees' associations and I can confidently say that they are not inefficient. But there is something wrong in the co-ordination of the whole administration. Either the supervising staff do not properly supervise, or there is something missing. In this connection I do not wish to go into details, but I have one suggestion to make. In every important station there should be works committees. There is a provision in the Industrial Disputes Act for this purpose, but it is not properly implemented. I suggest that in every important station there should be a coordinating works committee and this committee should meet every week. There is no harm if the officers meet the important workers at tea and discuss their day to day difficulties with them. This way I think many of the problems can be solved. In some of the big collieries which is the most difficult work in the world, I have seen this done and many difficulties are solved. I, therefore, suggest that this should be taken note of by the Minister so that this is done all over India in every important station. I think many difficulties can be solved by this method. I have seen that ordinary workmen have very good ideas, but they have no opportunity to give expression to them. Therefore, those ideas cannot be carried into effect. These works committees will be the medium through which they will be able to put through suggestions to the authorities concerned and if they are implemented efficiency will automatically result.

Employees also should be taken care of in many ways. If they do not get

houses near their place of work, they have to live in far away places and walk all the distance. This is not desirable. The housing schemes should be adhered to in spite of the fact that allocations have been curtailed. All employees should be provided with accommodation with their family and children. The children of the railway colonies must have provision for education. This is a standing need. I have been saying this year after year, but the railway administration says that it is the duty of the State Governments. The State Governments actually build some schools in the towns and nearabout villages, but they never provide schools in railway colonies. Therefore, some arrangement should be made, so that small children who cannot be sent to boarding schools may have some arrangement for their primary education within the colony itself.

Another point which I wish to stress is this. Sindri is said to be the first success in nationalised industry, but there is no railway connection for passenger traffic. People either come to Pathardih or Dhanbad, and poor people when they sometimes come to the bazaar have to go back by taxi and spend a day's income on that. There must be some passenger train from Dhanbad or Pathardih to Sindri which is not very far. I have raised this several times, and I am sure something would be done.

I have been told that the de luxe train from Calcutta to Delhi stops at Gomoh and not at Dhanbad which is the most important station in that area. Dhanbad is the place from which you can get passengers in the de luxe train and Dhanbad is the place to which people come from Sindri, to go to Calcutta or come to Delhi. Nobody goes to Gomoh. So, I do not really understand why the stoppage should be at Gomoh which is 20 miles away from Dhanbad and not at Dhanbad. This de luxe train should be stopped not at Gomoh but at Dhanbad for the convenience of the public there, as also for the income of the railways.

[**Shri P. C. Bose]**

With these words I congratulate the Railway Minister for the excellent budget that he has presented.

Shri Kodiyan (Quilon—Reserved—Sch. Castes): Mr. Deputy-Speaker, Sir, first of all I have to refer to the first Five Year Plan to which reference has been made by the hon. the Railway Minister in his budget speech. It is true that a larger amount has been spent during the first Five Year Plan period on the railways. As against Rs. 400 crores, the Ministry has spent actually Rs. 423 crores during the first Five Year Plan period. But even after spending more money than was allotted, the overall position with regard to the percentage of over-age rolling stock is somewhat higher than at the beginning of the Plan.

It is said in the report of the Railway Board that the percentage of locomotive had increased to 32.5 and with regard to wagons it had increased to 16.5 per cent. Now, the large percentage of rolling stock that are still in use on our railways often cause so much trouble not only to the public, not only to the railway administration, but also to the workers who are often innocent in this respect.

In this connection I wish to bring to the notice of the hon. House an incident that occurred not so long ago in Howrah. There an engine started to give trouble on the way and there was a break-down. The passengers got angry, began to beat the crew and the staff on board the train.

Mr. Deputy-Speaker: The hon. Member was among the crew or among the passengers?

Shri Amjad Ali (Dhubri): He was an onlooker.

Shri Kodiyan: For some time the train was held up and the employees had to ask for police protection. In

the end what happened was that the unfortunate employees were punished by the railway authorities and their services were broken by the authorities. So, to a large extent the high percentage of the rolling stock that are still in use on our railways is responsible for so much of troubles. It is said that only 10 per cent of the tracks has been renewed during the first Five Year Plan period. Even in spite of spending a large amount to the tune of Rs. 420 crores during the First Five Year Plan period, the problem of overcrowding today is as acute as before. I have seen with my own eyes people struggling hard to get into the compartment; but once a person gets into the compartment he also joins the others inside in pushing out the fresh one who tries to get inside the compartment. I have had experience of being pushed in this manner.

An hon. Member: Pushed in or out?

Shri Kodiyan: Pushed out. That was before I got my pass from the Lok Sabha Secretariat.

Pandit Thakur Das Bhargava (Hisar): Not afterwards.

Shri Kodiyan: Not afterwards. With regard to the problem of overcrowding, the hon. the Railway Minister has stated that he is helpless in overcoming this problem during the Second Five Year Plan period owing to the lack of financial resources and materials. At the same time he has pointed out that he will be trying for an even distribution of overcrowding. May I point out that this is not a question of equitable distribution or equal distribution of overcrowding; it is a problem of overcoming this horrible experience on all our Railways. Therefore, to overcome the problem of overcrowding, more trains have to be introduced and more compartments have to be attached to the existing trains.

With regard to passenger amenities the amount earmarked for this purpose

in the First Plan period was Rs. 15 crores. But only a little above Rs. 13 crores has been spent on this account. And now, even the Railway Ministry's estimate with regard to passenger traffic is that during the Second Five Year Plan period the passenger traffic will be much higher than at present. But only a small amount of Rs. 3 crores has been set apart for giving amenities to passengers. I appeal to the hon. the Railway Minister to increase the amount set apart for giving amenities to passengers, as far as possible.

Another point I wish to refer to is the increase of freight rate and passenger fare. I strongly oppose these measures. I cannot understand the desirability of increasing the freight rate even while the recommendation of the Freight Structure Committee is pending before the Government. I would like to ask the hon. Minister why he is venturing upon increasing the rates so hurriedly when the Government has yet to consider the recommendations of the Freight Structure Committee. He could have very well waited till the decision of the Government on those recommendations.

When one goes through the Railway Budget, one sees that there is a tendency on the part of the Railway Ministry to put the burden on the people whenever additional finance is required for the running of the Plan. I wonder why the hon. the Railway Minister is not trying to find out other ways and means of meeting the financial requirements of the Railways. If wastage and unnecessary expense are avoided and corruption done away with, I firmly believe that the necessary resources to finance the Plan would be forthcoming.

In this connection I wish to point out one unnecessary expense that is still going on in the Railways, and that is this. The coal required on the Southern Railway is now being transported both by land and by sea from the Bihar-Bengal collieries. If the

transportation of this coal required by the Southern Railway is diverted from the sea route and it is taken by the railway itself, a good amount can be saved.

I endorse the suggestions made by some hon. Members to postpone the electrification of railways, because that would save a good amount to finance the requirements of the Railway Plan.

Coming to the demands and requirements of the railway workers, I wish to point out only one aspect of the problem. That is, pending the appointment of a Second Pay Commission or the Wage Board to go into the pay scales of the railway employees, I appeal to the hon. the Railway Minister to immediately concede the dearness allowance as per the recommendation of the Pay Commission and a 25 per cent increase in their total emoluments.

Coming to the trade union rights, I have to point out only one thing. The Railway Services Conduct Rules, as some hon. Members have already pointed out, are in practice a violation of the fundamental principles and the fundamental rights conferred upon the workers and the people of this country by our Constitution. It is in fact a charter of slavery. According to certain clauses of these Railway Services Conduct Rules the workers are being asked to report about the political activities of their relatives.

Some Hon. Members: Subversive activities.

Mr. Deputy-Speaker: Order, order.

Shri Kodiyan: Genuine political activities also are considered by certain people as subversive activities. Therefore, I wish to point out that this is a violation of the Constitution. I ask, with due respect to the hon. Minister of Railways, under what law, under what provision of the Constitution the railway administration is entitled to ask the ordinary government employees to spy on the activities of others. I hope the hon. Minister will

[Shri Kodiyan]

Reply to this point in his speech at the end of this discussion.

I now come to another aspect of the railway development plan. Railways are a vital link in our national economy. The success of our Second Five Year Plan and all our development plans depends to a very large extent on the development of the railways and its efficient functioning. Therefore, it is quite natural that a large amount to the tune of Rs. 1125 crores has been set apart for the development of the railways. I humbly request the hon. Minister that this large sum of Rs. 1125 crores should be distributed in such a way that the economically backward and under-developed regions and States get their proper share in the advancement and development of our national economy. But, this aspect has been neglected by the Railway Ministry and by the Government itself. I am referring to the problem of Kerala. The average railway lines in Kerala, when compared to the all-India average is far low. Kerala is industrially backward. Not only that.

Some Hon. Members: Politically forward.

Shri Kodiyan: Not only that.

Mr. Deputy-Speaker: These 'not only that' may not be understood in the records for something intervening as not being taken down.

Shri Kodiyan: Kerala is industrially and economically backward. To overcome this backwardness, the only solution is industrialisation of the State. For speeding up the industrialisation of the State, railways have to play an important part. It is that which is lacking to a large extent in our State. The people in our State have been consistently demanding a railway line between Ernakulam and Quilon through the coastal belt of our State. Even in 1955, the then Congress Government of the erstwhile Travancore-Cochin State had given top priority to

this line. I understand from my colleagues here that the predecessor of the present Railway Minister, the hon. Shri Lal Bahadur Shastri had assured to give top priority to this line. But, this has been totally neglected. There is also a demand for another line starting from Mangalore and ending at Bombay via Konkan. This is also a very urgent demand of Kerala. I appeal to the hon. Railway Minister to take this demand into consideration and allocate necessary funds for its speedy survey and construction.

Mr. Deputy-Speaker: Some hon. Members are rising again and again in their seats to get an opportunity to speak. But, I find that they have had a chance to speak in the debate on the Address of the President. I would request them not to use that pressure. They would co-operate with me, I hope, in allowing a chance to other hon. Members who did not get their opportunity at that time.

An hon. Member: This side, we did not get any opportunity.

Mr. Deputy-Speaker: There are so many. But, only a limited number can be accommodated. I will see that those who do not get a chance today, get a chance next time.

Shri Mohammed Tahir (Kishanganj): Those who did not get a chance in the President's Address, I think, should be given a chance in the general discussion.

Mr. Deputy-Speaker: That is what I am trying to say and explain to hon. Members. Those who got a chance on the President's Address should not attempt to rise and catch my eye because I would then not suffer my eye to be caught by them.

Shri Bhattacharyya (West Dinajpur): Mr. Deputy-Speaker, Sir, I have a specific case to place before the hon. Railway Minister. Having got this opportunity, I am doing it now. That is a long standing grievance of the

people of a part of North Bengal, the districts of Malda and Dinajpur. The people of this area have been suffering from the results of the partition of Bengal. The railway line in this area has gone over to Pakistan and they are suffering from lack of railway travel facilities. They have been repeatedly agitating for a small line from Khejuriaghata in Malda on the banks of the Ganges to Raiganj in the north and Hili in the east in West Dinajpur. Pursuant to this agitation of the people, a railway project was framed named the Khejuriaghata-Eklakhi railway project. Surveys have been made more than once. So far as I know, the results of these surveys in every case have been favourable. In spite of this, project has not been taken up in the Second Five Year Plan. That is the grievance of the people.

I have noted the argument advanced by the hon. Railway Minister in respect of new lines. He has stated that new lines except those necessary for the expansion of the projects for steel and cement have been eliminated. I maintain that this argument does not apply to my case. So far as I understand, the intention of the hon. Minister is that the lines necessary for steel and cement should have priority over lines necessary only for passenger traffic. My contention is this. The line that I am referring to is not necessary merely for passenger traffic. It is a line necessary for the very existence of the people in this part of North Bengal. It is a question of life and death to them. That is why I claim that this line should have priority and should be included in the Second Plan.

16 hours.

I have already referred to the fact that the people in this area are suffering from the results of partition. I shall cite another example. The link that connected the southern and the northern parts of Bengal, I mean the bridge over the Padma, has gone over to Pakistan as a result of the partition. These two parts now remain completely unconnected. The result is there

is no arrangement for carrying heavy goods necessary for the life of the people in the north from Calcutta and also to bring the produce and the commercial crops of the north to Calcutta by any easy and quick arrangement. I may give an example to illustrate the point. Mangoes grow in a very large quantity in North Bengal, particularly in the area to which I am referring now, and they are the cash crop of the people, a major source of their livelihood. At least they used to form a major source of livelihood before partition. But because of the fact that there is no quick arrangement for carrying them to Calcutta, a large amount of the produce is being wasted, and people are losing their livelihood. Now that there is food scarcity in this area this is being acutely felt. It may be stated that motor service might be provided for them, but I maintain that motor service is no substitute for railway service either for the passengers or for goods. Nothing but the carrying out of the projected railway line can meet the demands and requirements of the people as I have stated. The scheme has been before the Ministry for long, and so far as I know I can find no justification for their not taking it up.

There is the question of expenses I know. From my experience of the locality I can assure the hon. Minister that this line is bound to be productive and paying. There are other schemes of railways which are being taken up only as parts of developmental projects, which are not paying and from some of these schemes Government get only one per cent return or even less. This line, as I have stated, is bound to be productive and paying, and therefore, irrespective of the fact that it has not been taken up in the Second Plan up till now, I request and I pray to the hon. Minister that he should give his kind attention to it.

I have referred to the question of expenditure. Of that also I have tried to get an idea. The expenses for the execution of this project will not be more than Rs. 5 crores. That is not a

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very big sum, particularly when it is sure that the Government is going to get back its return from the investment that it makes. At the same time, the entire sum will not be necessary at once. It would be necessary only from time to time.

A very pertinent question may arise here, the question of lack of materials and shortage of foreign exchange; but even this, I maintain, ought not to stand as an insurmountable obstacle in the way of its being taken up. So far as lack of materials is concerned, those materials which are now lacking like rails will not be necessary for this line before 1959. What I want to say is that, this line should be included in the works programme for 1957-58 if possible. If it is found not possible, it should be included at least in the works programme for 1958-59, so that the preliminary work like earth work may be taken up in the beginning of the next working season, that is in October, 1958. And in 1959 when we come to the need for meeting the demand for rails, two of our steel plants, Rourkela and Bhilai, would have begun to manufacture. In both of these plants rails are to be manufactured. That is the plan. So, ultimately it may turn out that the entire line may be made of our own manufacture. We may not need foreign manufacture at all. Therefore, the question of lack of material at the present time and the question of shortage of foreign exchange ought not to stand in the way of the Ministry taking up. That is my submission to them.

If it is not taken up now, the surveys which have been made up till now and the efforts and the expenditure that have been made will all go to waste, and if it is allowed to lapse now, in the future other difficulties might also crop up.

In addition to what I have already said, I have another argument in support of my contention, that is, it should be considered that this is a

border area. The area stretches along the Pakistan border from the Ganges almost up the foot of the Himalayas, and so this area needs protection and special safeguards. But for the railway line for which I am praying to the hon. Minister, the arrangements for protection and safeguarding the border will never be complete, will never be effective. That should be one of the major considerations for which this line ought to be included in the Second Plan.

There is another submission also. The previous Railway Minister, Shri Lal Bahadur Shastri, was himself in this area some time ago, and when he was there he gave this definite assurance to the people that this line would be taken up in the Second Plan. The people are grateful to him for the assurance that they received, but if it is not taken up now it would be a great disappointment. The present Railway Minister has also kindly expressed his sympathy to the people in their difficulties. I request him to translate that sympathy into action and have it included in the Second Plan, particularly in view of the argument that I have advanced that the line is bound to be productive and paying. Of course, the Second Plan has already been framed, but I would submit that the Plan ought not to be considered as something very rigid that it cannot be modified here and there to suit the needs of the people. This is one of the crying needs, and I wish that the hon. Minister in his reply to the debate would give up the assurance that he has taken my submission into consideration.

After my submission on this specific case I go into some general points. One of them is about the workmen. As the editor of one of the biggest journals in India, I am often called to attend the meetings and conference of the railway workers. I find a lot of dissatisfaction among them, a lot of dissatisfaction which can be easily removed—that is my point. Some of the departmental measures are taken in such a way as to cause needless

irritation. I would request the Ministry not to irritate the staff in this fashion, if they want to get good work out of them.

There is the service rule about workers being called upon not to indulge in subversive activities. That is a very salutary proposition to which I believe everybody would agree, including the workers. But the question is this. Who decides which action is subversive or not? Is it the immediate boss or is it somebody above him or is it the Minister himself, or should it be a committee of this Parliament which should decide this matter? Since this is a matter which effects the whole career of the workers, I would say that the question of deciding which action of theirs is subversive or not should not be left to the immediate superiors in their office, for, that might lead to prejudicial decisions, and consequently, the workers might suffer.

In connection with subversive activities, I find that there is one other provision, namely that the workers and the employees have to keep a watch on their relatives or family members or something of that kind. That, I believe, is almost an impossibility, and should not have been put in black and white at all. In these days, it is not possible even for the fathers to keep a watch on their sons and daughters. We have got in our legislatures Congress MLA's and Congress MP's in the fortunate position of being the fathers of communist sons and communist daughters. We have also seen Congress Ministers sitting face to face with their communist sons and communist daughters in the legislatures. Therefore, I believe this is a provision which ought not to be put into effect to the prejudice of the workers, and the workers ought not to be allowed to suffer because of this provision in the rules. We want that our workers should be content and satisfied. We want initiative from them, and we want them to be good workers in order that they may carry the Plan into effect.

Then, there are some minor suggestions which I should like to make. There is a proposal to close the Darjeeling-Himalayan railway. I would submit that this proposal should not be carried into effect. This proposal has been put forward on the argument that the line is a deficit one. If I were to go only by that argument, I would say that every section of the North-Eastern Railway will be found to be a deficit section. Are you going to abolish the North-Eastern Railway, because it is working at a deficit? Therefore, I would urge that the Darjeeling-Himalayan section should not be closed on the ground that it is working on a deficit.

Then, I come to the question of electrification. Some hon. friends had just worked out a simple question to have electrification stopped by taking out Rs. 80 crores from the left and adding Rs. 80 crores to the right. I submit that this is not a matter which could be decided by this simple equation. As some hon. Members have pointed out, works have already been carried out on a large part of the lines. If the whole scheme were to be dropped now, a large amount of waste will ensue. And, particularly, the possibility of running the railways at a cheaper cost and with greater convenience to the public in the future would be nullified. So, the entire electrification scheme should not be dropped as was suggested by some hon. friend here.

There is just one more point, and that relates to my city of Calcutta. Will the Minister kindly see to it that we do not get every day trouble in Sealdah and Howrah on account of the late running of trains at office hours? Daily, a large number of passengers have to come from the suburbs of Calcutta to Sealdah and Howrah to attend their offices at a particular fixed time. If the trains run late, they are put to a lot of suffering. Recently, that led to a major trouble in Howrah when even the public and the newspapers had to intervene and plead with the rail-

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way authorities for the workers. submit that the Ministry should see to it that the late running of trains is stopped altogether.

श्री विश्वनाथ रम्य (सलैमपुर) : माननीय उपाध्यक्ष महोदय, सबसे पहले मैं आपको इस रेलवे बजट पर बोलने का अवसर प्रदान करने के लिए, जोकि मुझे पहली बार दिया गया है, अन्यादि देता हूँ।

मैं उसे रेलवे के सम्बन्ध में आपका तथा सरकार का ध्यान आकर्षित करना चाहता हूँ जिस के सम्बन्ध में अभी माननीय संचार ने कुछ कहा है। यह रेलवे लाइन इतनी बड़ी है कि इसका मुकाबिला भारत में कोई दूसरी रेलवे लाइन नहीं कर सकती है। यह उत्तर प्रदेश की पश्चिमों सीमा से आसाम तक जाती है। यह चार प्रदेशों में से गुजरती है। हिन्दुस्तान को जो उत्तरी सीमा है उसकी सेवा यह रेलवे लाइन करती है। यह घनी आबादी वाला प्रदेश है और कहीं कहीं पर तो एक संचायर भोज में ११०० आदमी बसते हैं। यात्रियों को तादाद ज्यादा होने के कारण या यों कहिये कि दोनों को कमी होने के कारण भीड़ बहुत ज्यादा रहती है। कोई भी दूसरी रेलवे इस मामले में इसका मुकाबिला नहीं कर सकती है। आमदानी भी इस लाइन से काफी होती है। लेकिन इसकी यह विशेषता है कि इसके सुधार के लिए जो खबर किया जाता है वह बहुत कम होता है। मैं समझता हूँ कि यह इस रेल कि विशेषता है। पहले जो बात थी वह तो थी ही लेकिन अब भी— द्वितीय पंचवर्षीय योजना ने भी इसके सम्बन्ध में सरकार न जाने क्यों उदासीन है। आमदानी भी काफी होती है, भीड़ भी ज्यादा होती है, और कठिनाइयों का यात्रियों को काफी सामना करना पड़ता है। मैं सब कुछ होते हुए भी न जने वाली सरकार इसके प्रति उदासीन क्यों हैं। इसका कारण

यह हो सकता है कि हमारी सरकार उस हिस्से को जहाँ से हो कर यह रेलवे लाइन जाती है, सुरक्षित समझती हो। लेकिन अन्तर्राष्ट्रीय स्थिति को देखते हुए समझ वह है कि भविष्य में कोई ऐसा संकट देश पर आवें जिस में हम अपने आपको नाजुक हालत में फंसा हुआ पावें। वैसी हालत में इस रेलवे लाइन को को जो उपयोगिता है वह कहीं ज्यादा बढ़ जाएगी। उसके लिए हमें पहले से कोई प्रबन्ध कर लेना चाहिए। पिछली लड़ाई से हमारा यही अनुभव हुआ है। हमारे माननीय उपर्युक्त जो सामने बैठे हैं वे आजाद हिन्दू फौज का नेतृत्व उस समय कर रहे हैं। उनका भी यही अनुभव होगा कि उस लाइन को योगिता निवारिद है। लड़ाई का सामान इधर उधर ले जाने का भी सब से ज्यादा भार इस लाइन पर पड़ा। इसका नतीजा यह हुआ कि उस लाइन के बहुत से डिब्बे और लाइने खराब हो गई हैं। उनको आज तक सुधारा नहीं गया है। आज उत्तर के जो हमारे मित्र हैं, हो सकता है कि कल हमारे बिरोबी हो जायें, वैसी स्थिति में हम इस रेलवे लाइन को पहले हो से ठोक ठाक रखें तो ज्यादा अच्छा होगा।

यदि आप केवल आत्म रक्षा की इच्छा से न भी देखें और व्यापारिक इच्छाएँ से देखें तो इस लाइन की उपरोक्तता किसी भी रेलवे लाइन से कम नहीं है। साथ हो साथ इस लाइन की जो समझायें हैं वे भी किसी से कम नहीं हैं। और रेलों के मुकाबिले में इस लाइन पर बिना टिकट सफर करने वाले लोग तो ज्यादा हैं। ऐसे लोग केवल सार्वजनिक जनता में ह नहीं बल्कि रेल कर्मचारी भी उनमें कफ़े होते हैं। मैं अपने अनुभव के अधार पर बतलाना चाहता हूँ कि ये कर्मचारी बिना टिकट तबा बिना पास फस्ट क्लास में ट्रैक्ट करते हैं। बरबर जो को भोतर से बन्द कर सकते हैं और फस्ट क्लास में वैसेजसे के बरबर जो को सड़क बाने पर भी जल्दी से मैं सोय

दरबाजों को नहीं कोलते हैं। इतना ही नहीं सफाई की ओर भी कोई ध्यान नहीं दिया जाता है। मैं आपको यह भी बताना ठीक समझता हूँ कि गोरखपुर जैसे बड़े स्टेशन पर या सखनक जैसे बड़े स्टेशन पर भी देखा गया है कि फस्ट ब्लास तथा सैकें ब्लास में जो पानी के टेप होते हैं वे काम नहीं करते हैं। मैं मानता हूँ कि यह बात हमेशा नहीं होती है, कभी कभी होती है। लेकिन जब लखनऊ, गोरखपुर इत्यादि बड़े स्टेशनों पर ऐसी चीज देखने में आती है तो थोटे थोटे स्टेशनों की क्या हालत होती होगी, इसका अदाजा आप खुद ही लगा सकते हैं।

जहां तक इसमें कर्मचारियों की बात है वहां तक चाहे ट्रेड यूनियन के आनंदोलन के कारण या हमारे राष्ट्र में अनुशासन की भावना कम हो रही है, उसके बारंग या और कोई कारण हो लेकिन यह ज़रूर है कि हम वहां के कर्मचारियों में यही पाते हैं कि जनता और यात्रियों के हित और सुख मुविधा का ध्यान कम रख कर वे अपने ही सुख वा प्राप्त अधिक रखते हैं। यह स्वभाविक हो सकता है। लेकिन क्या सरकार ने कोई ऐसा कदम उठाया है जिससे उस रेलवे कर्मचारियों में अनुशासन उदादा बढ़े। कोई ब्लास, कोई ट्रेनिंग, अथवा कोई उनको शिक्षा, इस तरह की हिये जाने की योजना है जिससे देश की सारी रेलवे में और विशेषकर पूर्वोत्तर रेलवे में अनुशासन बढ़े?

यह बात सही है कि आप ने रेलवे बजट की सामग्री हिन्दी में प्राप्तिशीत कराई है और मैं मानता हूँ कि हिन्दी को रेलवे विभाग में बढ़ाने की ओर आपका यह एक कदम आगे गया है। लेकिन मैं आपसे एक सवाल पूछना चाहता हूँ हर एक रेलवे में कई प्रान्तों के लोग रहते हैं। उनमें कुछ लोग हिन्दी जानते हैं तो कुछ लोग हिन्दी नहीं जानते हैं। क्या उन लोगों को भी जो हिन्दी नहीं जानते हैं राष्ट्र भाषा-हिन्दी समझाने के लिए और पढ़ाने के लिए उसमें प्रबीज

कराने के लिए आप कोई योजना बना रखे हैं? मेरा स्पष्ट है कि इस तरह की अभी कोई बात आपके मन्त्रालय में नहीं हुई है। इस पर भी आपको ध्यान देने की आवश्यकता है।

एक यह सवाल हो सकता है कि यह सारे काम कैसे हों, सुधार कैसे हों और त्रुटियाँ कैसे दूर हों? आदमी में कमज़ोरियाँ होती हैं। यह क्या बात है कि उन कमज़ोरियों को दूर करने के लिए जनता और रेल-सरकारी संस्थाएं तो अपने ऊपर जिम्मेदारी ले सकती हैं और उनके प्रयत्न कर सकती हैं लेकिन सरकार यह जिम्मेदारी अपने ऊपर ले नहीं सकती है? सरकार भी तो यह काम कर सकती है और उसको करना भी चाहिए।

ट्रेड यूनियन वालों का एक स्लोगन है—एक नारा है, इस हाऊस में और इस हाउस के बाहर भी वह लगता है वह यह कि रेलवे से बहुत मुनाफा होता है। हियूमन लेबर है, आदमी का श्रम है, वह ज्यादा उत्पादक वहां पर होता है। इस विचार से यह धारणा हो सकती है कि रेलवे कर्मचारियों की मुविधा बढ़ाने की बात तो की जाये। लेकिन साथ ही, वाहे ट्रेड यूनियन आनंदोलन से ही या सरकार की तरफ से हो कोई ऐसा कदम होना चाहिये जिससे रेलवे कर्मचारियों को इस योग्य बनाया जा सके कि वे देश राष्ट्र और समाज के प्रति अपने कर्तव्यों को भली भांति निवाह सकें। जनता, देश और समाज का हित सब के ऊपर है और इस तरह की भावना हमारे रेलवे कर्मचारियों में आनी चाहिए। हम देखते हैं कि इस ओर रेलवे विभाग ने अभी तक कोई विशेष कदम नहीं उठाया है। रेलवे कर्मचारियों में यह भावना भरना है और इसके लिए सब राजनीतिक दलों को, जो मज़दूरों में काम करते हैं जैसे कम्प्यूनिस्ट पार्टी कांग्रेस पार्टी या अन्य दल के लोगों को रेलवे कर्मचारियों के दिल और दिमागों में वह बात बैठा देनी है कि देश का उत्पादन बढ़ावे न पाये और रेलवे में किसी कुश्कबन्ध के

[भी विस्तारात्मक राय]

कारण जो बवादी होती है वह बन्द हो जाय। उनमें यह प्रेरणा उत्पन्न करने की आवश्यकता है कि रेलवे विभाग का काम सिर्फ़ इसी से पूरा नहीं हो सकता है कि सामान अथवा यात्रियों को एक जगह से दूसरी जगह पहुंचा दिया जाय। उनको वह भी देखना चाहिए कि देश में जो उत्पादन हो रहा है, चीजों की जो उत्पत्ति हो रही है वह और बढ़े। इस समय हम देखते हैं कि रेलवे विभाग के इंजीनियर लोगों की उदासीनता के कारण, अगर देश में कहीं कहीं उत्पादन बढ़ भी रहा है, तो उनकी छोटी भी भूमि भूमों के कारण उत्पादन कार्य में बाधा पड़ती है और बहुत बवादी होती है। विशेषकर हमारे पूर्वी उत्तर प्रदेश के या उत्तरी बिहार के लोगों को इस बात का काफ़ी कटु अनुभव है। बाढ़ के जमाने में जब लाखों और करोड़ों रुपयों की बवादी होती है और कभी कभी जाने जाती है, उस समय अभावप्रस्त क्षेत्रों और बाढ़प्रस्त क्षेत्रों को मदद पहुंचाने के लिये अगर प्रान्तीय सरकार कोई सुझाव भेजती भी है तो रेलवे विभाग उपचाप बैठा रहता है और वर्षों बीत जाने पर भी कोई कार्यवाही नहीं होती है।

माननीय उपाध्यक्ष जी रेलवे के उत्तमंत्री महोदय का ध्यान प्राप्तके द्वारा एक बात की तरफ दिलाना चाहता हूँ। जिस बात की ओर उनका ध्यान दिलाना चाहता हूँ वह दो वर्ष पुरानी है। वह यह है कि गंगक नदी देश की बहुत ही खतरनाक नदियों में से एक है और जब वहां पर बाढ़ प्राइंती वहां के लोगों ने रेलवे कंसन्चारियों को इस बात की सूचना दी कि रेलवे लाइन के नजदीक धारा आ रही है और उसके लिए कोई उपाय किया जाय। इस पर रेलवे के इंजीनियर साहब ने कहा कि यह हमारे हृष के बाहर है। एक हफ्ते में वह बाढ़ रेलवे की हड़ में आ गयी। उस समय भी गंग धरकारी संस्थाओं वे और वहां की स्थानीय जनता ने वह कहा कि हम रेलवे से सहयोग करेंगे और

जो काम कुली सोग हड़ रुपये या दो रुपये लेकर करते हैं वह हम बर्गे पैसा लिये करने को तैयार हैं लेकिन रेलवे इंजीनियर ने उनकी सहायता नहीं स्वीकार की और कह दिया कि हमको आपकी सहायता की जरूरत नहीं है। हम रुपये खर्च करके उसका प्रबन्ध करेंगे।

अभी पार साल की बात है कि करीब ११, १२ मील लम्बे भूलंड पर तबाही आई थी। देवरिया में सेंकड़ों गांव पानी के अन्दर डूब रहे थे और फलत नष्ट हो गई थी। उस इनामे में उत्तर प्रदेश सरकार के सिचाई विभाग के मंत्री महोदय गये और वहां पर एक छोटी सी पुलिया को बढ़ाने के लिए बातचीत की। कई साल पहले भी इस तरह की एक पुलिया को बढ़ाने और चौड़ा करने की बातचीत हुई थी लेकिन भाजतक उसके बारे में कोई कार्यवाही नहीं हुई। माननीय उपाध्यक्ष महोदय! मैं आपके द्वारा इस मदन का ध्यान इस बात की ओर दिलाना चाहता हूँ कि एक तरफ तो प्रथम पंचवर्षीय योजना और द्वितीय पंचवर्षीय योजना द्वारा देश की सरकारी करने के लिए पैदावार बढ़ान की कोशिश हो। रही है लेकिन दूसरी परफ़ हम देखते हैं कि इस मत्रानय के कर्मचारियों और विशेषकर इंजीनियर्स की उदासीनता के कारण हमारे लाखों करोड़ों रुपये की जो बवादी हो रही है वह नहीं बच पाती है। अगर हम उन पुलियों वर्गरह को बनाये अथवा जहां उनको चौड़ा करने की आवश्यकता हो उनको चौड़ा कर दें तो हमारी बवादी एक सकती है। इन छोटी छोटी बातों के पूरा न होने से व्यर्थ में रुपये की बवादी होती है। इस तरह की उदासीनता दूसरी रेलवे ज में भी होगी लेकिन हमारी पूर्वोत्तर रेलवे इन चीजों के लिए विशेष करके कुश्यपात है और इन कामों के कराने में पिछड़ी हुई है।

हमारे रेलवे मंत्री महोदय का जो भाषण या, उसमें बबल लाइन बनाने की बात है।

यह डबल लाइन और सब रेलवे पर बनाने के बात है लेकिन मेरे अफसोस के साथ कहना पड़ता है कि पूर्वोत्तर रेलवे में कहीं एक भी डबल लाइन करने की बात नहीं है। आपके जो विभागीय कर्मचारी यहां पर बैठे हैं वे जानते हैं कि फिर गोरखपुर पूर्वोत्तर रेलवे की मेन लाइन पर पड़ता है, गोरखपुर में हैट्काटंडर भी है लेकिन वहां पर डबल लाइन नहीं है।

Mr. Deputy Speaker: The hon. Member need take any notice of officials present. He may mention facts. The officers may or may not be present; and he should not take notice of them.

श्री धिहवानाथ राय: डबल लाइन बनाने की आवश्यकता इसलिए है कि उस लाइन पर जो उत्तरी विहार और पूर्वी उत्तर-प्रदेश के अभावप्रस्त क्षेत्र डेफिसिट एंगियाज पड़ते हैं, वहां के लिए समुचित गाड़ियों के आने जाने की व्यवस्था होनी चाहिये। वहां पर लाइन कम होने की वजह से छपरा और गोरखपुर के बीच में कई कई दिन तक गुड़स ट्रेस पड़ी रह जाती है। इसका परिणाम यह होता है कि उन अभावप्रस्त इलाकों में सहायतार्थ गल्ला आदि सामग्री पहुंचाने में असुविधा होती है और देर लगती है। समय पर सहायता नहीं पहुंच पाती है।

एक तीसरी बात जो रेलवे मंत्री महोदय को सोचने चाहिए वह यह है कि हाल ही में, शायद एक महीना हुमा, रेलवे विभाग ने ऐसा आदेश निकाला है जिससे बरेली और काठगुदाम के बीच के स्टेशनों से गल्ला सीधा गोरखपुर से आगे मेन लाइन पर पूर्व की ओर नहीं जा सकता है। वह गल्ला पहले बरेली जायगा और वहां डब्बा बदला जायगा और फिर वहां से मंडुबाड़ी ह जायगा और वहां पर भी ट्रांसशिपमेंट होगा और उसके बाद तब गोरखपुर से आगे पूर्व की ओर वह गल्ला जा सकता है।

इसी तरीके से उत्तर प्रदेश की तराई में जहां पर सबसे बड़ा स्टेट फार्म है और वह हमारे देश का ही नहीं बल्कि ऐश्विया का सबसे बड़ा फार्म है लगभग १२५ कोटा-परेटिव सोसाइटीज काम कर रही है वहां के किसानों को विवाद किया जा रहा है कि वे अपना गल्ला बहीं पर बेच दें। वैसा इस कारण होता है कि रेलवे विभाग वहां से उनका गल्ला दूसरे स्थानों पर भेजने के लिए कोई विशेष सुविधा नहीं दे रहा है। इसका परिणाम यह हो रहा है कि उत्तर प्रदेश सरकार की, गल्ले के उत्पादन बढ़ाने के लिये जो योजना है उसमें बाधा पड़ती है और जो हमारे अभावप्रस्त क्षेत्र हैं वहां पर हमें गल्ला आदि सहायता सामग्री भेजने में दिक्षित हो रही है।

इसके अलावा एक बात मुझे यह कहनी है कि उस ऐरिया में जहां से बाहर गल्ला भेजने की ज़रूरत है, जहां पर हजारों किसान जाते हैं, मजदूर जाते हैं, उस स्थान पर एक छोटा सा गोकुलनगर नाम का स्टेशन है। अब मुना जा रहा है कि वह स्टेशन वहां से हटाया जा रहा है और इस तरह जो कुछ सुविधा थी भी उसे भी खत्म किया जा रहा है।

अभी पिछले मान उस समय के रेल मंत्री महोदय ने कहा था कि रुद्रपुर से नैपाल की सीमा के पास तक कहिमया, पड़रीना, होते हुए एक रेलवे लाइन बनाने के लिये उसका सर्व होगा। मन्त्री महोदय ने पिछले साल यह कहा था किन्तु हम देखते हैं कि उस रेलवे लाइन के सर्व की यहां पर चर्चा भी नहीं है।

रेलवे मंत्री का जो भाषण, है, उसमें और सब चर्चा है किन्तु इस की कहीं भी चर्चा नहीं है? इस रेलवे लाइन की तरफ मैं केवल इस डॉक्टरेशन से ध्यान आकर्षित नहीं करना चाहता कि वह यात्रियों को कुछ सुविधा दे सकेगी, बल्कि देश की सुरक्षा के

[को विवरण याप]

विवार से भीर नैपाल तक, जिस के साथ हमारा खनिष्ठ सम्बन्ध है, जाने के लिए यह बहुत उपयुक्त होगी। साथ ही नैपाल से हमारा रोडवागर बड़ाने में भी उस से सुविधा होगी। वहां का माल मंगाने और हिम्मुस्तान का भाल वहां भेजने में बहुत आसानी होगी।

यहां पर दाइम टेल की बात रखती नहीं। इस के सम्बन्ध में एक बात बतलाना चाहता हूँ। यहां से लखनऊ एक्सप्रेस चलती है, जिस से हमारे बहुत से भानीय सदस्य चलते हैं। ६.०५ मिनट पर यहां से वह चलती है और ३.०१ मिनट पर बरेली पहुँचती है। वहां से एक द्वेन नैनीताल एक्सप्रेस को कनेक्ट करने के लिए चलाई जाती है। लेकिन यह गाड़ी तो ३.०१ मिनट पर बरेली पहुँचती है, और नैनीताल एक्सप्रेस को कनेक्ट करने वाली शाटल वहां से २.५० मिनट पर रवाना हो जाती है। इसका नतीजा यह होता है कि बरेली में यहां के यात्रियों को, जो काठीदाम जाना चाहते हैं, करीब साढ़े तीन घंटे या चार घंटे रुकना पड़ता है। जो हमारे पूर्वोत्तर रेलवे की भेल द्वेन है उसको दिल्ली से कनेक्ट करने के लिए लखनऊ एक्सप्रेस चलाई जाती है। जो विवार के सदस्य लखनऊ तक प्राप्त हैं उनको यहां आने के लिए बहुत कम समय मिलता है, और कभी कभी उनको गाड़ी छोड़नी पड़ जाती है क्योंकि जरा भी देर हो जाने से यहां की गाड़ी छूट जाती है। इस लिए इतना तो जरूर कर देना चाहिए कि जहां पर जेन्व हो दूसरी लाइन के लिए वहां पर कम से कम एक घंटे का समय जरूर होना चाहिये क्योंकि जरा सा भी समय अधिक लग जाने से जब गाड़ी छूट जाती है तब उससे यात्रियों को बहुत नुकसान हो जाता है।

आश्विरी बात में यह कहना चाहता कि जो पूर्वोत्तर रेलवे का हैडवाटर वह बहुत कंजेस्टेड है। वहां पर इतनी

भीह रहती है कि फस्टे, सैकेन्ड और थर्ड सभी ब्लास्ट के यात्रियों को बैठने की ही जगह होती है, लेटने की कोई बात ही नहीं हो सकती। मुझे लक्ष्य है कि अब की बात उसको बढ़ाने के लिए कदम उठाए गए हैं। लेकिन सरकार को यह देखना चाहिए कि हमारे रेलवे का हैडवाटर उस रेलवे में सबसे बड़ा है। उस के बास्ते हालांकि रुपया रकमा गया है, लेकिन वह कम पड़ेगा। और योड़ा जादा सर्वे करना पड़ेगा।

Shri Pramathanath Banerjee (Contd): Sir, I thank you for giving me an opportunity. I am afraid there is nothing more to say about the railways.

Mr. Deputy-Speaker: Then, I will call another Member.

Shri Pramathanath Banerjee: Almost everything for and against has been said. I come from the place which was under the jurisdiction of the former B. N. Railway, now S. E. Railway. The people of the place used to call it Be Never Regular Railway. That noble tradition is still kept up by the Madras Mail which even now seldom runs regularly.

Many dark deeds have been perpetrated there; even now they are not being suppressed. Stealing, wagon-breaking and such misdeeds have made the people of the area remain under constant fear of loss. Both businessmen and private persons are suffering. The railway also has to pay a huge amount for compensating the loss. Most of the sufferers do not complain as they do not like to go through the harassment of legal proceedings.

Under the pressure of the hon. Minister, I know the authorities are trying hard to stop such things. But, what can they do? All officers and workers connected with the actual working of the railways are

corrupt. The drivers and guards and the station masters and their assistants and coolies are in collusion with the local thieves, dacoits and goondas and the class of traders who are thriving on such nefarious deeds.

Shri Shahnawaz Khan: The hon. Member is more generous than we deserve!

Mr. Deputy-Speaker: The hon. Minister may invite him to discuss the question.

Shri Pramathanath Banerjee: The condition of class IV workers, namely, the gangmen, khalasies, etc. whose pay scale is between Rs. 30 and Rs. 35 is worse than the railway coolies. They cannot depend on the small earnings. Therefore, they join these miscreants and thus try to live in such a hard time. This is a miserable scale of pay and if he wants to stop these things, he must raise their scales of pay.

Howrah station is in an utter and miserable condition. It is one of the principal and the biggest stations in India. The station platforms and the surrounding places have become a veritable den of thieves, pick-pockets, swindlers, smugglers of opium, ganja, liquor, etc. and also gold. Even women are smuggled daily for immoral purposes. Hundreds of passengers travel without tickets and thousands of mounds of luggages are not weighed and paid for properly, are taken in and out of the platform by paying a little sum to the railway officers. How can these things be checked? There was an enquiry committee of which Acharya Kripalani was the head. Has any action been taken on the report of that body?

Mr. Deputy-Speaker: Normally, reading of speeches is not permitted in the House. The hon. Member is new and I can give him some latitude but sometimes he should look up to me.

Shri Pramathanath Banerjee: If no action has been taken, what is the use of such a force?

My suggestions to the hon. Minister are, firstly, to appoint local committees at places such as Khargpur which will look after the areas covering about fifty miles and secondly, for the Howrah station, to appoint a committee of Members of Parliament from all parties with one or two responsible officers from the railway staff and railway union who will sit monthly.

16-39 hrs.

[**PANDIT THAKUR DAS BHARGAVA** in the Chair]

They will look into the working of the railway offices and take note of the complaints and see that all complaints are remedied. They will also hear the complaints of the unions connected with the railway workers. I know there are very honest railway officers, but they do not venture to open their mouth for fear of being placed in difficult situations. These officers, I know, are ready to help such a Committee if they are assured of their safety.

Mr. Chairman, Sir, through you I appeal to the hon. Railway Minister to take the help of all of us to eradicate the gross corruption now rampant in the Railway Administration.

Last of all, I beg to draw the attention of the hon. Minister to the long standing grievance and demand of my area, Contai. Contai is 36 miles away from the nearest railway station. Contai is growing into importance by the opening of a sea resort or sanitorium at Digha which has got one of the finest beaches in the world. It is the only sea resort in Bengal where visitors from all parts of India, and even from foreign countries, flock. We want a railway connection. I hope and pray that the hon. Minister will kindly give his prompt attention to my proposal.

Shri Mohammed Tahir (Kishanganj): Sir, I am very much thankful to you for giving me permission to speak on the Railway Budget. First

[**Shri Mohammed Tahir**]

of all, I would like to congratulate our the Deputy Minister, for having pre-friends, the Railway Minister, and sented before us a comprehensive budget which leads us to know that they have achieved some developments and they are also expecting some more achievements in future. We wish that they successfully do so in future.

The greatest achievement of the Railway Department is that every citizen of India feels only through this Department that he is a citizen of an independent country, because wherever he goes he can surely see some sort of development carried out by this Department only and in no other department. No such developments as in the Railway Department have taken place in other departments.

—> Sir, I will take only a very little time to give some important suggestions so far as the Railways are concerned, especially the North-Eastern Railway. The North-Eastern is the only route by which we can go from Delhi up to Assam. So far as public interest is concerned, we have got our States far off from the Capital. This is the only route by which we can connect these States namely Bihar, Bengal and Assam the eastern-most part of India with Delhi our Capital. The second thing I want to submit about the importance of this railway is that this line is more important from the strategic point of view as also from the point of view of defence. As hon. Members are aware, during the last great war this was the only route through which the army and other necessities were reached to the eastern front. Therefore, greater attention should be paid to this railway line.

In this connection I want to make two suggestions. I would suggest that either you connect this N. E. Railway in its metre gauge with Delhi, or you convert the N.E. Railway, which is now metre gauge, into

broad gauge so that there may be direct link from Delhi upto Assam.

The second thing that I want to place before this House is that doubling of this line is most necessary. The whole line must be doubled and then only we will find ourselves in a very safe position in respect of our far off States, especially in the eastern areas and from the point of view of strategy and defence also it is most essential to take up this scheme and to complete it without much delay. Although there are so many good things to be said about the Railway Department, there are some bad points also. So far as timings of trains are concerned, I have to express my greatest dissatisfaction. In the N.E. Railway, more especially in the section from Katihar to Jognani, which is a very small section of not more than 50 miles, we are tired of the late running of trains. The same is the case on the main line also. I hope the hon. Minister will take care to see that the timings are maintained in future.

My next point is about the opening of a new railway line. I would most humbly suggest that a railway line is most essential from Purnea up to Galgalia in the north-eastern part of our country. I want this line to be constructed from Purnia via Amore, Bahadurganj, Tera Gaj and Digal Bank up to Galgalia. This is most neglected area. Without having any means of proper communication in that area the people are feeling very much disgusted. It is a jute growing area. The cultivators there find it very difficult to take their goods to different market places. Some days back, I remember, when the present Railway Minister was in charge of Communications he had been to Purnia District. At that time we had requested that a line should be opened from Purnia to Galgalia through the route I have just now mentioned. I do not know whether he remembers it now or not. However, I would once again request him to give due

consideration to this matter of opening a new line from Purnia to Galgalia. That will to a great length relieve the sufferings of the people of that area, especially the cultivators.

Then, during the harvesting season thousands and lakhs of labourers from Sonepur right up to Katihar go to Bengal and Assam. At that time you will find that the number of labourers travelling on the roofs or trains is not less than the regular passengers. That is a very dangerous thing. This is their pitiable position on both the occasions, when they go as well as when they come back. I would therefore, suggest that at least during the harvesting season there must be some arrangements to run special trains from Sonepur to Kathiar right up to Siliguri, so that these labourers can travel in comfort and the regular passengers may not be put into trouble.

There is one thing which I would most humbly submit so far as amenities are concerned. I am glad that the Railways have made some improvement so far as amenities are concerned, but I most humbly request the hon. Minister to improve the amenities further. I want to tell him that I have left taking meals in the railway stations.

An Hon. Member: Fast?

Shri Mohammed Tahir: I am sorry I cannot take my meal at railway stations, because, as a Muslim, I have got some regard so far as the taking of meat is concerned. What I want to say is, there is no arrangement in the railway stations for doing Zabiha. Formerly, there were Muslim cooks in their railway stations. Now, they are not there, and it is very difficult to say whether the meat is Zabiha.

An Hon. Member: This is a secular State.

Shri Mohammed Tahir: Yes; I do admit that this is secular State. But

it does not mean that one section of the people should not take meat. Does secularism mean that one section of the people should not take meat? If that is so, then, it is all right. But I assure the Hon'ble member that it does not mean that. We should have proper meat served at railway stations. I would request the hon. Minister to see that he arranges for the serving of this food at least in some important stations so that we may also take our meal with satisfaction. Formerly, the meat was according to our faith and our religious orders. It is known as that of zabiha. The word used in our religion is sabiha. That should be there. We should have meal to our satisfaction. If not, it would be very difficult. I would assure my hon. friends that most of the muslims have almost left taking their meals in the railway stations on account of Non-Zabiha meat. We want Zabiha meat. I think you will also like perhaps zabiha meat.

Lastly, I would submit one thing. It is about the discrimination that has been shown in the railway department. The Janata trains have been started in our railways. It is well and good. It is very good to give the name 'Janata' for a train, but those passengers who do not travel in third class and who are used to travel in higher classes are obviously debarred from travelling in the Janata trains. It is clear discrimination, because there is no arrangement for such passengers travelling in higher classes to travel in such a train having only 3rd class. So, let there be a name as Janata train, but provide upper classes also in such trains. There is no harm if upper classes also are put in Janata trains.

I hope the hon. Minister will take note of my suggestions. I hope we shall be able to see that the suggestions are taken note of and action taken so that the public might be satisfied with the railways. This is all and I have done.

Shri S. C. Samanta (Tamluk): In 1923 railway finance was separated from general finance, by a convention. A resolution was passed accordingly in the then Central legislature and the railway had complete control over its finances and organisations. By this, it was not meant that the Government had no control over railway finances. The Government had of course overall control. But now, we find that at intervals, these conventions and resolutions are being renewed and reviewed according to the amounts that are to be allotted to the general finances from the railway finances. According to that convention and resolution, the railway had presented their budget every year, and the general budget had nothing to do with it. This year, all of a sudden, in the general finance, an increase of railway fares has been mentioned. Why has it been done? Why has the Railway Minister, in his speech, mentioned that about the increase of passenger fares, "I am not doing anything but the Finance Minister may do something"? Why should it be so?

May we not claim from this House that that resolution and convention should first be brought before this House, passed, and then, necessary procedure be followed? I think this procedure should be adopted, and the procedure that has been taken should be corrected in future. I hope that the Railway Minister will give thought to this matter.

The present Railway Minister was the Minister of Communications sometime ago. I brought in a resolution to the effect that the posts and telegraphs finances should be separated from general revenues. They could not accept it. My proposal then was that if they could not separate posts and telegraphs finances—a subject which is akin to the railways in many respects—they should take up the railway finances with the general finances, and no discrimination need be made. Still, that was not done. Now, the Communications Minister

having become the Railway Minister has yielded to the Finance Minister encroaching upon the thing. I think a time will come when railway finance will be amalgamated with the general finance.

Sir, my friend Shri Dange suggested yesterday that the electrification of railways can wait. I would beg of him to reconsider it. The improvement programmes that has been taken up and considered by the Railway Board and by this House, in respect of the first and second Five Year Plans prove that all items cannot wait and that all items should be taken up. This electrification of lines was considered for a long time. It is not for any imaginary purpose that Rs. 80 crores will be spent on electrification. It is a necessity. Last year, a committee was appointed by the railways to go into the question of overcrowding in trains. They dealt with overcrowding in Bombay, Calcutta and Madras and in some other places. They have submitted their report as to how to tackle with overcrowding. We always decry the railways because they cannot provide space for passengers who have sometimes to ascend to the top of the trains for travelling. For the transport of goods and passengers, should we not take the necessary measures? The railway line that has been proposed...

17 hrs.

[MR. SPEAKER in the Chair]

Mr. Speaker: Order, order; it is now 5 o'clock. The hon. Member may resume his speech tomorrow.

RESOLUTION RE: THERMO-NUCLEAR TEST EXPLOSIONS

The Minister of Defence (Shri Krishna Menon) rose—

Shri V. Raju (Vishakhapatnam): With your permission, I would like to say a few words. I am rising on a point of order for the reason that the

Government is not giving us sufficient opportunity to debate foreign affairs during the current session. Therefore.....

Mr. Speaker: No, hon. Member has got the right to interrupt the proceedings of this House.

Shri V. Raju: That is true, but we would like you to permit a long debate on this issue.

Mr. Speaker: If the hon. Member wants to make any submission, he will kindly write to me. Without my permission, except those things that are in the Order Paper, nothing else can be raised, unless it is a point of order which will prevent the further proceedings of the House. He may write to me or see me.

Shri V. Raju: I hope you will give us an opportunity to debate foreign affairs.

Mr. Speaker: Whatever is reasonable I will always do.

Shri Krishna Menon: The resolution that stands in my name, I have submitted on behalf of the Ministry of External Affairs and is one which causes concern not only to the Members of this House and this country, but the vast majority of peoples in the world. This matter came before the House for the first time in February, 1954, when in a statement made by the Prime Minister, this House called for what was called a stand-still agreement on atomic explosions—nuclear and thermo-nuclear explosions. Since then this idea has gathered momentum in the world. While there are considerable differences regarding the general problem of disarmament or the degree of control and inspection that have to be introduced in regard to nuclear and thermo-nuclear weapons, there has been a growing volume of opinion in every country.....

Shri Braj Raj Singh (Firozabad): On a point of order, Sir. Can the

hon. member speak without the resolution being formally moved in the House?

Mr. Speaker: He will first of all speak and move the resolution at the end; it does not matter.

Shri Krishna Menon:with reference to making a beginning in that direction for the suspension of these weapons. This resolution has been before the House; it has been circulated. But in view of the observation which has now been made, I will read it out. I hoped that the time of the House would be saved.

Mr. Speaker: I take it that the hon. Member moves it as in the Order Paper.

Shri Krishna Menon: I move the resolution as it is on the Order Paper.

Mr. Speaker: I will treat it as moved. The hon. Member can proceed.

Shri Krishna Menon: The time that is available to the House to debate this matter is so brief that it is essential in the beginning to mention its scope and its purpose. The resolution deals, in the first paragraph, with the general problem of nuclear and thermo-nuclear war. But the bulk of it is concerned with the mere immediate concerns in regard to the effects of radiation arising from these experiments with reference to mass destruction.

I want to say at this stage that the approach that the Government makes to his problem in moving this resolution before this House is not one of criticism of any other great power concerned in regard to the general policy. This resolution is not on the issue of foreign policy, but is concerned with the results on humanity the present generation and the future and is intended to express the view of this House and this country to push on the gathering momentum to add to the gathering momentum for the suspension of nuclear and thermo-nuclear tests, so that in the course of

the observations one has to make, if references are made to the participation of any particular country or to the explosions for which they are responsible, it may not be taken, not in this House but outside, that it is intended as a criticism of a destructive character.

Secondly, I would like to say that nothing that is said either by myself or in this debate will ever be construed by our people or others as any desire or any lack of recognition of the great revolutionary changes and the revolutionary progress that has been made by the discovery or rather the release of atomic power. The fact that we condemn and regret the use of this power of mass destruction does not mean that we lag behind anyone in the desire to see nuclear and thermo-nuclear power develop for peaceful purposes. Therefore, while hard things may be said and the picture that is drawn of the destruction in works both to the world as it is today and the generations that will come after us may be gruesome, that is only one side of the picture. Given the capacity of man to apply his great talents and resources at his disposal for the services of mankind, this new power, the beginning of which was known to the world, which was made available to the world in the beginning of this century, can be of very great service.

The resolution deals in the first paragraph with the long-term problem of the prohibition of atomic weapons. This country and the Government on behalf of this country have said in every international discussion, in every international gathering which has debated this point, that we stand unqualifiedly and without reservations for the total prohibition of nuclear and thermo-nuclear weapons and all forms of nuclear and thermo-nuclear and biological war. Therefore, there is nothing new that is stated here; we have started and used our own initiative and such opportunities as presented themselves to

promote the efforts towards restraining the further development of these weapons.

The approach to the short-term problems is contained in paragraphs 2 to 6. At this stage, one should refer to the beginning of the development of this new energy, going back to the beginning of this country, in 1919 when Lord Rutherford split the atom. But he did not believe—he died in 1937—that atomic energy would ever be used in large-scale war. Till 1937 it was regarded as a laboratory experiment, interesting in its way and a great contribution to science. In 1932 came the experiments of Cockcroft (and also Chadwick on neutrons) who disintegrated the atom using artificially accelerated particles for bombardment. It is from that time onwards that the new development begins. In 1938, a year before the war, when in Germany work was being done on further atomic researches, Hahn and Strassman started work on the splitting of the uranium atom. From that period, the whole of the atomic power has come into the field of weapons.

So far as the use of them as, what is popularly known as bombs, was concerned, in the July of 1945 at Alamagordo, in New Mexico, the United States exploded the first nuclear bomb. Compared to the modern bomb it was a little toy. The next month two bombs were dropped in Japan, one on Hiroshima and the other on Nagasaki. I will refer to them in a short while when we deal with the destructive effects of these bombs.

These weapons, Sir, are of three kinds. It is necessary to refer to them not in order to introduce into a parliamentary debate a great deal of detail, but it has reference to the present-day developments. The first of these atom bombs, a typical-sized one which has an explosive power equivalent to 20,000 tons of T.N.T., is what is called a fission bomb and it consists of fissile materials, such as

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uranium-235, plutonium and a number of other materials. Now the atomic powers have moved far away from there and today the atomic bomb hold is merely used as a match to ignite the hydrogen bomb.

The second type of bomb is the fusion bomb where explosive action arises from the sudden evolution of energy in a "fusion" process in which various forms of hydrogen interact to produce helium. Now what happens is that the process that takes place is essentially analogous to combustion, but the 'match' required to "ignite" it must produce an initial temperature of some millions of degrees centigrade. Such temperatures could only be achieved by using an atomic bomb. The temperature that is produced in the core of a thermonuclear bomb is several times, I am told, the temperature at the centre of the sun.

Now comes the third type of bomb about which there is a considerable amount of discussion. But it is believed that the two great atomic powers have already tested them. That is the fission-fusion-fission bomb. That is worse than the fission of the atom bomb and fusion of the hydrogen bomb. This third type of bomb, believed to have been tested, consists of H-bomb surrounded by a shell of ordinary uranium. Copious quantities of fast neutrons are produced. They are able to produce fission in uranium-238. The explosive power of an A-Bomb may be increased enormously without any proportionate increase in cost. Bombs of this type in the 10-million ton TNT equivalent class have been believed to have been tested. This is the latest development in regard to this terrific power of destruction.

Now, the normal effects of these bombs are three-fold. One, the blast that they create; the mere pushing of air that destroys edifices, structures and anything that is around. The second is the heat that is generated and the third is radiation. The greater part of what I have to say this afternoon will be devoted to the last, but

both in Hiroshima and Nagasaki the damage was largely carried by blast and heat; in Hiroshima nearly 90 per cent. of the houses were destroyed by the blast and the heat; and about 365,000 people of that city were afflicted.

In regard to the effects of the bombing of these two Japanese cities, studies made afterwards showed that people who were there at that time and survived, or even the soldiers who went there thereafter, suffered from the effects of radiation and some of them began to show signs of leukemia — blood-cell cancer — and other types of diseases.

Now the effect of this bomb today compared to hydrogen bomb as I said a little while ago was equivalent to some 20,000 tons of TNT. But a modern hydrogen bomb, a typical bomb, is about twenty megatons. I believe the last one exploded was 1. These new bombs are a million times more powerful than the bombs dropped at Nagasaki and Hiroshima.

Shri Bharucha (East Khandesh): Thousand times more powerful.

Shri Krishna Menon: Yes, thousand times. We, therefore, are in a position of having to compare what may be called this process of nuclear war as against the molecular war of old times. The use of these weapons today are not confined to the bombs, a large stockpile of which exist in every country, but their introduction into what are called tactical weapons, where it is assumed that an atomic head in a cannon will produce the effect of a thousand tons of TNT, and if you use a thousand of them you have very considerable effects in this way. It is also known that these tactical weapons are portable and could be used as molecular weapons were used before as conventional armament. If you add to it the use of atomic weapons as warheads to guide missiles, then you have a situation where the world is faced by the effect of this destructive power in a way where no country, no institution can escape and humanity as a whole

can only perish. If these weapons were used for war purposes, there would be very little left in the world, in the way of civilisation as we know it. I think it is useful for the purpose of this debate, as the impact of what we say here may have on public opinion, to refer to one or two of these effects.

I will read the first one, which is on the individual. This comes from an American Army Colonel who addressed the Sixty-Second Annual Convention of the Association of Military Surgeons in the United States. This is what he said:

"An atom bomb explosion produces coagulation of the tissues and the mechanical destruction of the choroid in the retina by converting the tissue fluids into steam and thereby exploding the retina."

That is the effect on the individual.

I have here considerable material with regard to the bombing of the two Japanese towns. In Hiroshima most of the wooden houses within a radius of one kilometre from the hypocenter were instantly crushed to pieces and the whole of the town was destroyed. What is more important is that concrete buildings though they showed a greater endurance, were also subject to fire and blast, and destroyed.

The bomb dropped on Nagasaki was more powerful than that of Hiroshima, but its destructive force was greatly influenced by the hilly terrain of the city. This is a factor that goes into such protection as one may seek from atomic warfare. The number of afflicted people in Hiroshima were: 78,000 dead; 37,000 wounded; 14,000 were not to be found; 235,000 afflicted; making a total of 385,000 in a small city of Hiroshima.

Scientific experiments have been made as to the results of atomic war and the atomic bombardment on a country under present conditions. The present conditions vastly differ from Hiroshima and Nagasaki. I think the

most informative of these are the civil defence operations conducted in the United States in June 1955 under what is called "Operation Alert". In the 1955 exercises it was assumed that the United States was struck by about sixty atomic and hydrogen bombs. Based on the data collected by the Bomb Damages Assessment Group of the Civil Defence Administration it was estimated that at the end of the first day of the attack more than eight million people were killed and another eight million would have died a few weeks later. About a quarter of the deaths would have been caused by radio-active fall-out; that means, even if they had been hundreds of miles away from the explosions, they would still get killed. It is also estimated that the attack would have damaged 11 million dwelling units and rendered about 25 million people homeless. In New York alone, a five megaton bomb at surface-burst (that is, burst on the ground) would have killed about 3 million people, that is 38 per cent. of New York's population, and injured another 23 per cent. That is, out of every eight New Yorkers about three were estimated killed and two injured."

The blast effect of a single thermo-nuclear weapon is enough to destroy the very largest of the cities. Its radiological effect is enough to devastate an area as much as that of some of the largest States in our country. 100,000 square miles can probably be taken as a reasonable figure for the area of radiological hazard arising from a multi-megaton bomb. 100,000 square miles is not a small area. It is in fact somewhat less than 1/500th part of the total land surface of the earth.

The British research on this, the results of which are more conservative, as can be expected, states thus:

"Given a sufficient number of bombs, no part of the world would escape exposure to biologically significant levels of radiation; to a greater

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or less degree, a legacy of genetic damage would be incurred and an increased incidence of delayed effects on the individual would probably be induced. Although it is difficult to imagine the general occurrence of radiation intensities which would eliminate the entire human race, atomic warfare on a large scale could not fail to increase for many generations the load of distress and suffering that individuals and all human societies would be called upon to support."

An Army General, General Gavin, was called before the Senate Enquiry Committee last year, and he was asked by Senator Duff what he thought would be the effect of atomic explosions, of bombs dropped on Siberia, on the Russian people. This was his answer. He said he was not really competent, and he said 'you have to ask the Air Force'. This is what he said:

"Current planning estimates run on the order of several hundred million deaths that would be either way depending upon which way the wind blew."

Therefore, it is possible for the people who release the bombs themselves to be killed.

"If the wind blew to the south-east they would be mostly in the U.S.S.R., although they would extend into the Japanese territory and perhaps down into the Philippine area. If the wind blew the other way, they would extend well back up into Western Europe. And I use the figure 'several hundred million', which contrasts with one estimates that we hitherto have."

Now, this is the situation in war time. But, fortunately, although there are threats of war, we never had the experience of the use of these weapons for the purpose of mass destruction, except the two cases I have mentioned, at the end of the Second World War.

But we are now concerned with the large number of explosions that are taking place, each one probably more stupendous in its effect. And if we are to understand the power of these explosions I think the best thing is to say that the last explosion of the United States, the big one that was exploded in Bikini in 1954, followed by that of the U.S.S.R. in November 1955, are both supposed to be multi-megaton bombs. And scientists have calculated—and I am told accurately—that the explosive power of each one of these bombs is more than double the explosive power of the explosives used in all the wars in civilisation.

Shri Bharucha: Three times as much.

Shri Krishna Menon: We are informed that the chemical explosives required to make this kind of bomb would cost Rs. 2,000 crores and would occupy many hundreds of buildings like this; and at the same time, one of the bombs would probably cost a few crores of rupees. It might interest the Finance Minister to know that there is some economy factor, but of a character which is very gruesome.

On the whole, the calculations are that there have been 110 of these atomic and thermo-nuclear explosions, seventy by the United States, thirty by the Soviet Union and ten by the United Kingdom. I would like to say here that these are only rough estimates, because each of these countries is not likely to reveal the exact figures.

Now, in regard to the effects of these explosions, I would like to deal with them under four heads. The first of them are the general effects of these explosions. The purpose of this Resolution in asking for a standstill suspension of these explosions is that on the one hand that would be the first step towards atomic disarmament, and if there be no further experimentation, if the world powers

concerned were brought to the position that there would be no more experimentation, it means that there would be no more manufacture; there will be a holding back of the progress towards atomic destruction. That is one part.

"But much more than that—and that is what concerns the vast masses of the people, naturally, on account of the suffering that will be inflicted—are the effects of the explosions themselves, apart from any war. Even if there is no war, if the experiments are made, what are the effects? Those effects are of the third kind, to which I have referred, arising from radiation, which may be either on the skin surface or it may damage and do injury to every part of our anatomy.

The latest about these general effects has been spoken of by the Nobel prize winner, Dr. Linus Pauling, chemist at the California Institute of Technology, when he said that the bomb test scheduled for the Christmas Island in the Pacific—now over—would lead to one thousand deaths from leukaemia, that is cancer of the blood. If the bomb tests are carried on at their present rate, he said, the number of children born in each generation with such serious effects as feeble-mindedness and deformities will be increased by 200,000. "All scientists are agreed that the effects of the H-bomb tests are very small when compared with natural radiation", Dr. Pauling said, "But when you convert these effects to many people, the number becomes large enough to anyone interested in human suffering to be concerned about it."

It is estimated that the children of the present population of the United States will be some 100 million. And today two millions of them suffer from deformities and other results of mutations in the normal course, but as a result of these tests those will be increased by several thousands, and may be much more. And if the tests

were carried on on a larger scale, it would be difficult to say what would happen.

According to the British Medical Journal, British opinion so far as the official, scientific side is concerned, has rather tended to say that it is not so bad as it looks. The general argument has been that in the human frame there is so much radiation—that is true—arising from the radiation of the rocks around us or the potassium in the body and other causes. There is natural radiation, and therefore the argument advanced—not by scientists, but by politicians in the United Nations—is, "You have so much radiation in you, so what does it matter if there is a little more?" The answer to that is, it is just like saying that normally when we stand we probably carry on our bodies somewhere round 15 lbs. of atmospheric weight per square inch, and so with another 15 lbs. we will not feel uncomfortable. So it is just a question of the margin. I think, Sir, I must go through this very quickly.

The British say—this is from the British Medical Journal Lancet:

"We are alarmed at what may happen if tests go on much longer and we are unconvinced that harm has not already been done. It seems that the Government in its attitude to the control of nuclear tests, is depending too much on certain reassuring facts and not making enough allowance for the big gaps in knowledge."

I referred to the general effects with regard to radiation. But the main effects arise from three sources. One is contamination, the other is genetic effects of the mutations that are induced which lead to the birth of imbeciles or deformed creatures, and all kinds of things like that. Now, with regard to contamination—it is not as though one picks out from one country, but it seems we have more information about it—the first big hydrogen bomb was exploded in 1954,

[Shri Krishna Menon] and the world did not know of its real nature till two years later. The reason was that it happened that during the explosion, the Japanese fishing craft called **Fortunate Dragon**—not so fortunate in this particular case—carried 23 fishermen who were affected, and that came to the attention of the Navy authorities in the United States, and their treatment and looking after and the general publicity brought to the world the information about the effects of the hydrogen bomb. In Bikini, which bomb is regarded as of the same size as the bomb exploded by the Soviet Union a few months afterwards, these are the results:

"Thirteen months after the first hydrogen bomb test in Bikini in 1954, the contaminated water mass of the Pacific Ocean, at the scene of the explosion, had spread over one million square miles."

"Two days after the 1954 tests the radioactivity of the surface waters near Bikini was observed to be a million times greater than the naturally occurring radio-activity. This material was transported and diluted by ocean currents, and four months later concentrations three times the natural radiation were found 1,500 miles from the test area; thirteen months later the contaminated water mass had spread over a million square miles. Artificial activity had been reduced to about one-fifth the natural activity, but could be detected 3,500 miles from the source."

This is the result of the examination and reporting on the sequel of Bikini bomb.

There was a report in Indian newspapers at that time that many articles of food sold in Calcutta had been found to be contaminated by radio-activity by a team of scientists of the Calcutta University College of Science. I have not been able to discover what further investigations were made in regard to them. For lack of time, I will not read out the remainder.

Perhaps, the most far-reaching effect of radiation is what happens to posterity. About this, there is little direct knowledge. Even if we accepted the view that the present hazards are small, in view of the common judgment that the far-reaching effects are not known, are not measured, the exploding of these bombs in such a way as would affect posterity becomes a grave danger. The British Research Council says:

"There is little direct knowledge of the genetic effects of ionizing radiations on man, but with certain reservations it is justifiable to draw upon our knowledge of the effects of radiation on other organisms."

Experiments have been made on flies and since they breed so quickly, it is possible to know for how many generations it would have effect and so on. In the case of man, it would take a century to find out.

"Damage to genetic materials cumulative and irreparable.

It must be realised that genetic studies inevitably tend to be slow and that sufficient knowledge on which to base these firm conclusions will be accumulated only after many years of intensified research."

The American conclusions on this are far more emphatic. The National Academy of Sciences of the United States says:

"The basic fact is—and no competent persons doubt this—that radiations produce mutations and that mutations are, in general, harmful. It is difficult, at the present state of knowledge of genetics, to estimate just how much of what kind of harm will appear in each future generation after mutant genes are induced by radiations. Different geneticists prefer different ways of describing this situations; but they all come out with the unanimous conclusions that the potential danger is great."

The same conclusions have been more emphatically reached by more recent investigation. The effect on

genes and chromosomes which are measured in the lower species are regarded as sufficient to know that, if there were an atomic war or even if there were not, but the test explosions continued, are enough to induce mutations in the whole world of a character which will affect a considerable part of the population. So much for genetic effects.

Perhaps the worst effect of the fall-out from these nuclear bombs is the consequences of ingestion of radioactive substances which comes either from the air or from the soil. A substance which the scientists call strontium 90 first came to public knowledge only as a result of thermo-nuclear explosions. This particular aspect must concern us a great deal more today. Because, during the last two or three years, these bombs instead of being exploded on the surface or near the surface, are now exploded high up in higher atmosphere. Therefore, the immediate consequences, for example, of any explosion in Christmas Island would be very small. The fact is, from the fall-out from these bombs, the most harmful substance—I am not dealing with all the substance—is that called strontium 90 which is chemically akin to calcium and therefore, is absorbed in the body in the same way as calcium is absorbed. The great American authority Dr. Lapp of the United States Atomic Energy Commission, who, incidentally in reviewing the book that had been published by the Government of India, referred to the soundness of the inferences drawn and wondered how the Government of India came into possession of all this knowledge, and suggested that the time had come for de-classifying the information, says:

"The unique nature of the hazard is indicated by the fact that one ounce of radio-strontium, or about a teaspoonful, contains the equivalent of the maximum possible amount for every person on earth. The number of atoms in an ounce of material is so astronomical, even when divided

by the population of the earth, that it amounts to 70 trillion per person. Many pounds of radio-strontium—(and this is the important part, for, after all we have been talking about ounces)—are produced in a super-bomb explosion."

Dr. Kothari, the Adviser to the Defence Ministry tells me that the amount of radio-strontium that came out or would have come out from the 15 megaton explosion is about 30 pounds. But, fortunately for us, on account of the enormous heat that generated, the whole of the substance goes up into higher atmosphere and probably may take ten years to come down. By the time it comes down its radioactive effect becomes less. Its half life is about 10,000 days. It emits rays which are harmful to us, when it descends from the atmosphere, it settles on the ground or on plants and foliage which are eaten by cattle. The cattle transmit some of the strontium 90 to the human beings. Fortunately for us, there are certain defence mechanisms against strontium in the plant itself and in the cattle. But, it is pointed out that in the countries of Asia, particularly in countries like this, where the greater part of calcium comes from vegetables, the danger is greater. In Western European countries and the economically advanced countries, a greater part of the calcium is absorbed in the human body through milk. But, here, the greater part comes from vegetable substances. We, probably, would have 10 to 100 times more harmful consequences from the fall-out strontium than the European population would have. That is not an argument for not eating vegetables. But, those are the facts. The considerable amount of strontium that is released, when it gets into the human body, works into bone in the same way as calcium does. Calcium builds the bone. Strontium creates bone cancer and also induces leukaemia and cancerous diseases. There is no known method of treatment of this though many

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claims are made. There are other radio-active substances in same way. But, this is considered to be the worst enemy in this matter.

I would like to read a little more about strontium because it is probably the worst hazard in this. Giving evidence before the United States Congress, a Member of the United States Atomic Energy Commission whose name is not revealed, said:

"Let me be more specific. One of the nuclear products released by any nuclear explosion is a substance that is called radio-active strontium. Unlike ordinary strontium, this strontium gives off beta radiation, which is one of the three kinds of radiation emitted by radium. Prior to the atomic age, there was no radio-active strontium in the atmosphere of the earth."

Now, that increases the responsibility of those who have today the power to stop these explosions.

"There was no such material before the commencement of these explosions. The gentleman in question continued:

"Of the radio active strontium released in an explosion of a large thermo-nuclear weapon, some falls to earth rather quickly over thousands of square miles and some is shot up into the stratosphere. From thence, it settles down, diffusing throughout the whole envelope of atmosphere that surrounds the earth. Rainfall speeds its descent, but it comes down slowly; only a fraction of it is deposited on the earth during the course of a year. From the earth's soil, radio-active strontium passes into food and then into the human body, where it is absorbed into the bone structure."

And this is what it does:

"Here its beta rays, if intense enough, can cause bone tumours. We know that there is a limit to

the amount of this strontium that the human body can absorb without harmful effects. Beyond that limit, danger lies and even death."

The problem is to fix the limit I have read out the quantity of radio-strontium that falls out from one explosion. The statement goes on:

"In any event, there is a limit to the tolerable amount of radio-strontium that can be deposited in the soil. Consequently, there is a limit to the number of large thermo-nuclear explosions that human race can withstand."

"The sheer fact of this effect is certain. The new power we have in hand can affect the lives of generations still unborn."

That is the evidence given to the United States Congress by a Member of their own Atomic Energy Commission.

Let me refer to the Japanese testimony on this subject. Dr. Tadayoshi Doke of the St. Paul's University, Japan, after a detailed examination of the problem of 'Contamination of the World by Fall-out from Nuclear Test Explosions', has observed (March 1957):

"The conclusions which may be drawn from the above considerations are that, even if the tests of nuclear weapons are stopped right now, the average amount of accumulating strontium 90 is bound to exceed the maximum permissible amount for the population."

"Further more, if the tests are continued at the rate of today, the average amount of accumulating strontium 90 will exceed the maximum permissible amount for the occupational workers."

This statement has not been substantiated by anybody else.

It is believed that the explosion of one of these megaton bombs is equivalent to a ton of radium, that is to say equivalent to the radio activity a ton of radium. The total quantity of radium so far produced is only a few pounds. Fortunately for us the radio-activity that is liberated in the explosion does not last as long as that of radium. Radium would probably last for thousands of years, but this goes away after some time, but at any rate, the amount of discharge at the time of explosion is considered equivalent to a ton of radium.

These are the effects which are now being seen all over the world. The Japanese have protested to a very considerable extent. They have made representations to various Governments against the contamination and the pollution of air and water.

It is no argument to say that any country is exploding bombs on its own territory. I have heard it said in defence of the Soviet Union or in extenuation of their bomb explosions that they have offered to suspend the tests. I think we are entitled to ask: if they have offered, why don't they suspend them? Secondly, it has been argued that it is on their own territory. It may be on their own territory, but the atmospheric envelope of this air cannot be partitioned, and what is more, nobody can control these winds. Even in Bikini, when the wind velocity was only about 20 miles an hour, it extended to 50 miles on one side and 120 miles the other way in a few hours.

That takes us to the present position as to the stage of discussion on this matter and to the position we take up. The Government of India have asked for total suspension of these tests. They have even suggested that any country that takes the initiative in this suspension would make contribution to the whole problem of suspension. And this is not

merely a sentimental position, because when you look at the destructive atomic power and the development that has been reached, it is like this. The atomic Powers today, certainly the two great Powers, have got the capacity, have got weapons of destructive capacity, to wipe out this planet. So, if that is so, what is the use of having ten times the power of wiping out. You can wipe us out only once. Therefore, there is nothing more to be gained by these experiments of these weapons. And their consequences are very serious.

It is true that each country has stated that it will stop the tests if the others stop it, and they have also in the joint communique issued when the Prime Minister went to Moscow both condemned the use of these explosions. I have not got the phraseology here, but it says something about stopping them, but we have said in this resolution that any country that either tries to reach agreement or takes the initiative in suspending these tests would make a great contribution in relieving the great concern of humanity all over, particularly in the countries that are near the centres of the explosions. Most of these explosions take place in the Pacific Ocean or in the large land mass of the Soviet Union or in the deserts of Nevada in the United States, but as I said, the wind does not wait for anybody, and it depends on which way it blows.

It is somewhat of a misleading situation that today these explosions take place high up in the air, and as happened the other day—I speak here as a layman—when the United Kingdom arranged for a bomber plane to go through the cloud, and it was reported there was not much damage. There could not be very much because it was exploded very much high up and the fallout comes down slowly only after a few months or a few years. Therefore, we are likely to be consoled that on account of the

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new technique of exploding it so high it is not easy to contaminate and therefore the results are not so bad.

Now, our attempts in this connection both before the Disarmament Commission and the United Nations, and the momentum of public opinion and the various interventions made by the Prime Minister with regard to foreign countries during exchanges of views have resulted no doubt in the momentum of world opinion. In 1954 when this statement was made in this House, that was the first time a call was made for suspension. It is true there are millions and millions of people today who join movements, sign manifestoes and so on in support of it, and of course, there is the feeling in every country, Governments apart, that there must be a suspension of these tests.

The objections raised are that it is not possible to detect these explosions and therefore if one country suspends it, the other country which is not so moral—and each one says the other is not so moral—would go on with the tests and would be at the greatest advantage. The Government of India from the very beginning have opposed this position. First of all, they have said that from the amount of scientific knowledge at their disposal it is not correct to say that you can explode a Hydrogen bomb in your pocket, that is to say, detection is always possible. Though this position is put forward by the Governments of the atomic countries, scientists themselves have supported the view that we have taken. In the Bulletin of Atomic Scientists published in the United States this matter is discussed and it is said there:

"It is by now generally known that testing of thermo-nuclear weapons cannot be concealed from the world; its cessation therefore will not need verification by international inspection, which has been the bone of contention between West and East ever since.

U.N. negotiations concerning the control of atomic energy began in 1945. The testing of inter-continental missiles is not equally easily detected from outside the testing country—if the latter has at its disposal the land masses of Siberia, or the wide reaches of the Pacific. However, a relatively small number of extra-territorial, internationally manned radar stations within each large country would probably suffice to make the concealment of such tests impossible. It can be suggested, therefore, that foolproof control of the perfection of inter-continental ballistic missiles, as such, as well as that of nuclear warheads, is technically feasible without excessive interference with national sovereignties. The possibility of freezing the arms race in the way suggested....

— in fact, this was one of the proposals put by the Government of India before the Disarmament Commission to freeze the arms race —

"The possibility of freezing the arms race, in the way suggested thus depends only on whether the U.S. and the Soviet Union want this to happen, and not on technical difficulties which stand in the way of an agreed and controlled elimination of existing weapons....

.... Furthermore, they argue, only such a freeze can prevent the nations not now in the van of the arms race from acquiring weapons of mass destruction. The acquisition of atomic weapons by smaller powers is bound to create a multilateral danger, less predictable and less controllable than the present danger of the outbreak of atomic war by one of the two armed camps.

.... Their belief that we are now offered literally the last opportunity to avoid an irrevocable deadlock of mutual terror is a sober

estimate of reality, and not an exaggeration to whip up support for a pet disarmament plan."

Therefore, there is no reason to think that by and large these tests cannot be detected.

A new proposal has been now put forward more or less as an answer to the demand for total suspension.

This was made before the Disarmament Commission, when India presented her proposals, and came from the United Kingdom in what is called the limitation and registration of tests. Government have taken the view and have propounded it before the Commission and later, that this proposal of the limitation or regulation of tests is by far worse than the present situation, because the limitation of tests and their registration would mean that some international authority is given to the use of atomic weapons. You legalise them; you give it a moral sanction.

But, apart from that, no one really considers that limitation or registration of tests is possible, because if the argument against suspension is that you cannot detect the other fellow's explosion, that would equally apply to this, because limitation means control, and control means detection; and if it cannot be detected for the purpose of suspension, how can detection take place for the purpose of limitation?

Therefore, it appears to us merely as a political response to a genuine demand for the total suspension of weapons. Therefore, the Government of India, in all the conferences, despite the fact that, much to our regret, Spain has supported this position, have been definitely opposed to this so-called compromise position, because the number of tests that are registered and conducted would be adequate to bring about all the evils to which I have referred a little while ago.

May I say here that we have now reached a stage when the continuation

of these explosions have passed on to nearer or greater potential harm than ever before. While it is true, as I said in the beginning, that this country would never stand against the experiments that are necessary for the progress of science, we are not dealing with that particular aspect at the present time.

We are passing to an age when these weapons, whether they be thermo-nuclear or nuclear, are becoming part of the ordinary arms race of Governments. Their manufacture is becoming easier, and their costs are going down. As I said, even when it was first brought about, the cost was very small. Now, they have discovered other processes which bring down the cost further. And with the knowledge of atomic science all over the world, and what is more, the application of atomic energy for peaceful purposes, which would develop techniques in every country, which would develop experts in every country, the manufacture of these weapons by a considerable number of nations becomes more and more probable.

While in 1945, the control of atomic energy was first mooted in the United Nations, the problem was much simpler than it is today, because the stocks of raw material were known, the processes were known, and it was possible to exert control much better than now.

Therefore, we are now passing on to a stage where the atomic weapon is becoming a greater menace because of the capacity of its great spread. It is also known that in the military alliances in which the atomic powers are engaged, the use of tactical weapons is regarded as normal. And while, so far as the United States is concerned, these tactical weapons cannot be passed on to anybody without Congressional sanction, in the event of a war or in the event of a conflict of a large-scale kind, their importation would be a matter of only a few days or hours, as the case may be, according to the methods of transport.

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Therefore, this resolution seeks to express the concern of this House, indeed, as has been expressed by the Parliament of Japan, recently by the legislature in West Germany, as expressed by the Heads of States in many places, and by large number of bodies of public opinion, who have studied this matter.

Finally, I would like to say that though it is true that the great discoveries in this field, and indeed, in the atomic field, are largely in the hands of these three very great Powers, the contribution that has made it possible is not confined to them. Today, if you ask our scientists, they will tell you that today this development has been possible by the contributions made to the development of atomic science by people all over the world, not excluding our Bhabha and Krishnan and what is more not excluding the mathematical contributions of Ramanujam long before the atom was split. Therefore, this power is not their own. It has been derived from the common contributions of humanity. It can be used for the purposes of its advancement. But now it largely threatens, if war broke out, to exterminate large portions of the human race, if not all of it, and all those civilisations, as we know it. It is, therefore, necessary that such efforts as we can make by the organisation of world opinion should be mobilised for the purpose of saving humanity from the present situation. While one can cynically say, 'What is the use of passing resolution?' we may not be blind to the fact that during the last two or three years, while tests have gone on and more and more tests are going on, equally the volume of opinion has increased, and the consideration of suspension has come to be debated upon, though the objections are put forward.

So, any support that we as a Government and as a country give, any gathering of the forces in this direction, would be a contribution towards obtaining the suspension of these weapons, which I am convinced, would be a first step towards atomic disarma-

ment. Once these tests stop, then there must be a full impact on the atomic race as such.

Sir, there are 19 amendments to this resolution. I can only say that these amendments reflect the amount of concern in the House in regard to this problem, and also the interest taken in the study of it, and in supporting, even as the movers of the amendments consider, a more emphatic denunciation of this matter. We have examined these amendments; they largely fall into call for action of a character which has been discussed in this House before, such as that the Prime Minister should call the other Prime Ministers together, or that he should call another Bandung Conference, or that we should come out of the Commonwealth or that we should stop taking aid and so on and so forth. Of course, all these problems have their own ordinary merits or otherwise. But I regret that it is not possible to accept any of these amendments. They have served their purpose.

Shri Raghunath Singh (Varanasi): Amendments are not being put to vote now.

Some Hon. Members: The amendments have not been moved yet.

Mr. Speaker: It is open to the hon. Minister to state in advance what his opinion is on these amendments because they are on the Order Paper.

Shri Raghunath Singh: The amendments are not on the Order Paper. They have not been placed before the House.

Mr. Speaker: Order, order.

Shri Mahendra Pratap: (Mathura): This talk has been a crime. Psychologically, this talk has been a crime. May I explain?

Shri Krishna Menon: If the amendments are not before us, I am very happy. On the other hand, if they are going to be pressed, I tell you what the position is. So far as this resolution is concerned, it is not possible to incorporate these amendments, for the reasons I have mentioned.

I beg to move:

"This House views with anxiety and concern the continued development and production of nuclear and thermo-nuclear weapons of mass destruction which if employed in any armed conflict, would spell the destruction of mankind and civilisation.

(2) This House expresses its more immediate and grave concern about the present menace arising from the harmful and unpredictable effects of radiation consequent on the continuing explosions of nuclear and thermo-nuclear weapons for test purposes which are carried out by the United States, the Soviet Union and the United Kingdom.

(3) This House regrets and deplores that despite the declared intentions of all nations not to embark upon war and in the face of the mounting opinion and anxiety in the world in regard to the grave and growing menace of these tests of nuclear and thermo-nuclear weapons, to the present and the future of mankind, the Great Powers concerned have not abandoned their programmes of such test explosions. They already proved injurious to populations, in lands both far and near to the location of such tests and dangerously pollute the world's air and water and threaten the present and future generations with known and unknown risks and consequences.

(4) This House further expresses its considered opinion that the proposals at present canvassed for the so-called Limitation and Registration of these tests will not help to rid the world of the dreadful consequences of radiation to present and future generations, nor pave the way to the abandonment of these weapons of mass destruction. On the other hand, such regularisation would tend to make thermo-nuclear war seem

more legitimate and to appear to have the sanction of the world community.

(5) This House earnestly appeals to each and all of the three Great Powers concerned at least to suspend without further delay their programmes for the explosions for test purposes of nuclear and thermo-nuclear weapons pending agreement on their discontinuance and the abandonment of the production and stock-piling of such weapons.

(6) This House considers that if any or all the Powers concerned take the initiative or agree to the suspension of their test-explosions, a substantial contribution would be made to rid the world of the fear which has led to the present armaments race and open the way for the lowering of tensions, progress towards disarmament and international co-operation and peace."

I commend this Resolution to the acceptance of this House.

Mr. Speaker: So far as the reference to the amendments by the sponsor of the resolution is concerned, the sponsor has got all the amendments before him; every hon. Member has got them on the Order Paper: He will only have a right of reply at the end. In advance, he wants to tell the House what his opinion is on these amendments which are on the Order Paper. Such of them as are admissible will be admitted; others may not be admitted. But there is no harm, and the hon. Minister is quite in order if he refers to what has been tabled here, on the supposition that they will be admitted, even if they have not been moved; in fact, they cannot be moved now. And after they are moved, once again, the hon. Minister may not have an opportunity to speak here. Hon. Members may, therefore, read the rules. I shall now place the resolution before the House

Shri Mohamed Imaim: (Chitaldrug):
I want to seek some information from the Minister.

Mr. Speaker: Not now; later on I shall first put the resolution before the House.

Mr. Speaker: Resolution moved:

"This House views with anxiety and concern the continued development and production of nuclear and thermo-nuclear weapons of mass destruction which if employed in any armed conflict, would spell the destruction of mankind and civilization.

(2) This House expresses its more immediate and grave concern about the present menace arising from the harmful and unpredictable effects of radiation consequent on the continuing explosions of nuclear and thermo-nuclear weapons for test purposes which are carried out by the United States, the Soviet Union and the United Kingdom.

(3) This House regrets and deplores that despite the declared intentions of all nations not to embark upon war and in the face of the mounting opinion and anxiety in the world in regard to the grave and growing menace of these tests of nuclear and thermo-nuclear weapons, to the present and the future of mankind, the Great Powers concerned have not abandoned their programmes of such test-explosions. These have already proved injurious to populations in lands both far and near to the location of such tests and dangerously pollute the world's air and water and threaten the present and future generations with known and unknown risks and consequences.

(4) This House further expresses its considered opinion that the proposals at present canvassed for the so-called Limitation and Registration of these tests will not help to rid the world of

the dreadful consequences of radiation to present and future generations, nor pave the way to the abandonment of these weapons of mass destruction. On the other hand, such regularisation would tend to make thermo-nuclear war seem more legitimate and to appear to have the sanction of world community.

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(6) This House considers that if any or all the Powers concerned take the initiative or agree to the suspension of their test-explosions, a substantial contribution would be made to rid the world of the fear which has led to the present armaments race and open the way for the lowering of tensions, progress towards disarmament and international co-operation and peace".

A number of amendments have been tabled. I would like to know how many hon. Members who have tabled the amendments are present in the House, and whether they want to press any of them.

Shri Bharucha: I want to move amendment No. 1.

Shri U. C. Patnaik (Ganjam): I want to move amendment No. 13.

Shrimati Parvati Krishnan (Coimbatore): I want to move amendment No. 12.

Shri Raghunath Singh: I would like to move amendment No. 2.

Shrimati Ila Palchoudhuri (Nabdwip): I want to move amendment No. 5.

Shri Hem Barua (Gauhati):
Amendment in my name. Sir.

Mr. Speaker: What is the number?

Shri Hem Barua: I do not know.

Mr. Speaker: I cannot admit it; I am not going to waive notice.

Shri Supakar (Sambalpur): No. 10, Sir.

Shri Sivaraj (Chingleput—
Reserved—Sch. Castes): No. 19.

Shri U. C. Patnaik: No. 13.

Shri Raghunath Singh: No. 2, Sir.

Shrimati Ila Palchoudhuri: No. 5.

Shrimati Manjula Debi (Goalpara):
No. 18.

Shri Dasappa (Bangalore): No. 11.

Shri Shree Narayan Das (Darbhanga): No. 3

Shri Radha Raman (Chandni Chowk): No. 16.

Shri D. C. Sharma (Hissar): No. 8.

Shri H. C. Mathur (Pali): No. 4.

Shri Brajeshwar Prasad (Gaya):
No. 17.

18 hrs.

Mr. Speaker: Subject to admissibility, these amendments will be treated as moved. They are :

1, 2, 3, 4, 5, 7, 8, 10 11, 12, 13, 16, 17,
18 and 19.

Shri Bharucha: I beg to move:

That at the end of the Resolution,
the following be added, namely:—

"(7) That with the above ends in view, this House recommends to the Government:—

(a) to convene a conference of Asiatic and African Powers opposed to continuation of nuclear tests to evolve immediate and

effective measures to dissuade nuclear Powers from further test explosions;

(b) to convey to the Government of United Kingdom that unless further tests are forthwith suspended, India may have seriously to consider the question of withdrawing from the Commonwealth; and

(c) to convey to the Governments of U.S.A. and U.S.S.R. that unless further tests are forthwith suspended, India may have seriously to consider the question of declining any further gratuitous aid or outright donations for her internal economic development from both these countries".

Shri Raghunath Singh: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) This House is of opinion that India should leave the Commonwealth if any member nation of the Commonwealth pursue the policy of producing and testing the thermo-nuclear test explosions.

(8) The Government of India should move the U.N.O. to restrain its members to produce and test thermo-nuclear weapons failing which all the peace loving nations of the world should unite and resort to social and economic boycott of such nations".

Shri Shree Narayan Das: I beg to move:

"That at the end of the Resolution, the following be added, namely:—

"(7) That with the above ends in view, this House recommends to the Government:—

(a) to take suitable steps to constitute a National Council for the prevention of thermo-nuclear test explosions after convening an All

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India Conference of those interested in it representing all parties and views; and

(b) to take suitable steps to convene an International Conference for the prevention of thermo-nuclear test explosions representing all nations with a view to mobilise world opinion against it as also to constitute a World Council for the purpose".

Shri H. C. Mathur: I beg to move: That at the end of the Resolution, he following be added, namely:—

"(7) This House considers these thermo-nuclear test explosions as acts of aggression against human race and condemns them as such".

Shrimati Ila Patchoudhuri: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) With the above ends in view, this House recommends to the Government:—

(a) to convene a conference in India on the lines of the Bandung Conference—of all such Powers of the world who hold similar views as India in regard to the use and tests of atomic and nuclear weapons with a view to making a joint declaration of their views and appealing to nuclear Powers to desist from making further test explosions and use of nuclear and atomic weapons for destruction of humanity; and

(b) to evolve a scheme for close co-operation of various countries in regard to peaceful uses of the atom".

Shri Naludurgker: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) This House appeals to all other nations of the world to bring possible effective pressure upon these three great Powers for

the discontinuation of the production and explosion of these nuclear and thermonuclear weapons."

Shri D. C. Sharma: I beg to move: That at the end of the Resolution the following be added, namely:—

"(7) With the above objectives in view, this House recommends to the Government of India to intensify its efforts at national and international levels so as to secure the total abolition of such tests and the total banning of the manufacture of nuclear and thermo-nuclear weapons."

Shri Supakar: I beg to move:—

That at the end of the Resolution, the following be added, namely:—

"(7) This House humble urges upon the United Nations Organisation to so amend its Charter as to incorporate in its 'Purposes and Principles', the total and immediate ban on the production, use or the test explosion of any nuclear or thermo-nuclear weapons by any nation".

Shri H. C. Dasappa: I beg to move: That at the end of the Resolution, the following be added, namely:—

"(7) With these ends in view this House recommends to the Government of India the desirability of initiating talks with all such Nations or the world as are in agreement with the above objectives for the purposes of mobilising world opinion against production of nuclear and thermo-nuclear weapons, their test explosions and their use in case of war and of making the world safe for humanity."

Shrimati Parvathi Krishnan: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) With the above ends in view, this House recommends:—

(a) that the Government take steps to convene a Conference

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of the Powers opposed to continuation of nuclear tests to evolve immediate and effective measures to dissuade nuclear Powers from further nuclear tests and stock-piling of nuclear weapons; and

(b) that the appeal of this House be forwarded to the Parliaments of the U.S.A., U.S.S.R. and the U.K.".

Shri U. C. Patnaik: I beg to move:

That at the end of the Resolution the following be added, namely:—

"(7) This House recommends to the Government of India,—

(a) to take the initiative and launch a world-wide campaign against nuclear and thermo-nuclear tests;

(b) to call for a meeting of Asian and African nations to protest against individual Western nations defiling the air and water of Afro-Asian countries while endangering humanity itself by these tests, for their own defence preparations; and

(c) in particular to warn the United Kingdom in unambiguous terms that India will quit the Commonwealth if Britain persists in these anti-humanitarian activities".

Shri Radha Raman: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) This House requests the Prime Minister of India to take immediate steps as will lead to a Conference of Prime Ministers of such countries as have been holding thermo-nuclear test explosions, with a view to achieve the above objects".

Shri Brajeshwar Prasad: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) This House is of opinion that an ultimatum should be given to the U.S.A. only to stop its test explosions failing which the Government of India will make an offer either of a federal union or of a military alliance to China and Russia".

Shrimati Manjula Debi: I beg to move:

That at the end of the Resolution, the following be added, namely:—

"(7) This House is of opinion that India should send delegation to the three Big Powers to stop immediately further nuclear or thermo-nuclear tests. This delegation may be of National or International character, representing the world opinion against the use of these deadly weapons against mankind."

Shri Siva Raj: I beg to move:

That in the Resolution—

In para 6 add at the end—

"and this House appeals, in the name of humanity, to the people of the United States, the Soviet Union and the United Kingdom to join with the people of India in their effort to make their respective Governments to stop further test explosions."

Mr. Speaker: All these amendments are before the House.

Shri Mohammed Imam: May I make a submission, Sir? This is a very important subject and all of us are anxious to take part in the debate. There are so many amendments and the time at our disposal is very limited. So, I submit that if the Minister is agreeable, this resolution may be taken up on another day and a full day may be fixed or at least

a few hours. It is quite necessary on account of the importance of the matter which concerns all.

Shrimati Parvathi Krishnan: I would like to support it.

Mr. Speaker: Does the Prime Minister want to say anything about the suggestion?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): They can have a week if they can find time. I cannot find it.

Mr. Speaker: These amendments whose numbers have been read out are also before the House along with the resolution. Hon. Members can go on till 7 o'clock. Each hon. Member may get about 10 minutes.

Shri T. B. Vittal Rao (Khammam): What can be said in 10 minutes? I will make a submission. You are aware that on Friday, there is a Private Members' day and there will be 2½ hours. On that day Private Members will have a chance only to introduce Bills and there is no chance for the Bills to be taken into consideration. These 2½ hours may be allotted for this.

Shri Raghunath Singh: That is a very good suggestion.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): The matter should be finished today.

Shri U. C. Patnaik: In view of the fact that the hon. Minister himself has taken one hour and there is only one hour more for all the Members who are anxious to speak, I would suggest that on Saturday some time be given to this.

Shri Jawaharlal Nehru: Certainly, Sir, if you consider that necessary or desirable, the House will sit a little late today, till half past seven or even eighth. (Interruptions.) I might point out that I am placed in a slight difficulty. I do not mind if the hon. Members do not want their private Resolutions on Friday and that time

is taken for this. But I am naturally interested in this Resolution and it was my intention to say a few words at the conclusion of the debate. My colleague will not speak again; I shall wind up.

Perhaps the House knows that the Prime Minister of Japan is coming here tomorrow and he will be here on Friday especially. It may be that much of my time on Friday may be taken up in discussions with him. I would have welcome a longer discussion of the subject. The Government does not want to stifle discussion on this important subject but it is a question of finding time. So far as I know, I have no doubt that there is no one in this House who does not agree with the Resolution as far as it goes. They wish to add things to it; that is the point. Now, whatever they wish to add may be for positive action which can be considered alone with other suggestions at other times, separately. It is not an essential part of this. There is a certain importance that a Resolution of this type should be passed fairly early to have the effect which we would like it to have. If it is postponed for sometime and then the debate goes on, I submit, with all humility, that it loses force, although certainly, important speeches will be delivered.

Mr. Speaker: The House will now sit till 8 o'clock, if necessary, and at any rate till 7.30. There is no harm if we sit occasionally a little late. Spokesmen of the various groups will have an opportunity to speak and every hon. Member who has tabled an amendment cannot expect to speak. They will be allowed fifteen minutes each.

Shrimati Parvathi Krishnan: Mr. Speaker, Sir, on behalf of the communist group in Parliament and on behalf of party members outside the Parliament and, in fact, on behalf of the women of our country who have a particular interest in this problem and in this Resolution, I welcome this Resolution, that has been tabled today because it gives us an opportunity to

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discuss a matter that is of vital importance as the hon. Mover himself said—of vital importance not only to our people but to mankind as a whole.

It is a welcome feature—a feature for a change—that the Government has taken the initiative to place before Parliament a subject which is unanimously in the interest of our people; it has placed before Parliament a subject which is of utmost importance to the country and to the world.

But, at the same time, I cannot but express a sense of disappointment. While speaking on the Resolution and in the wording of the Resolution itself, admirable sentiments are expressed. On an issue like this, it is not enough if we remain content with sentiments. It is necessary that, apart from sentiments, we should be able to visualise, to envisage a way out of the impasse that seems to be facing the world and the people of the world. This is my only grudge, and it is with a view to overcome this lacuna in the resolution that I have brought forward two amendments, which give an indication of some positive action that might be taken by the Government and by Parliament.

We are holding this discussion today in the background of an intensified arms race by the three Great Powers, particularly intensified in the field of the thermo-nuclear weapons. We are meeting today in the atmosphere of an increase in the cold war, and also of drawing away from friendly contacts that might have been developing during the last two or three years. It is in this atmosphere that we are meeting and discussing this resolution. Therefore, when we discuss it, we must discuss it with a view that we put an end to this, that we want to put forward certain proposals, put forward certain ideas before our people, before the Parliament and before the

world, which will lead to end the cold war, which will help to bring closer contact between the people of various nations, and which also will help to bring a stop to this mad and frenzied arms race that is taking place in the world today.

The hon. Mover of the resolution, for reasons that he expressed, did not comment on, or even did not draw attention to the fact that certain proposals have been made by one side and another. There is only one proposal that he referred to, but he did not refer to the fact that it is the Soviet Union that took the initiative in putting forward certain proposals for a basis of discussion and those proposals were rejected, and the alternative proposal was the proposal of giving notice of the tests that are to take place.

Now, the very attitude that the United States and the British have taken towards this whole issue of the nuclear tests in one that causes grave apprehension. The hon. Mover went into great detail as to the various technicalities of the developments in modern science which have led to the manufacture of hydrogen bombs. He went into great details as to the various scientists' opinion that are there, as to the effects and after effects of the explosions of the various nuclear weapons. I would like to remind the House that today, even though the Bikini test took place on the 1st March, 1954, the after-effects of that test are being felt in the islands in the Pacific. A well-known and eminent scientist of France, Prof. Paul Berthold, has given an interview to the Press in various countries pointing out that in his travels in the Pacific he came across the after-effects of the Bikini Island test two years later. We know today that already after-effects are going on as a result of the Bikini test. We have read in the newspapers only a few days ago that a child in Saigon died as a result of being drenched in radio-active rain. So, it is no longer a matter of speculation; we know that

these after-effects are there. We know that our present generation and the future is threatened by the after-effects of thermo-nuclear tests.

Today, Sir, in the year 1957, the danger of war is not only a danger of killing. When war breaks out, it is not only a danger of massacre on a large scale, it is not only going to be a repetition on a much larger scale of what happened during the second world war. Today the danger of war exists even at this very minute. With the thermo-nuclear tests being in the offing, with these tests being conducted, with the scientists giving their reports that once these tests are conducted certainly humanity is in danger for a large number of years, we cannot hope just to sit back, we cannot trust on ordinary appeals to Government, but we have to go one step further and take an initiative in mobilising, in channelising world opinion and the opinion in our country, in order to bring to bear sanity on those powers—that today are carrying on this mad arms race.

Various scientists were quoted by the hon. Member who moved the resolution. He also quoted the opinion of one scientist where there is a certain amount of, shall I say, softening or toning down of the after-effects of the nuclear tests.

But another eminent scientist, Prof. Joliot Curie has also referred to this matter, and this is what he says:

"An attempt is made to oppose the opinions of scientific experts and to create confusion as to the reality of the dangers. A few days ago eighteen German scientists, including Professor Otto Hahn, who discovered the fission of uranium, warned the Government of the German Federal Republic. The world press gave this warning wide publicity, but at once some radios announced that biologists in the United States had found by experimenting on animals a product which, if introduced into the human organism,

would protect it against the damaging effects of radiation. This news, so rapidly announced, certainly without due control, is one of the manifestations of psychological war designed probably to minimise the effect of the German scientists' appeal by claiming the disquiet of public opinion."

So, we have to take all these various reports very carefully, but certainly there is one feature that is common to all countries. Today, apart from those who are the paid hacks and the paid scientists of imperialists at the same time, by and large, the scientists are of one opinion when they say that the effects of radiation are certainly very harmful and, as to the protection that may be found out, science is very far behind. There is no outstanding scientist who has yet held forth that promise to the world. Certainly, it is indeed the tragedy that so many great scientists including Madam Curie, one of the leading women scientists of the world, sacrificed their lives in order to carry out research in radium, in order to give to humanity something for curing diseases and for helping humanity to live in better conditions, free from the fear of disease; while they sacrificed their lives because of the effect of radiation, because of the work they did for science. They fell a prey to sickness and they were the martyrs to the cause of science. They would turn in their graves if they knew that whatever they contributed, whatever research they did, is today being used in order to create weapons of destruction, in order to carry out tests that really spell destruction of humanity. This is the reality today.

Sir, what we expect of our Government is that having taken the initiative in bringing this resolution before us, having taken the initiative in giving the Members of Parliament an opportunity to discuss this issue, having taken this initiative, they can go

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one step forward and convene a conference not only of the Bandung powers, because, today, it is not only the Bandung powers that are concerned with it; it is not only the Bandung powers that have been raising their voice against the thermo-nuclear weapons, but all those powers today where the people, by and large, are voicings, themselves through their Governments, through their Parliament against the thermo-nuclear tests. This is how we can bring pressure on those powers which have to be brought under control and which will have to be brought together in a summit conference in order to carry on discussion in an atmosphere free from suspicion, free from fear and supported by the majority of the people in order to come to an amicable agreement over this issue.

We have our doubts and our fears, much as we welcome this resolution, because, only in Christmas last year, the Prime Minister went to the United States of America and had talks with the President of the United States of America. After those talks what did we learn? We learnt that the Americans were now posted with the aspirations of the Asian people; they are well posted with the improvements that are there in Asia, but soon after that, a very strange understanding has dawned upon them. Certainly, the American people showed their love of our country. But, unfortunately for the American people, the American Government have gone back on whatever understanding was given to them, and there has been an intensification of infiltration of United States policy in Arab States with an attempt to isolate President Nasser.

Two years ago, at the Commonwealth Prime Ministers' Conference, a resolution was adopted; a resolution wherein these sentiments have been embodied, sentiments that the nuclear tests should be brought to an end, that the Commonwealth Premiers, all

of them, would get together and try to do their level best to bring the weight of their opinions on the powers that were carrying on the nuclear tests. But yet today the leading member of the Commonwealth, the guiding star of the Commonwealth is the country which is responsible for the tests that are due to take place in Christmas Islands.....

An Hon. Member: That have taken place.....

Shrimati Parvathi Krishnan:...that have taken place and will continue in the Christmas Islands. That is why we have always this fear. Why is it that there is no action? We do not say that the Indian Government has not been doing whatever it could do. We have certainly welcomed every step that has been taken towards stopping the tests. We welcomed the proposals that were being put before the sub-commission on disarmament. But today there has to be a qualitative change in what our Government does. The times have passed when sentiments have to be expressed. Today the women are marching in the streets of Japan. Women have taken the initiative in Germany. Even in West Germany, today the Parliament has passed a resolution. Throughout the world today there is a feeling that certainly something has got to be done. Throughout the world in the middle of the suspicion that exists, in the middle of this growing cold war, there is one very very welcome feature, and that is that the force of public opinion has become something very special and very effective in international life. Here is our Government which has got the force of public opinion, not only of our people, but all the people throughout Asia, people in America, people in the United Kingdom and people in every country in the world behind it on his issue. They have got the force of this public opinion behind them. They will have the moral support of the people throughout the world and they will certainly have

the support of the Governments of many other countries. With this force behind you, the only force which will lead to final victory in this particular case, the only force that can help to bring sanity in this world, remember that you will be certainly victorious. There is no need to be diffident about this. There is no need to feel that you are alone or that yet you might be stepping on tender corns. The time is gone to play cricket and today we have to do something else, to forget the old school tie and certainly move forward in a courageous manner, because mankind will never forgive those who miss their opportunities. Today if you take this magnificent opportunity that is before you, not only the mankind of today, but mankind for generations to come will think not only with pleasure, but with gratitude and remember that it is because this initiative was taken, because the public opinion of the world could be channelised by the initiative you have taken, that the threat of war, that the threat of mass destruction even without war could be averted.

This is my appeal to the Government that this initiative be taken, that the traditions and the culture of our people be taken forward, that the cries of those millions of women do not fall on deaf ears, that the cries of unborn children do not fall on deaf ears, that our children and grandchildren should live in a world safe not only from war, but from the after-effects of radiation and safe also from the potentialities of the experiments that are being carried on with regard to the manufacture of destructive weapons.

With these few words, I would like to request the hon. Member once again to reconsider his attitude towards the amendments. If this particular amendment is not acceptable to him, he can at least come forward with some amendment which will be the operative part of this resolution and which will go beyond just repeating the appeal that has been repeated time and again on the floor of various

Parliaments, time and again in various international gatherings and time and again in the various joint statements that the Prime Ministers of various countries have thought fit to put before the people of the world.

Shri Nath Pai (Rajapur): Mr. Speaker, Sir, I must confess at the very outset that I have not fully recovered from the fall-out of the atomic speech delivered by the hon. the Defence Minister. I have a feeling, Sir, that the hon. Minister perhaps could have saved himself the trouble of giving us the origin, the growth and the present dangers of nuclear fission. I think, Sir, he could have perhaps made an assumption which would not have proved wrong that the legislators assembled in this sovereign body of the country certainly are aware of the dangers of atomic and hydrogen bombs.

After having said this during the brief time that I have at my disposal, I shall try to confine myself to the main part of this resolution today. This is not the first time, Sir, that mankind has hovered on the brink of a catastrophe and this House can perhaps recall with pride that in trying to save the world from plunging headlong into this disaster this country has played a leading role. I do not want to strike an unduly patriotic note, Sir, but when we are moving this resolution, I have this in my mind. I do not want this House to join the queue of those peace councils, peace organisations, which have been passing time without number long platitudinous resolutions on the desirability of having peace and stopping all explosions. In the past when this country, its Parliament and its Government, took a definite stand the world took it most seriously. I want, Sir, that we act on this resolution also in such a way that once again we can persuade the world about the underlying sincerity of this country, its parliament and government. There are reasons why I am saying this and I will proceed to give them soon enough.

[Shri Nath Pai]

Before that I would, however, like to say this. The desire for avoiding the use of atom for war, and to use them for peaceful purposes is one that transcends all curtains, all those imaginary curtains, about which we have been told, iron curtains, bamboo curtains and other curtains. This is a desire that is, I think, fully shared by people of all countries throughout the world, because it is our future that is threatened, and more and more particularly if the scientists are to be believed, the future of generations that are to come. We do not want to quote an Alfred Schweitzer, or Oppenheimer, or Otto hahn or scientists from the USSR, or the USA, because we have seen what an atomic bomb can do. We do not want to bother ourselves about megatons, whether they were 20,000 tons TNT, TRI nitrotoluene, or something else. There is Nagasaki and Hiroshima standing and warning as a beacon before mankind. That was just enough and if that was not enough the fate of the unfortunate Japanese fishermen who suffered from the fall-out when they were as much as two hundred miles from the scene of the explosion would have been enough. This is a thing, Sir, that is like a thorn on the minds of all citizens throughout the world. That is a common factor. We find the leaders of the two blocs who have manufactured, these mobs, "with atomic bombs in their hands hidden behind them saying, 'You stop your explosion; I will stop after you have done.' That thing has been going on. I am reminded of that touching cartoon by David Low where the leaders of the two blocs with the deadly weapons hidden behind them, each looking at the other and saying, 'You stop yours; you are manufacturing'".

India can play her part here because it is our *bona fides* that perhaps will be believed by the world. When I make this statement it is with a sense of fear and apprehension. It is true that the two blocs talk con-

tinuously of the necessity or the desirability of stopping the explosions, stopping the tests. What prevents them? I think the Prime Minister has repeatedly hit the nail on the head when he said that at the core of the whole problem is the atmosphere of fear and suspicion that the two blocs entertain about one another. And unless we do as, I think, very largely this country and its Government have been doing, i.e. to try to help and remove this fear and suspicion we will not be solving this problem.

India had been able to play some part in the lessening of this fear and this suspicion. What has happened today? This is what I want to say, that when we pass this resolution I do not want the people in the world to feel that "here they are joining the ranks of those who always raise the cry of peace, peace, peace in all the languages of the world or say 'stop the atomic bomb'." In the past, when India came out with a proposal, the world took it most seriously. There was danger in Korea, and India came with a solution. We are proud of this fact that this nation contributed very largely in stabilising peace and averting a major catastrophe in that area, which would not have happened but for the sagacity and wisdom which this old nation brought to bear on the problem. Then again the world hovered precipitously on the danger of a major catastrophe in Indo-China. Once again we contributed something to bring about sanity to a mad world. But I do not feel that we are enjoying today that wonderful position which we then enjoyed, and I am very sorry to say this. I will not be going much into the past, but if this appeal is to be taken with that degree of seriousness with which the pronouncements of this nation and its Parliament have been treated by the world, we must go to something that has happened in the immediate past. Permit me, Sir, to say this, because I never make personal remarks: I was touring many countries in Europe

during the past few months; and I found people whose love for this country cannot be impeached, whose loyalty to the cause of this country and whose basic belief in the integrity and honesty of the political stand this country has taken from time to time cannot be impeached, express some anxiety, some worry about what we have been doing. The world has believed in our approach, evaluated and accepted it on the basis of the face value of it. But there is no longer that conviction in the world that if there be any power throughout the world which approaches international problems not with any axe of its own to grind but really basing its policy on certain moral principles whatever the propaganda machines of the other blocs may say, it was India whose foreign policy was based and guided by certain moral principles. I think, Sir, the very unfortunate things that led to the equivocations, to the oscillations on defining our attitude towards the tragedy in Hungary have made many people worry about the moral basis of our country. Can we blame them? It was our Prime Minister who in Miltonic terms in his memorable address delivered to the American Congress had said, "When freedom is threatened, justice is menaced or aggression takes place; we shall not, and cannot, remain neutral". That is a policy epitomized in a few words, which no one could have questioned or can question. The world was legitimately expecting that we adhere to that policy embodied in those golden words. Many people, I am sorry to say, think that we fell from that standard. In our foreign policy, we have to restore the old confidence, if an appeal like this is to succeed, that never shall this nation deflect from its path of approaching and deciding foreign policy on sheer merits. We shall not be lectured or cowed down. How nicely were we told when we were needing rice and there was the danger of starvation, 'we will rather go hungry and die than sell the basic principles of our foreign policy.' That

was some stuff. Once again the world will have to be shown what India has to contribute. We cannot threaten as other nations threaten, "if you do not do this, our Sixth Fleet will be coming." We cannot threaten the world, "if you do not stop aggression, our rockets will be flying against you." What was our sanction? What was the basis? Historians will be wondering for a time, how could a nation, militarily so poor,—with due respect to our Defence Minister, militarily so poor—have played so important a role in the counsels of the world. It was the moral sanctions you had created, supported by the combined will of 400 million people. That was the basis and foundation of the foreign policy of this nation. Once again we will have to bear the force of this moral sanction of India to persuade those who are power-mad and going from one explosion to another. If we do so, we may once again play our due part in bringing sanity to this world.

The atom has got, perhaps, potentialities of destruction of the world. But, it can re-create another world too. We have quoted scientist about the dangers of atomic explosions. Perhaps, in taking the new task upon which we are about to embark, let us remember that the most conservative estimate shows that we can conquer the deserts of Sahara, Gobi and Rajasthan if the atom is harnessed to peaceful purposes. We can wipe away all the poverty, all the squalor, all the misery if the atom is harnessed. Who disagrees that it can be and it should be harnessed? But, there is one nation that can persuade the world to throw away the bomb and use the atom, and that is India. That we can do if we show once again that we stand firmly committed to the policy of non-involvement, not shaken by any threat or any promise. Difficulties, there will be. We shall encounter them and face them boldly. Neither promise, nor threats shall deflect us from that path. If we do this the world will be persuaded to listen to the voice of this nation.

Shri V. Raju (Visakhapatnam): Sir, it was with a great deal of interest that I listened to the speech of the Defence Minister. As the House would remember, I rose to ask permission to have a full-dress debate on foreign affairs. I do feel that during this session, Parliament should be allowed to debate Foreign affairs. You, Sir, were very kind and pleased to inform me that I should write to you and you may then allot a day for Foreign affairs separately and that today's debate may be restricted to the atom bomb and hydrogen bomb tests that are taking place.

Mr. Speaker: I did not say that day will be allotted.

Shri V. Raju: I did not say you said it. I said that you asked me to write to you and that you might consider the possibility of having a full-dress debate on Foreign affairs. However, I have the feeling that, although this Resolution is very close to or borders closely on Foreign affairs, the greater stress today is upon the scientific aspects of atomic weapons on the one hand and the moral case for the banning of those weapons. I do not want to spoil the harmony in this House by saying that a pious resolution of this nature would not achieve the objective that we attempt to fulfil. There can be no dispute throughout the world that atomic weapons should not be used. There is also no dispute that the development of atomic weapons, that is, the active test of these weapons is itself dangerous irrespective of their being used during war. Further, the testing of the weapons themselves is a type of war on mankind in toto. It is a universal war that is being fought between all little men in the world whether they are Russians or Chinese or Indians or Americans and the various Governments that are fighting this war against the common man of these countries. And nowhere in this resolution do I find a condemnation of any one of these Governments

for waging war against mankind totally and excusing themselves in the fact that they by testing these weapons are hoping to defend merely their individualistic civilisations or patterns of living which they have evolved. I think the Defence Minister was very keen on saying that it is not our purpose to criticise any one of the great Powers. Then what is the purpose of this resolution, I would ask. I say we must condemn all of them collectively if necessary, without any fear or favour as far as we are concerned, and therefore to that extent, if we have no fear of condemning the great Powers, whether it be the U.S.A., U.S.S.R., or the U.K., then we must basically consider the case for this condemnation.

What exactly would we gain by this condemnation? What exactly do we lose by this condemnation? If I was told to discuss mere *real politik*, and I think most political parties and more so parties which are in power tend to become *real politik*, and as such when we become *real politik* we forget even the hereditary background of the evolution of our political party. It is not for me from the Opposition to discuss the question of non co-operation and satyagraha. I think there is a larger group of direct living *sishras* or students of Mahatma Gandhi. They in their very huge fight for the Indian revolution used the whole question and technique of non-violence. They took suffering upon themselves. The negative process was used to prove something very positively that man through the path of peace, through the acceptance of an inner suffering could achieve the freedom of his country. In a similar manner, I would like to say here and now that the use of the technique of non co-operation can and should be introduced in our foreign policy, especially when it deals with the case of atomic weapons and their use. If this is not taken in hand at

-this moment, then this resolution becomes meaningless. I also could subscribe to it, because whatever you call it, strontium 90 or 900, would become part of my diet. I am a vegetarian myself and I would not like to start eating meat merely because of the danger of an atomic fallout. And what about the poor animals who eat vegetables. We are I suppose indirectly going to consume all those things. All these fears are there. Therefore I would agree to any sort of resolution that is passed so far as the scientific aspect of these atomic tests is concerned. But so far as our foreign policy is concerned, so far as the direct effect of our policy on this matter is concerned, I want the Government to be positive. It is not merely a question of destruction from the atomic bomb or the hydrogen bomb. The whole question of destruction even from the bow and arrow arises at this stage of the history of mankind. The present Government as a Government of a sovereign State uses all forms of armaments. I can name you a more destructive weapon, possibly a more gruesome type of weapon which is being used in the world today. It is the Napalm bomb. It is far worse than the atomic and hydrogen bombs. At least they kill us outright, but the Napalm bomb destroys the skin surface and burns us completely, and human beings live without having any possibility of having any skin on them. There are many other gruesome weapons which are available, and therefore in our foreign policy we must be prepared at every stage to condemn aggression whatever the cost may be, and this I say the Government of India has not been doing.

Take the question of Egypt just a few months back. What happened? A European country, not merely one, the U.K., but also France and Israel attacked it. I do not know whether to call Israel a European country or an Asian country. All my sympathies are with the Jewish community because I know what Hitler did to

them. I know the difficulty of a minority which strives with an ideal, with a conscious mental ideal, and which can survive after a period of three thousand or four thousand or five thousand years. We, for our part, are very proud of our civilisation which is five thousand or six thousand years old. Why should the Jews also not be proud of their civilisation? Let them be proud of it. The Israeli tribes may have crossed the deserts round about 3,000 or 4,000 B.C. I am very happy that they are as old a civilisation as we are.

But, during all this period, with all the suffering that they have had to go through in these generations, they have not learnt the humility necessary to know that after all, one cannot pay back suffering with the same type of aggression. But this is precisely what they have done in Egypt. And with their European extraction, with the higher percentage of arms aid, and with the dollar loans that they have obtained from the United States, they have been arming themselves also. And what is the position?

The European nations which have got the financial capacity and also the scientific technology to build atomic weapons do not use the atomic bomb; they do not have to. Why should they? To defeat Egypt, you do not have to use atomic weapons. But if you want to have a war somewhere between Western Germany and Eastern Germany, there, of course, you must store atomic weapons, because it is possible that both parties use the same weapons. But as far as Egypt is concerned, we do not have to use atomic weapons.

I would like to ask, 'What did the Indian Government do in this situation?'. I know there are many friends here—and I am not one of them; I would like to make that clear—who would like to vitiate that issue with certain internal problems that arose at the same time in Eastern Europe. I am not one of

[Shri V. Raju]

those who have felt that merely because the Egyptian question was there, and the Hungarian question was also there at the same time, we should go into them, and we should equally balance these issues in our foreign policy. Even among the spokesmen of the ruling party, some took one side, while some others took the other side; some condemned the Prime Minister and his Government for being too lenient on the Hungarian question. There were others who did likewise on the Egyptian question.

I take neither side in this issue. But I would like to point out clearly one thing. Even on the basis of humanitarian considerations, did we condemn in this Parliament, in this House, the action of a superior nation to try and rape an inferior or weaker nation? We took no such action. Even today, the Government of India cannot declare a policy of no war against even its own neighbours. We have not come to peace even with Pakistan. I would say, let us take unilateral action and pass a resolution that we will not use our ancient Sherman tanks against them—or perhaps we are a little more advanced at the moment; we are buying what are called jet fighters which can go through the sound barrier, by diving and not while on a level flight, while probably our neighbours are supposed to have fighters which travel through the sound barrier on level flights; so, we are still slightly inferior to them, as far as conventional armaments are concerned. But, during all these years, why did we not pass a resolution, making it the opinion of this House, that, whatever the occasion may be, we shall not go to war? That does not mean, of course, that if Pakistan or somebody else attacks us, we should not defend ourselves. But, let there be a categorical statement that we would never consider the question of war. Let such a resolution be passed in this House, and let us not merely the question of our own neighbours, but let us also

pass a resolution condemning all aggression, including the British aggression in Egypt. Let us be positive in our actions. Let us leave the Commonwealth. Let us take action against the British for having....

An Hon. Member: What action?

Shri V. Raju: Leave the Commonwealth. After all, I am not concerned with the money you have got or the financial contacts that you have to maintain with the Commonwealth. I am not here to give you answers or to pick out your chest-nuts out of your fire. If your foreign policy is to be practical, if it is to lead to some sort of benefits internally, that is your business. You should find out why you have failed in those regions. As far as I am concerned I am dealing with the question of war and aggression and I say that unless we categorically state that we ban the use of all weapons, conventional or otherwise, these mere platitudes will be of no avail. After all we are not a small nation; we are one-fifth of the human race. (An Hon. Member: One-sixth). We are one-sixth and possibly the oldest with our neighbours the Chinese as far as continued civilisation or tradition is concerned. And, I am sure that if one-sixth of the human race non co-operated with the world in many ways—there are many ways of this non co-operation—and actively and positively condemned the aggressor—in this case, Russia, America and Britain—for continued testing of these atomic weapons, I am sure there will be more salutary and positive benefit than by this House passing this resolution.

Shri Supakar: I thank the hon. Defence Minister for bringing a resolution which voices the feeling of the whole of India at her horror in the use and testing of atomic weapons by big Powers. But, I am sorry to say that he is not able to accept my amendment.

I submit that it is not enough if we appeal to the three big nations who are experimenting with these nuclear and thermo-nuclear weapons and playing with the lives of hundreds and thousands of people. I submit that it is not enough to call a conference of nations which are powerless spectators of this growing menace to the world population. It is not even enough to condemn the big powers in their playing with these terrible weapons which may some day cause the destruction of mankind. I would submit that the world, after the year 1945, has put much of its faith in the United Nations Organisation and we must see that the United Nations Organisation has, as an article of faith, the banning of nuclear weapons and the manufacture and testing explosions of these nuclear weapons.

The Defence Minister has spoken in great detail about the devastating effect of these weapons, and how they may some day cause the destruction of the human race. It is high time that we put an effective check to the cold war that is being waged by the big nations which had divided themselves into practically two blocs and are canvassing the support of the other nations to make the world come to a total conflagration. This cold war is gaining ground and more and more military alliances and treaties like the SEATO, MEDO, NATO, etc. are coming into being and are increasing in numbers. At the same time, these horrible explosions and experiments are growing in number and volume with dangerous consequences. It is time for us to put all our pressure on the U.N.O to take a bold step in curbing these dangerous tendencies of the big powers.

You will remember how the League of Nations was born out of the ravages of the First World War and how it was sabotaged by the formation of military alliances. After the formation of the U.N.O. about 12 years ago at the end of the Second World War, we find all these military alliances and these test explosions are being carried

out. At this stage, we must take a bold step and approach the U.N.O. to be active and put pressure on them to stop this cold war and nuclear explosions for all times to come.

We are the heirs of Lord Buddha, Asoka and Mahatma Gandhi and we should take the lead in this matter and take up the case in the U.N.O. and ask it to incorporate this as an article of faith in view of the fact that the U.N.O. is going to meet within a month to consider the possibility of amending its Charter.

Though the Defence Minister may not agree to accept my amendment, I hope he will do his best and that our representative in the U.N.O. will do their best to see that those powers which carry out those dangerous experiments and who play with the toy of mass suicide of human race are brought to book and that they are no longer allowed to play with this toy.

19 hrs.

Shri Joachim Alva (Kannara): Mr. Speaker, Sir, the hon. Prime Minister whilst inaugurating the first reactor institution in Bombay during the last year said:

"We shall not utilise our atomic energy for violence. I am sure even my successor Governments will honour this pledge."

This, Sir, is our sheet anchor and the core of our defence and foreign policy. This policy is based on our ancient philosophy of tolerance, on the policy of Panch Shila which we not merely declare but practice. We shall not display any panic when bombs may fall around us or far from us. We are not carried away by the ravages of any philosophy, be it communistic or aggressive capitalism.

The Prime Minister, on an earlier occasion when the U.S.A. were carrying on nuclear tests around Japanese waters expressed grave concern on behalf of the nation, that these tests were carried on to the utter detriment

[Shri Joachim Alva]

of the Japanese people—that was about two or three years ago—and thereby struck a chord of kinship with our Japanese brethren. The voice of the Eastern people has been raised, not seldom against these tests being carried on in the Asiatic and African zones. Africa has been so far spared. The Marshal Islands, the Pacific Islands and the Christmas Islands—the name bears the name of Christ—are being used for experiments by the powers of the West or even by the U.S.S.R.

We want to know why Japan was bombed on August 6, 1945 at Hiroshima, when Japan had sought peace, when Japan had begged for peace even before the second war ended through the intervention of the Vatican. Why was Japan selected as a testing ground by President Truman to drop this atomic bomb, when the war was over on one side of the western world and the war was just getting over on the other side of the eastern world also?

Two or three years after, the war ended in Europe I was in the Skoda Factory at Praha. The manager of that factory told me—that is one of the largest factories of Europe that the Americans bombed the factory and they were reduced to ashes when the war was almost getting over. When Hitlerite aggression was rampant in Czechoslovakia, we have known how Hitler reduced a village next door to Prague and the villagers said that not even cats, mice and dogs were spared of the terror. That village is famed in the history of freedom and known as LIDDICE. Today it is not a question of cats, mice and dogs. Everything will be destroyed by nuclear warfare.

I want to know how America with its prosperity can afford the risk of a war; how the U.S.S.R. with all the horrors that it underwent under Hitlerite aggression can afford the risk of a nuclear war. Maurice Dobb has said in his book *Soviet Economic Development Since 1917* (Publisher

Routledge & Kegan Paul) on the development of Soviet Russia detailing the effects of Hitlerite destruction. He says:

"The countryside in the path of the German retreat for hundreds of miles was made a wasteland, devoid of livestock and buildings and often of inhabitants. Nearly 2,000 towns, 70,000 villages and factories employing 4 million persons were partially or wholly destroyed, according to official calculations, and 25 million persons were rendered homeless. Contemporary Soviet estimates placed the sum of this appalling devastation at half the material devastation in Europe."

Whilst, on the other hand, looking at the prosperity of United States of America one shudders to know how the United States of America is risking away its prosperity in the pit of nuclear war. The prosperity of the United States of America has been described in *The World The Dollar Built* by Gunther Stein (Publisher: Dobson). This is the description of U.S.A. prosperity immediately after the war. It says:

"The United States, as a whole, has never been so prosperous in peace time as in the late forties and early fifties. This may seem surprising in view of the enormous post-war growth of America's national income pyramid. It stood at 183 billion dollars at the climax of the war, in 1944. By 1947 it reached almost 200 billion dollars, nearly as much as the combined incomes of all other nations on earth. By 1948 it was 223 billion dollars. In 1949, at 217 billion dollars it still equalled two-fifths of the aggregate of a world that had practically recovered from the war, or the combined incomes of all Western Europe, the British Commonwealth, all of Asia, Africa and South America."

19.6 hrs.

[MR. DEPUTY SPEAKER in the Chair]

I am describing the prosperity of the United States on the one hand and its possible destruction and how the U.S.S.R. suffered in Hitlerite Germany to show how the two great powers are tossed against each other.

Admiral Strauss, the Chairman of the Atomic Energy Commission of the U.S.A. has said that the United States and the U.S.S.R. today are engaged "the cold war of the class-rooms". It is not merely a cold war of the class-rooms but a hot warfare that will blow humanity to pieces.

The resolution moved by the hon. Defence Minister is in consonance with the motion that was passed exactly two years ago at Bandung. There, 29 nations resolved that,

"This conference considered that disarmament and the prohibition of the production, experimentation and the use of nuclear and thermo-nuclear weapons of war were imperative to save mankind and civilisation from the fear and prospect of wholesale destruction".

That is the resolution passed by the Bandung Powers consisting of 29 nations—African and Asian Powers—in April, 1955. This resolution has come up before the Parliament of India at the appropriate time, not a day later, so that the attention of peace-loving Indians and the peace-loving peoples of Asia and Africa may be focussed and united together, so that we may unequivocally express our voice on the side of peace.

In the Nehru-Bulganin-Khruschev statement of 13th December, 1955, the leaders of the U.S.S.R. and India thus declare:

"In particular, the leaders of both countries wish to emphasise again their strong conviction that there should be unconditional prohibition of the production, use and experimentation of nuclear and thermo-nuclear weapons".

Unfortunately, the Marshal of the British Royal Air Force, Sir John Slessor, says:

"The hydrogen bomb carries for us a message not of despair but of hope".

This is the way the militarists have got the upper hand over the civilian populations and the civilian ministers expressing a language on behalf of the populations. It was the Labour Party in Britain that sanctioned the production of the atom bomb; and it is the Tory Government that sanctioned the production of the hydrogen bomb. Exactly a month ago in the House of Commons, there was a big debate on defence matters, when the Tories passed a resolution expressing their belief in the ultimate deterrent of the hydrogen bomb. The Labour Party moved an amendment saying that they did not believe in the deterrent of the hydrogen bomb, but it was too late for the Labour Party itself to turn the course of events so as to make its voice felt clearly. It had divisions in its own ranks and it could not face both ways. Mr. Duncan Sandys, the British Minister of Defence, said in the debate, spotlighting the intention of the West that "nuclear disarmament by itself would be disastrous since it would give decisive military superiority to Russia which would always be able to maintain a larger conventional force".

It is a great pity that President Eisenhower is perhaps overwhelmed by the opinion of the powerful Pentagon. Then again, the NATO, as the heart and core of the entire defence policy of Western Europe, stated that they are opposed to the banning of the tests of hydrogen bomb. They have stated their clear opposition to it. So, on one side, we have one part of the world declaring its opposition to the banning of tests and the other willing to give it up. I hope the resolution as expressed by other countries and as expressed by the hon. Defence Minister and some other Governments as well as this Parliament of India, will

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/emphasise the spirit of opposition to the nuclear weapons.

The world was living in fear during the second world war that Hitler would unleash the bacteriological or germ warfare from his armoury; but even Hitler did not dare to unleash bacteriological or germ warfare, though of course he sent V-2 rockets across Britain. But today, by pulling the simple trigger, the world can go to pieces, through the showing or display of the armed might of nations by their nuclear weapons. We stand aghast and feel that a war is coming near us with a dreadful prospect of atomic weapons. The arming of Pakistan with the U.S. arms may result in a "Pearl Harbouring" of the Indian Air Force. It is a possibility which we cannot ignore or forget. However rosy the prospect of peace may be between India and Pakistan, there may be the possibility of our Indian Air Force and our defence forces being "Pearl Harbourred" in a second by the Pakistan Air Force and her military strength as a result of their being armed by the superior weapons of the U.S.A. Yet we shall remain calm and serene and hopeful of the future, without any bitterness towards our enemies or towards those who are raising one type of warfare against the other. We have witnessed in our generation right before our eyes the wanton destruction of Egypt by France and England. England was the leader of democracy, but may it be said to the credit of the British Labour Party that they stuck to a man and prevented the Tories from carrying on their programme of aggression aided by a free world, aided by America and the effective intervention of the U.S.S.R. But what we cannot understand is the Eighth Fleet of the U.S.A. being stationed in the Mediterranean within an easy reach of 1,500 miles of the bombing range of Hungary, Rumania, Czechoslovakia, Bulgaria, Poland and even Moscow, then coming down on Beirut, showing them their fists and telling the Jordans, "We have come in a friendly spirit; if you want help, we

are ready to help you". This is not the temper of peace. This is not the temper of peace shown by great men of the calibre, nobility and standing of President Eisenhower, who have seen the ravages of war. But if the Pentagon and other NATO leaders are determined by show of might to disturb this temper of peace, the world stands shaken up. The great progress made at Geneva at the Summit meeting and the moral elevation that the world then experienced has been sabotaged; and, today we are on the brink when a simple trigger perhaps will destroy this part or that part of the world.

It is in the fitness of things that India, as a nation wedded to non-violence, wedded to peace, a nation that has had the grand old leader, Mahatma Gandhi, a country down the ages giving the message of peace, should now enforce this message to the world; that we pass this resolution unanimously without a dissenting voice, whatever the amendments may be.

I found my esteemed friend, Mr. Nath Pai, who has done fairly good work for the cause of Goa abroad, splashing cream, Butter and honey when he spoke about our foreign policy. But he brought a bit of gall when he said that he did not approve, or that his friends in Europe did not approve, of our stand on Hungary. I wish my friend had read the debates in the last Parliament when this matter of Hungary was debated at length and the replies the hon. Prime Minister gave in regard to the stand taken by the gallant leader of our delegation, Shri Menon at the U.N. in regard to Hungary. Had he been fortified with the perusal of the debates in the Indian Parliament on the question of Hungary itself, he perhaps would have been in a better position to round off what he gave us in terms of praise.

I shall not take much time of this House. I would say this much that Africa and Asia are really perturbed.

Africa and Asia shall no more be made the guinea-pigs for further experimentations in the nuclear tests. We today are on the brink of this disaster and perhaps the combined voice of the world, the combined voice of the peoples of the world, will finally triumph and achieve for us what perhaps armies and battalions may not be able to do. Ours may be the only lonely voice; ours may be a voice that may not be heard by the powers that be, may be in Washington or Moscow. But, as I stated already, the peoples on one side of Europe, the whole of Europe, have seen the ravages of war and would not risk facing another war. Whilst one nation is full of prosperity, I want to know why the Atlantic Ocean is not made the testing ground for these experiments and why the Eastern waters alone are being chosen for experiments. I hope that our voice will reach across the corridors of time, across the corridors of the chancelleries of the world and in the next few weeks a strong voice will rise in all parts of the world, so that the prohibition and the suspension of these nuclear tests may be a reality.

Shri Jawaharlal Nehru: Mr. Deputy-Speaker, on many previous occasions, hon. Members sitting opposite have complained about our foreign policy and complained chiefly because they said that we acted as knight errands going out into the far corners of the world and taking upon ourselves the burdens of other countries. Today I was happy to find that what we have done in the past on many occasions was referred to with some degree of appreciation. It took some time perhaps for the facts to sink into the minds of hon. Members on the opposite side.

19.15 hrs.

[**MR. SPEAKER in the Chair.**]

Some of those who used to criticise us, today spoke in appreciation of what we have been doing. At the same time we are called upon to do something which we were warned previously not to do.

Some hon. Members have sent their amendments and have spoken on this motion. What is this? Mere sentiments. Stand up and do the right; check others from doing evil; prevent others doing that. Be knight errands, hold the world by your broad shoulders. Now I do not quite understand these two contradictory approaches to this problem.

Some Members have said that in this long resolution there is no condemnation, not a word of condemnation. Now that gives me a clue as to what this wonderful action was that was demanded. The action presumably was strong language of condemnation. That in the mind of some hon. Members has become the biggest, action they can indulge in—strong language.

This is too serious a matter to be dealt with in this way. It is true that this resolution expresses sentiments in moderate, temperate language, nevertheless it expresses them powerfully and strongly. And it is no small matter for this Parliament of India to express its sentiments in a formal resolution.

An hon. Member in an amendment says that this resolution be sent on by post or telegram, or whatever it be, to some other Parliaments, notably to the three great powers which possess these hydrogen and atomic bombs. Now, I submit, Sir, that the passage of this resolution in this House is something much more for the world, not only for our country, but the world, than sending it in an envelope to some other House. I know it has sometimes been the practice of some Parliaments to send resolutions like this to other Parliaments. If I may say so with all respect, Sir, I do not want this practice to be adopted by this House. We pass resolutions and it is for the world to read them and they do read and take notice of them, because we do not pretend, we should not pretend, to do something that is beyond our capacity and power.

Hon. Members have said: you must go and check the cold war; you must

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do this; you must do that. I was a little surprised with all this, as if this House, or this country,—let us be clear about it—has it in its power to go about managing the affairs of the world, to put an end to the cold war, of checking aggression in Egypt or somewhere else or interfering, or condemning or checking what has happened in Hungary, as if we can do all this. Surely, the first thing for us to realise is how far we can go, and how far we cannot go and not to indulge in talk or in resolutions or in some kind of action which is utterly beyond our capacity. If we have attained some respect in the eyes of other countries of the world, it is because we have spoken with some sense of responsibility, with some sense of, not condemning, but trying to win over the other people, certainly expressing our opinion with firmness but we have always tried not to condemn. And I want to tell the hon. Member who accused us of not condemning, that this is our deliberate, well thought out policy not to condemn. Of course, the mere expression of an opinion is condemnation of a contrary opinion; that is another thing. We may express our opinion strongly, whether here or elsewhere in the United Nations. That is a different matter. But the whole point is this, that when you are dealing with a situation like this, cold war, etc., where parties to that cold war indulge in the strongest language against each other, the moment you enter that sphere of strong language and condemnation, you cease to have any real effect. Immediately, whether you wish it or not, you are parties to the cold war this way or that way. And the approach to reason, the calm approach to reason or to the emotions of the other party is lost. Of course, if I may say so, not that I pretend to act up to it, but it may be said to be, to a small extent, the Gandhian approach. I do not presume to be capable or to be worthy of following Gandhiji in his policy entirely. But anyhow we have all learnt something from him.

But apart from the Gandhian or any approach, may I say this? And when I say Gandhian approach, the hon. Member talked about satyagraha as if satyagraha was something, shall I say, some action devoid of the motives behind it, devoid of the complex of circumstances, devoid of the voice and temper of the person indulging in it. I say if satyagraha is to be talked about, satyagraha should be understood. Satyagraha is not going to prison or breaking people's heads—certainly not—or indulging in strong language or condemnation. That is not satyagraha. It is entirely opposed to the spirit of satyagraha. Merely abstention from using weapons is neither satyagraha nor peace. Satyagraha ultimately is the approach of the mind, the friendly approach of the mind, the peaceful approach of the mind, the approach to win over the other party. However, I cannot go into this question now.

But I do submit that in this particular matter if we go about saying things or doing things which we cannot give effect to, we do not do any credit to ourselves or to the cause we seek to serve. Hon. Members often say "Hold a conference". Am I to summon the leaders of the U.S.A., the U.S.S.R. and U.K. and other countries to come to Delhi and tell them what to do? Surely, Mr. Speaker, to this House I should have thought that such a proposition would have appeared rather unreasonable—I use very very mild language. That is not the way. If someone summoned me like that saying "I will tell you what to do", he will get a curt answer from me, however big the country may be. And for me to summon the great leaders of great countries—whether I like them or not is another matter—would be presumptuous in the extreme. And nobody would come. Conferences are not held in this way—saying that the Prime Minister thinks it worth while to summon the leaders and Prime Ministers and Heads of States and tell them how they should behave! It is

neither diplomacy nor politics of anything. I cannot understand this—"summon a conference, whether anybody comes to it or not, you go on summoning". I suppose hon. Members opposite have got some idea in their heads of some type of conference to which they have got accustomed to attend. But this is a different matter. And even if a conference is held, it will be a different type of conference, and it will be of persons in conflict with each other. It is not asking a few friends to come and having a jamboree about it. Therefore, if we want to be effective, in so far as we can be effective—I do not claim to say that we can be ultimately effective; it is a very difficult thing to presume; one tries to do one's best—how are we to proceed? If we were in a measure effective, say, in the Korean affair or in the Indo-China affair—I think we were, in a measure, effective in helping to bring about peace—it was not through a conference, it was not through powerful speeches; it was through quiet, long continued hard work, conducted in all modesty, without any shouting, without any publicity. Therefore, we managed to achieve some result. Therefore, we cannot consider this matter which has raised, as the House knows well, strong feelings all over the world, lightly.

I think, as hon. Members realise, the basis of it is fear. Fear, overwhelming fear of the other party is some extraordinary thing: these countries which possess hydrogen bombs talking about, we are prepared to give it up if the other party gives it up and nobody gives it up. Wide proposals are put forward; a chain of test explosions is taking place while the proposal is being considered. I am not criticising or condemning even that although I dislike it intensely. I am merely venturing to point out how unrealistic all this business is. The reality is, overwhelming fear that the other party might go ahead, that if we hold our hand even for one day or a month, the other party may go ahead and so do not allow the other party to go ahead.

How to deal with this situation? By command issued from New Delhi? By passing resolutions of condemnation everywhere? I submit that is not the way. We have to proceed as strongly, but as cautiously as possible in this matter. This is not the first time that we have taken up this. The Mover of this Resolution reminded this House how three years ago, I think, in 1954, I ventured to speak on this subject in this House and put forward a proposal in all humility, about the suspension of these tests. At that time, that proposal was rather treated with a certain measure of levity by other countries, by other people that we come into the field and make these proposals not understanding the great issues at stake. Later, this matter was discussed in the Disarmament Sub-Committee of the United Nations. A long statement was made by us about disarmament generally and more particularly about these matters. It is a big statement. Here it is. That was referred to the Disarmament Commission. We have been pegging away at this matter,—pegging away not merely in the broad sense of talking about peace and goodwill among men—that is good—or at public meetings—it does not help by itself—pegging away as precisely, as scientifically, with practical proposals: not vaguely, not by condemning—that is no good—not merely by talking about peace and goodwill, which are very desirable. That also does not help in solving the problem. We have put forward every time, whether it was Indo-China, whether it was any place, practical suggestions and proposals; whether it was Egypt or any other place, we have always tried to avoid condemnation. The hon. Member has brought in the case of Hungary. Now that is not at issue, but I should like again to repeat—in Hungary what happened? The particular occasion to which he probably refers is when the matter came up before the United Nations. The Secretary-General had been asked to enquire and report. The Secretary-General came and said that he was not ready at that time to report. Thereupon some countries, more particularly

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our neighbour country, immediately brought up a resolution of condemnation. We said: "You must wait for the report of the Secretary-General and then we can deal with the matter".

Shri Nath Pai: But no tanks need have been used, you would have prevented that. I agree with the rest of you, Sir.

Shri Jawaharlal Nehru: Talking about a certain resolution brought forward by Pakistan especially and some other countries condemning, we said that at that stage when the Secretary-General said he could not report, we should wait for his report. As a matter of fact, if you wish to read what has been said there and in this House, we expressed our strong disapproval at the things that occurred in Budapest and the rest of Hungary, at the killing and the use of tanks and the suppression of what I called in this House a strong national uprising. But again, in that matter too, we were up against a highly difficult and explosive situation which some of us thought might, in the course of days, perhaps blow up into a world war. It is easy enough to express one's opinion, but when one is confronted with such a situation, one has to think first of all of avoiding this huge blow-up and then do anything else. However, that is not the point dealt with here.

My submission to the House is that in this resolution we should confine ourselves to what has been said. In a sense, of course, the resolution itself is disapproval, otherwise we would not ask for it, but if you condemn you close the eyes of other people, and people immediately begin to think this person or this country is ganging up against us, and we enter, whether we wish it or not, into that thick atmosphere of cold war in the mind of the other, and reason does not count there.

The hon. Member said something about a no-war declaration by us in regard to Pakistan, in regard to other

countries, that we should make it unilaterally. I should like to inform the hon. Member—he is new to the House, and that is why he does not know—that we have made it unilaterally, not once but many times, and in writing, in this House. We have stated it perfectly clearly that we will not go to war with Pakistan, we will not use our defence forces against Pakistan on any account unless we are attacked, when certainly we will have to defend ourselves, and we will defend ourselves. I go a step further and say that that is our general policy, and it is on that we try to base our defence forces.

Shri V. Raju: May I interrupt for a moment?

Mr. Speaker: On a point of personal explanation, is it?

Shri V. Raju: When I raised the question of a no-war declaration, I also meant that it carries with it the responsibility to condemn aggression elsewhere also. Mere passing of a no-war declaration without the duty of condemning aggression elsewhere would be totally negative, that is what I would say.

Shri Jawaharlal Nehru: I do not understand the connection between the two. Whether condemnation is desirable or not may be considered on merits, but I venture to say that in the murky atmosphere of today—at any time, but especially in the murky atmosphere of today—this kind of condemnation of other countries does not convince them of their wrongdoing. In fact, I may say we deal with Pakistan and we have disapproved a great many things that Pakistan has done, but so far as I am concerned, I have tried to restrain myself as much as I can in regard to condemnation etc. of Pakistan's activities.

Now, there are just one or two other matters. I wish to make one thing clear with regard to the criticism which is made in these amendments,

'What is this? This is only a pious sentiment. What are you going to do about it? Well, what is suggested to be done, if I may say so, may also be termed a pious sentiment. What more is it? Shouting loudly does not help. It may be an impious sentiment, if you like. Ours is a pious sentiment it may become an impious sentiment, but sentiment all the same. It is said that we should call a conference together; well, it may be some kind of action, but, I have pointed out that conferences are not called in this way, and if they are called, they are not likely to have any response. It is not done in this way.

Therefore, I do submit that we should pass this resolution as it is without bringing in other factors. For instance, I believe, in some amendments, something is said about the Commonwealth; it is said that we should break our contact with the Commonwealth. As to whether it is desirable or not, I do not think it is desirable—I have stated it in the House—for a variety of reasons. It does not come in my way or in the way of my policy or any policy; it helps me to further our policies in various ways. But whether it is desirable or not, it is certainly absolutely undesirable to tack it up with this thing. Immediately, you bring in other issues. You bring in another mentality here and elsewhere. And your appeal is lost, because this new mentality is created. So, I submit that all these other amendments, these attempts to tack on things, really take away from this resolution the dignity of this resolution which goes from this House to the world and undoubtedly to those Great Powers which are most concerned, as well as other Powers.

I submit, therefore, that this resolution should be passed as it is.

Mr. Speaker: Is it necessary to continue the debate now?

Several Hon. Members: No.

Mr. Speaker: Hon. Members who have not had a chance to speak will have many other chances to speak on various other matters.

Now, is it necessary to put any of the amendments to the vote of the House?

Several Hon. Members: No.

Mr. Speaker: So, I take it that none of the amendments is pressed. Does the Defence Minister want to reply?

Shri V. K. Krishna Menon: No.

The amendments were, by leave, withdrawn.

Mr. Speaker: So, I shall put the resolution to vote.

The question is:

"This House views with anxiety and concern the continued development and production of nuclear and thermo-nuclear weapons of mass destruction which, if employed in any armed conflict, would spell the destruction of mankind and civilization.

(2) This House expresses its more immediate and grave concern about the present menace arising from the harmful and unpredictable effects of radiation consequent on the continuing explosions of nuclear and thermo-nuclear weapons for test purposes which are carried out by the United States, the Soviet Union and the United Kingdom.

(3) This House regrets and deplores that despite the declared intentions of all nations not to embark upon war and in the face of the mounting opinion and anxiety in the world in regard to the grave and growing menace of these tests of nuclear and thermo-nuclear weapons, to the present and the future of mankind, the Great Powers concerned have not abandoned their programmes of such test-explosions. These have already proved injurious to popula-

[Mr. Speaker]

tions in lands both far and near to the location of such tests and dangerously pollute the world's air and water and threaten the present and future generations with known and unknown risks and consequences.

(4) This House further expresses its considered opinion that the proposals at present canvassed for the so-called Limitation and Registration of these tests will not help to rid the world of the dreadful consequences of radiation to present and future generations, nor pave the way to the abandonment of these weapons of mass destruction. On the other hand, such regularisation would tend to make thermo-nuclear war seem more legitimate and to appear to have the sanction of the world community.

(5) This House earnestly appeals to each and all of the three Great Powers concerned at least to sus-

pend without further delay their programmes for the explosions for test purposes of nuclear and thermo-nuclear weapons pending agreement on their discontinuance and the abandonment of the production and stock-piling of such weapons.

(6) This House considers that if any or all the Powers concerned take the initiative or agree to the suspension of their test-explosions, a substantial contribution would be made to rid the world of the fear which has led to the present armaments race and open the way for the lowering of tensions, progress towards disarmament and international co-operation and peace."

The motion was adopted.

19.38 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 3rd May, 1957.

DAILY DIGEST

[Wednesday, 22nd May, 1957]

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231.	Newsprint Factory in Andhra			231. Newsprint Factory in Andhra	1353—54
235.	Trade with Australia			235. Trade with Australia	1354
247.	Tractors and Bulldozers			247. Tractors and Bulldozers	1354—55
249.	Radio Receiving Station at Trivandrum			249. Radio Receiving Station at Trivandrum	1355
251.	Indian Green Tea			251. Indian Green Tea	1355—56
262.	Sea and Air Violations			262. Sea and Air Violations	1356—57
263.	Indo-Pakistan Border			263. Indo-Pakistan Border	1357
264.	India's Protest to Pakistan			264. India's Protest to Pakistan	1357—58
265.	Newton-Chikli and Amlabad Collieries			265. Newton-Chikli and Amlabad Collieries	1358
266.	Investigation Units for Irrigation and Power Projects			266. Investigation Units for Irrigation and Power Projects	1359
267.	Paper Mill at Kesinga (Orissa)			267. Paper Mill at Kesinga (Orissa)	1359
268.	Increase in Radio-activity			268. Increase in Radio-activity	1359—60
269.	Effect of Radiation			269. Effect of Radiation	1360—61
270.	Manufacture of Snap Fasteners and Snap Buttons			270. Manufacture of Snap Fasteners and Snap Buttons	1361
271.	Evacuee Houses in Punjab			271. Evacuee Houses in Punjab	1361
272.	Land Reforms			272. Land Reforms	1361—62
273.	Bharathi Textile Mills, Pondicherry			273. Bharathi Textile Mills, Pondicherry	1362—63
274.	Migrations from East Pakistan			274. Migrations from East Pakistan	1363—64
275.	Cement shortage			275. Cement shortage	1364
276.	Mr. Dulles' Statement regarding Kashmir			276. Mr. Dulles' Statement regarding Kashmir	1364—65
277.	Employees Provident Fund			277. Employees Provident Fund	1365
278.	Export of Monkeys			278. Export of Monkeys	1366
279.	Indians in Burma			279. Indians in Burma	1366—67
280.	Salt Production			280. Salt Production	1367—1681

U. S.Q. No.	Subject	COLUMNS
134.	Permanent Liability Camp	1368
135.	Displaced Persons of East Pakistan	1368—69
136.	Displaced Persons of East Pakistan	1369
137.	Displaced persons from East Pakistan	1369—70
138.	Employment Exchange, Lucknow	1370
139.	Manufacture of Sulphur	1371
140.	Industrial Development	1371—72
141.	National Small Indus- tries Corporation	1372
142.	Displaced Persons in Bihar	1373
143.	Retrenched Defence Personnel	1373—74
144.	Genetic Analyses in Travancore	1374—75
145.	Indo-Pakistan Border	1375
146.	Textiles	1376
147.	New Supreme Court Building	1376
148.	Tea Garden Labourer	1376—77
149.	Accommodation for Minority Community	1377
150.	Mountaineering on the Himalayas	1377—78
151.	Cotton	1378—79
152.	Cars and Trucks	1379
153.	Regional Employment Exchange Gurdaspur	1379
154.	Ambar Charkha Training Centres	1380
155.	Extradition Treaty with Pakistan	1380
156.	Labour Disputes in Collieries	1380—81
157.	Bicycles Exports	1381
158.	Central Silk Board	1381—82
159.	Distribution of land among Displaced Persons	1382
160.	Unemployment in Rajas- than	1382—83
161.	Women Programme Exe- cutives in the A. I. R.	
162.	Punjab Paper Mills Ltd.	1383
163.	Development of Hand- loom Industry	1383
164.	Closure of Textile Mills	1384—85
165.	Displaced Persons in Sunderbans	1385
166.	Training Centres for Cottage Industries	1385—86
167.	Handloom Cess Fund	1386
168.	Cotton Imports	1386
169.	Unemployed Graduates	1387—88

MOTION FOR ADJOURNMENT 1388—89

The Speaker withheld his consent to the moving of an adjournment motion given notice of by Shri B. C. Kamble and others regarding the alleged harassment of Aligarh of Scheduled Castes who embraced Buddhism as the subject matter of the adjournment motion was the concern of the State Government.

PAPERS LAID ON THE
TABLE 1389—90

The following papers were laid in the Table.

- (1) A copy each of three Notifications under sub-section (3) of Section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, making certain amendments to the Displaced Persons Compensation and Rehabilitation) Rules, 1955.
- (2) A copy of the Notification No. SRO 667, dated the 2nd March, 1957, under sub-section (4) of section 56 of the Administration of Evacuee Property Act, 1950, making certain amendments to the Administration of Evacuee Property (Central) Rules, 1950.
- (3) A copy of the brochure regarding the National Instruments Factory, Calcutta.

CALLING ATTENTION TO
MATTER OF URGENT
PUBLIC IMPORTANCE 1390—93

Shri Raghunath Singh called the attention of the Minister of Transport and Communications to the 'Go-Slow' action of Telegraph workers.

The Minister of Transport and Communications (Shri Lal Bahadur Shastri) made a statement in regard thereto

BILL INTRODUCED . . . 1393—95

The Central Sales Tax
(Amendment) Bill .

**RAILWAY BUDGET—GENERAL
DISCUSSION . . . 1395—1502**

General discussion of the
Railway Budget was
continued. The dis-
cussion was not con-
cluded.

RESOLUTION ADOPTED: 1503—84

The Minister of Defence
(Shri Krishna Menon)
moved the Resolution
re. Thermo-Nuclear and
test Explosions. After
discussion the Resolu-
tion was adopted.

AGENDA FOR THURSDAY

23RD MAY 1957 . . .

General discussion on
the Railway Budget to
continue.