

Tuesday, April 24, 1962
Vaisakha 4, 1884 (Saka)

LOK SABHA DEBATES

Third Series

Volume I, 1962/1884 (Saka)

April 16 to 27, 1962/Chaitra 26 to Vaisakha 7, 1884 (Saka)



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FIRST SESSION, 1962/1884 (Saka)

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LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Alphabetical List of Members

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Abdul Ghani, Shri (Jammu and Kashmir).
 Abdur Rashid, Bakhshi (Jammu and Kashmir).
 Achal Singh, Seth (Agra).
 Achuthan, Shri R. (Mavelikara).
 Akkamma Devi, Shrimati (Nilgiris).
 Alagesan, Shri O. V. (Chingleput).
 Alva, Shri A. Shanker (Mangalore).
 Alva, Shri Joachim (Kanara).
 Aney, Dr. M. S. (Nagpur).
 Anjanappa, Shri B. (Nellore).
 Ankineedu, Shri Maganti (Gudivada).
 Anthony, Shri Frank (Nominated—Anglo-Indians).
 Arunachalam, Shri N. (Ramanathapuram).
 Ayyangar, Shri M. Ananthasayanam (Chittoor).
 Azad, Shri Bhagwat Jha (Bhagalpur).

B

Babunath Singh, Shri (Surguja).
 Bade, Shri Ramchandra Vithai (Khar-gone).
 Badrudduja, Shri (Murshidabad).
 Bagri, Shri Mani Ram (Hissar).
 Bajaj, Shri Kamalnayan (Wardha).
 Bakliwal, Shri Mohanlal (Durg).
 Bal Krishna Singh, Shri (Chandauli).
 Balakrishnan, Shri S. C. (Koilpatti).
 Balmiki, Shri K. L. (Khurja).

B—contd.

Banerjee, Shri S. M. (Kanpur).
 Banerji, Dr. R. (Bankura).
 Baria, Shri Hirabhai Kunverabhai (Dohad).
 Barkataki, Shrimati Renuka Devi (Barpeta).
 Barrow, Shri A. E. T. (Nominated—Anglo-Indians).
 Barua, Shri Hem (Gauhati).
 Barua, Shri Rajendranath (Jorhat).
 Barupal, Shri Panna Lal (Ganganagar).
 Basant Kuwari, Shrimati (Kaisarganj).
 Basappa, Shri C. R. (Tiptur).
 Basu, Shri G. (Burdwan).
 Basumatari, Shri D. (Goalpara).
 Baswant, Shri Sonubhau Dagadu (Thana).
 Bateshwar Singh, Shri (Giridih).
 Berwar, Shri Unkarlal (Kota).
 Besra, Shri Satyacharan (Dumka).
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 Bhagat, Shri Baliram (Shahabad).
 Bhakt Darshan, Shri (Garhwal).
 Bhanja Deo, Shri Laxminarayan (Keonjhar).
 Bhanu Prakash Singh, Shri (Rajgarh).
 Bhargava, Shri M. B. L. (Ajmer).
 Bhatkar, Shri Laxmanrao Shrawanji (Khamgaon).
 Bhattacharyya, Shri C. K. (Raiganj).

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 Birendra Bahadur Singh, Shri (Raj-nandgaon).
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 Brahmjeet, Shri (Jaunpur).
 Brajeshwar Prasad, Shri (Gaya).
 Braj Basi Lal, Shri (Faizabad).
 Brij Raj Singh, Maharajkumar (Jhalawar).
 Brij Raj Singh, Shri (Bareilly).
 Buta Singh, Shri (Moga).

C

Chakravartty, Shrimati Renu (Bar-rackpore).
 Chakravarti, Shri P. R. (Dhanbad).
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 Chandak, Shri B. L. (Chhindwara).
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 Chettiar, Shri R. Ramanathan (Karur).
 Chuni Lal, Shri (Ambala).

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 Dixit, Shri G. N. (Etawah).
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 Dubey, Shri Rajaram Giridharilal (Bijapur North).
 Dwivedi, Shri Mannoo Lal (Hamirpur).
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E

- Elayaperumal, Shri L. (Tirukoilur).
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 East Frontier Tract).

F

- Firodia, Shri Motilal Kundanmal
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G

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 (Ghazipur).
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 Central South).
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H

- Hajarnavis, Shri R. M. (Bhandara).
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 Himatsingka, Shri Prabhu Dayal
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 Hukam Singh, Shri (Patiala).

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- Imbichibava, Shri E. K. (Ponnani).
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 Jagjivan Ram, Shri (Sasaram).
 Jaipal Singh, Shri (Ranchi West).
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 Naga Hills Tuensang Area).
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 Jena, Shri Kanhu Charan (Bhadrak).
 Jha, Shri Yogendra (Madhubani).
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 Joti Saroop, Shri (Hathras).
 Jyotishi, Pandit Jwala Prasad (Sagar).

K

- Kabir, Shri Humayun (Basirhat).
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 (Dewas).
 Kadadi, Shri Madeppa Bandappa
 (Sholapur).

K—contd.

Kajrolkar, Shri Sadoba Narayan (Bombay City Central North).
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 Kesar Lal, Shri (Sawai Madhopur).
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 Khanna, Shri Prem Kishan (Kaimganj).
 Kindar Lal, Shri (Hardoi).
 Kisan Veer, Shri (Satara).
 Kohar, Shri Rajendra (Phulbani).
 Kotoki, Shri Liladhar (Nowgong).
 Koya, Shri C. H. Mohammed (Kozhikode).
 Kripa Shanker, Shri (Domariaganj).
 Krishna, Shri M. R. (Paddapaili).
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 Krishanpal Singh, Shri (Jalesar).

Kumaran, Shri M. K. (Chirayinkil).
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 Kureel, Shri Baij Nath (Rae Bareilly).

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 Mahida, Shri Narendrasinha Ranjitsinh (Anand).
 Mahtab, Shri Hare Krushna (Angul).
 Maimoona Sultan, Shrimati (Bhopal).
 Majithia, Sardar Surjit Singh (Taran Taran).
 Malaichami, Shri M. (Periyakulam).
 Malaviya, Shri Keshav Dev (Basti).
 Malhotra, Shri Inder J. (Jammu and Kashmir).
 Malik, Shri R. C. (Jajpur).
 Malliah, Shri U. Srinivasa (Udipi).
 Manaen, Shri T. (Darjeeling).
 Mandal, Dr. Pashupati (Vishnupur).
 Mandal, Shri Bhupendra Narayan (Saharsa).
 Mandal, Shri Jiyalal (Khagaria).
 Mandal, Shri Y. P. (Jainagar).
 Maniyangadan, Shri Mathew (Kottayam).

M—contd.

Manoharan, Shri K. (Madras South).
 Mantri, Shri Dwarkadas (Bhir).
 Marandi, Shri Iswar (Rajmahal).
 Maruthiah, Shri P. (Melur).
 Masuriya Din, Shri (Chail).
 Matcharaju, Shri M. (Narasipatnam).
 Mate, Shri Kure (Tikamgarh).
 Mathur, Shri Harish Chandra (Jalore).
 Maurya, Shri B. P. (Aligarh).
 Mehdi, Shri S. Ahmad (Rampur).
 Mehrotra, Shri Braj Behari (Bilhaur).
 Mehta, Shri Jaswantraaj (Pali).
 Mehta, Shri Jashvantraaj N. (Bhavnagar).
 Melkote, Dr. G. S. (Hyderabad).
 Menon, Shri Panampilli Govinda (Mukundapuram).
 Menon, Shri V. K. Krishna (Bombay City North).
 Minimata, Shrimati Agamadas Guru (Baloda Bazar).
 Mirza, Shri Bakar Ali (Warrangal).
 Mishra, Shri Bibudhendra (Puri).
 Mishra, Shri Bibhuti (Motihari).
 Mishra, Shri Mathura Prasad (Begusarai).
 Misra, Dr. Udaikar (Jamshedpur).
 Misra, Shri Mahesh Dutta (Khandwa).
 Misra, Shri Shyam Dhar (Mirzapur).
 Moman Swaroop, Shri (Pilibhit).
 Mohanty, Shri Gokulanand (Balasore).
 Mohiuddin, Shri Ahmed (Secunderabad).
 Mohsin, Shri F. H. (Dharwar South).
 Morarka, Shri Radhyshyam Ramkumar (Jhunjhunu).
 More, Dr. Krishnaji Laxman (Hatkanangle).
 More, Shri Shankarrao Shantaram (Poona).
 Mukane, Shri Yeshwantrao Martand-
 rao (Bhiwandi).
 Mukerjee, Shri H. N. (Calcutta Central).

M—contd.

Mukerjee, Shrimati Sharda (Ratnagiri).
 Munzani, Shri David (Lohardaga).
 Murli Manohar, Shri (Baliala).
 Murmu, Shri Sarkar (Balurghat).
 Murthy, Shri B. S. (Amalapuram).
 Murti, Shri M. S. (Anakapalle).
 Musafir, Shri Gurmukh Singh (Amritsar).
 Muthiah, Shri P. (Tirunelveli).
 Muzaffar Husain, N. Shri (Moradabad).
 Naidu, Shri V. Govindasamy (Tiruvallur).
 Naik, Shri D. J. (Panchmahals).
 Naik, Shri Maheswar (Mayurbhanj).
 Nair, Shri N. Sreekantan (Quilon).
 Nair, Shri P. K. Vasudevan (Ambalappuzha).
 Nallakoya, Shri Koyilat (Nominated—Laccadive, Minicoy and Amindivi Islands).
 Nambiar, Shri Ananda (Tiruchirappalli).
 Nanda, Shri Gulzarilal (Sabarkantha).
 Narayanaswamy, Shri Madala (On-gole).
 Naskar, Shri P. S. (Mathurapur).
 Natarajan, Shri P. S. (Trivandrum).
 Nath Pai, Shri (Rajapur).
 Nayak, Shri Mohan (Bhanjanagar).
 Nayar, Dr. Sushila (Jhansi).
 Nehru, Shri Jawaharlal (Phulpur).
 Nesamony, Shri A. (Nagercoil).
 Nigam, Shrimati Savitri (Banda).
 Niranjana Lal, Shri (Nominated—Andaman and Nicobar Islands).

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Omkar Singh, Shri (Budaun).
 Oza, Shri Ghanshyamlal (Surendranagar).

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Paliwal, Shri Tika Ram (Hindaun).
 Pande, Shri Kashi Nath (Hata).
 Pandey, Shri R. S. (Guna).

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- Pandey, Shri Sarjoo (Rasra).
 Pandey, Shri Vishwa Nath (Salem-
 pur).
 Panna Lal, Shri (Akbarpur).
 Pant, Shri K. C. (Naini Tal).
 Paradhi, Shri Bholaram (Balaghat).
 Parashar, Shri V. C. (Shivpuri).
 Paramasivan, Shri S. K. (Erode).
 Patel, Shri Chudaman Ananda (Dhu-
 lia).
 Patel, Shri Chootubhai M. (Broach).
 Patel, Shri Man Singh P. (Mehsana).
 Patel, Shri Nanubhai N. (Bulsar).
 Patel, Shri Purushottamdas R.
 (Patan).
 Patel, Shri Rajeshwar (Hajipur).
 Patil, Shri Deorao Shioram (Yeot-
 mal).
 Patil, Shri J. S. (Jalgaon).
 Patil, Shri Madhaorao Bhagwantrao
 (Ramtek).
 Patil, Shri S. B. (Bijapur South).
 Patil, Shri S. K. (Bombay City
 South).
 Patil, Shri T. A. (Osmanabad).
 bad).
 Patil, Shri Vasantrao Lakhagounda
 (Chikodi).
 Patil, Shri V. T. (Kolhapur).
 Patnaik, Shri Baishnab Charan
 (Dhenkanal).
 Patnaik, Shri Kisan (Sambalpur).
 Pattabhi Raman, Shri C. R. (Kumba-
 konam).
 Pottekatt, Shri S. K. (Tellicherry).
 Prabhakar, Shri Naval (Delhi Karol
 Bagh).
 Prithvi, Raj, Shri (Dausa).
 Puri, Shri D. D. (Kaithal).

R

- Raghavan, Shri A. V. (Badagara).
 Raghunath Singh, Shri (Varanasi).
 Raghuramaiah, Shri K. (Guntur).
 Rahman, Shri Hifzur (Amroha).

R—contd.

- Rai, Shrimati Sahodra Bai (Damoh).
 Raj Bahadur, Shri (Bharatpur).
 Raja Shri Chittaranjan (Junagadh).
 Rajaram, Shri K. (Krishnagiri).
 Raju, Shri D. Balarama (Narasapur).
 Raju, Shri D. S. (Rajahmundry).
 Rajyalaxmi, Shrimati Lalit (Auran-
 gabad).
 Ram Dulari Devi, Shrimati (Patna).
 Ram Sewak, Shri (Jalaun).
 Ram Singh, Shri (Bahraich).
 Ram Subhag Singh, Dr. (Bikram-
 ganj).
 Ram Swarup, Shri (Robertsganj).
 Ramabadran, Shri T. D. (Cuddalore).
 Ramakrishnan, Shri P. R. (Coimba-
 tore).
 Ramaswamy, Shri S. V. (Salem).
 Ramaswamy, Shri V. K. (Namakkal).
 Ramdhani Das, Shri (Nawada).
 Rameshwaranand, Swami (Karnal).
 Rampure, Shri Mahadevappa (Gul-
 barga).
 Rananjai Singh, Shri (Musafirkhana).
 Rane, Shri Shivram Rango (Bul-
 dana).
 Ranga Rao, Shri R. V. G. K. (Chee-
 purupalli).
 Ranjit Singh, Shri (Sangrur).
 Rao, Shri P. Hanmanth (Medak).
 Rao, Shri J. Ramapathi (Karim-
 nagar).
 Rao, Shri Jaganatha (Nowrangpur).
 Rao, Shri S. V. Krishnamoorthy
 (Shimoga).
 Rao, Shri K. L. (Vijayawada).
 Rao, Shri E. Madhusudan (Mahbuba-
 bad).
 Rao, Shri J. B. Muthyal (Mahbuba-
 nagar).
 Rao, Shri B. Rajagopala (Srikaku-
 lam).
 Rao, Shri J. Rameshwar (Gadwal).
 Rao, Shri M. Thirumala Rao (Kaki-
 nada).

R—contd.

- Rattan Lal, Shri (Banswara).
 Raut, Shri Bhola (Bettiah).
 Rawandale, Shri Chudaman Ananda (Dhulia).
 Ray, Shrimati Renuka (Malda).
 Reddi, Dr. B. Gopala (Kavali).
 Reddi, Shri Ravi Narayan (Nalgonda).
 Reddiar, Shri R. V. (Tindivanam).
 Reddy, Shri C. L. Narasimha (Rajampet).
 Reddy, Shri G. Narayan (Adilabad).
 Reddy, Shri G. Yallamanda (Markapur).
 Reddy, Shri K. C. (Chikballapur).
 Reddy, Shri K. V. Ramakrishna (Hindupur).
 Reddy, Shri Y. Eswara (Cuddapah).
 Reddy, Shrimati Yashoda (Kurnool).
 Roy, Dr. Sardish (Katwa).
 Roy, Shri Biswanath (Deoria).

S

- Sadhu Ram, Shri (Phillaur).
 Saha, Dr. Sisir Kumar (Birbhum).
 Sahu, Shri Rameshwar (Rosera).
 Saigal, Shri Amar Singh (Janjgir).
 Samanta, Shri S. C. (Tamluk).
 Samnani, Shri Nazir Hussain (Jammu and Kashmir).
 Sanji Rupji, Shri (Nominated—Dadra and Nagar Haveli).
 Saraf, Shri Shyam Lal (Jammu and Kashmir).
 Sarma, Shri A. T. (Chatrapur).
 Sarojini Bindurao, Shrimati Mahishi (Dharwar North).
 Satya Prakash, Shri (Bilaspur).
 Satyabhama Devi, Shrimati (Jahanaabad).
 Satyanarayana, Shri Biddika (Parvathipuram).
 Scindia, Shrimati Vijaya Raje (Gwalior).
 Sen, Dr. Ranendra Nath (Calcutta East).

S—contd.

- Sen, Shri Ashoke K. (Calcutta North West).
 Sen, Shri Phani Gopal (Purnea).
 Seth, Shri Bishanchandar (Etah).
 Sezhiyan, Shri Era (Perambalur).
 Shah, Shri Manabendra (Tehri Garhwal).
 Shah, Shri Manubhai (Jamnagar).
 Shah, Shrimati Jayaben (Amreli).
 Shakuntala Devi, Shrimati (Banka).
 Sham Nath, Shri (Delhi—Chandni Chowk).
 Shankaraiya, Shri M. (Mysore).
 Sharma, Shri Anand Prasad (Buxar).
 Sharma, Shri Diwan Chand (Gurdaspur).
 Sharma, Shri K. C. (Sardhana).
 Shashank Manjari, Shrimati (Palamau).
 Shastri, Shri Lal Bahadur (Allahabad).
 Shastri, Shri Prakash Vir (Bijnor).
 Shashi Ranjan, Shri (Pupri).
 Shastri, Shri Rama Nand (Ramasanehighat).
 Sheo Narain, Shri (Bansi).
 Shinde, Shri Annasaheb (Kopergaon).
 Shivananjappa, Shri M. K. (Mandya).
 Shree Narayan Das, Shri (Darbhanga).
 Shrimali, Dr. K. L. (Bhilwara).
 Shukla, Shri Vidya Charan (Mahasamund).
 Shyamshah, Shri Lal (Chanda).
 Siddananjappa, Shri H. (Hassan).
 Siddiah, Shri S. M. (Chamarajanagar).
 Sidheshwar Prasad, Shri (Nalanda).
 Singh, Dr. Basant Narain (Hazari-bagh).
 Singh, Shri Ajit Pratap (Pratapgarh).
 Singh, Shri Digvijaya Narain (Muzaffarpur).
 Singh, Shri Jai Bahadur (Ghosi).
 Singh, Shri Krishna Kanta (Maha-rajganj).

S—contd.

- Singh, Shri Ramsekhar Prasad (Chhapra).
 Singh, Shri Surendra Pal (Bulandshahr).
 Singh, Shri Yuvraj Dutta (Shahabad).
 Singha, Shri Gobinda Kumar (Midnapore).
 Singha, Shri Yagnya Narayan (Sundergarh).
 Singhvi, Dr. L. M. (Jodhpur).
 Sinha, Shri Banarsi Prasad (Monghyr).
 Sinha, Shri Satya Narayan (Samastipur).
 Sinha, Shrimati Tarkeshwari (Barh).
 Sinhasan Singh, Shri (Gorakhpur).
 Sivasankaran, Shri P. (Sriperumbudur).
 Solanki Shri Pravinsinh Natavarsinh (Kaira).
 Sonavane, Shri T. H. (Pandharpur).
 Soundaram Ramachandran, Shrimati T. S. (Dindigul).
 Soy, Shri Hari Charan (Singhbhum).
 Srinivasan, Dr. P. (Madras North).
 Subharaman, Shri N. M. R. (Madurai).
 Subramaniam, Shri C. (Pollachi).
 Subramanyam, Shri Tekur (Bellary).
 Sumat Prasad, Shri (Muzaffarnagar).
 Sunder Lal, Shri (Saharanpur).
 Surya Prasad, Shri (Bhind).
 Swamy, Shri M. P. (Tenkasi).
 Swamy Shri Shivamurthy Siddappa (Koppal).
 Swaran Singh, Shri (Jullundur).
 Swell, Shri G. G. (Assam—Autonomous Districts).

T

- Tahir, Shri Mohammad (Kishanganj).
 Tan Singh, Shri (Barmer).
 Tandia, Shri Rameshwarlal (Sikar).
 Thengondar, Shri Gopalsamy (Nagapattinam).

T—contd.

- Thevar, Shri U. Muthuramalinga (Aruppukottai).
 Thevar, Shri V. Vairava (Thanjavur).
 Thimmaiah, Shri Dodda (Kolar).
 Thomas, Shri A. M. (Ernakulam).
 Tiwary, Shri Dwarka Nath (Gopalganj).
 Tiwari, Shri Kamal Nath (Bagaha).
 Tiwary, Shri Ram Sahai (Khajuraho).
 Tombi, Shri Salam (Inner Manipur).
 Tripathi, Shri Krishna Deo (Unnao).
 Trivedi, Shri Uma Shankar (Mandsaur).
 Tula Ram, Shri (Chatampur).
 Tulmohan Ram, Shri (Sonbarsa).
 Tyagi, Shri Mahavir (Dehra Dun).

U

- Uikey, Shri M. G. (Mandla).
 Ulaka, Shri Ramachandra (Koraput).
 Umanath, Shri R. (Pudukkottai).
 Upadhyaya, Shri Shiva Dutt (Rewa).
 Utiya, Shri Buddhu Singh (Shahdol).

V

- Vaishya, Shri Muldas Bhudardas (Sabarmati).
 Valvi, Shri Laxman Vedu (Nandurbar).
 Varma, Shri Manikyalal (Chittorgarh).
 Varma, Shri Ravindra (Thiruvalla).
 Veerabasappa, Shri S. (Chitradurga).
 Veerappa, Shri Ramchander (Bidar).
 Venkaiah, Shri Kolla (Tenali).
 Venkatasubbaiah, Shri Pendekanti (Adoni).
 Venkataswamy, Shri Mandala (Masulipatnam).
 Verma, Shri Balgovind (Kheri).
 Verma, Shri Krishna Kunwar (Sultanpur).
 Verma, Shri Suraj Lal (Sitapur).
 Vidyalankar, Shri Amar Nath (Hosh-iarpur).

V—contd.

Vijaya Ananda, Maharajkumar (Visakhapatnam).

Vijaya Raje, Shrimati (Chatra).

Vimla Devi, Shrimati V. (Eluru).

Vishram Prasad, Shri (Lalganj).

Vyas, Shri Radhelal (Ujjain).

W

Wadiva, Shri N. M. (Seoni).

Wahid, Shri T. Abdul (Vellore).

Warior, Shri K. K. (Trichur).

Wasnik, Shri Balkrishna (Gondia).

Y

Yadab, Shri Nagendra Prasad (Sitamarhi).

Yadav, Shri Ram Harkh (Azamgarh).

Yadav, Shri Ram Sewak (Barabanki).

Yadava, Shri Bhishma Prasad (Kesaria).

Yajnik, Shri Indulal Kanaiyalal (Ahmedabad).

Yashpal Singh, Shri (Kairana).

Yusuf, Shri Mohammad (Siwan).

LOK SABHA

The Speaker

Sardar Hukam Singh

The Deputy Speaker

Shri S. V. Krishnamoorthy Rao

Panel of Chairmen

Shri Mulchand Dube

Shri Jaganatha Rao

Shrimati Renu Chakravartty

Shri Surendranath Dwivedi

Shri Shyam Nath

Secretary

Shri M. N. Kaul, Barrister-at Law

GOVERNMENT OF INDIA

Members of the Cabinet

Prime Minister and Minister of External Affairs and Minister of Atomic Energy.—Shri Jawaharlal Nehru.

Minister of Finance.—Shri Morarji R. Desai.

Minister of Transport and Communications.—Shri Jagjivan Ram.

Minister of Planning and Labour & Employment.—Shri Gulzarilal Nanda.

Minister of Home Affairs.—Shri Lal Bahadur Shastri.

Minister of Railways.—Sardar Swaran Singh.

Minister of Commerce & Industry.—Shri K. C. Reddy.

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

Minister of Food & Agriculture.—Shri S. K. Patil.

Minister of Irrigation & Power.—Hafiz Mohammad Ibrahim.

Minister of Law.—Shri Asoke Kumar Sen.

Minister of Mines & Fuel.—Shri Keshava Deva Malaviya.

Minister of Information & Broadcasting.—Shri B. Gopala Reddi.

Minister of Steel & Heavy Industries.—Shri C. Subramaniam.

Minister of Education.—Dr. K. L. Shrimali.

Minister of Scientific Research & Cultural Affairs.—Shri Humayun Kabir.

Minister of Parliamentary Affairs.—Shri Satya Narayan Sinha.

MINISTERS OF STATE

Minister of Works, Housing & Supply.—Shri Mehr Chand Khanna.

Minister of Industry in the Ministry of Commerce & Industry.—Shri Nityanand Kanungo.

Minister of Shipping in the Ministry of Transport & Communications.—Shri Raj Bahadur.

Minister of Community Development, Panchayati Raj & Cooperation.—Shri S. K. Dey.

Minister of Health.—Dr. Sushila Nayar.

Minister of International Trade in the Ministry of Commerce & Industry.—Shri Manubhai Shah.

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

Minister of Labour in the Ministry of Labour and Employment.—Shri Jai Sukh Lal Hathi.

Minister of State in the Ministry of External Affairs.—Shrimati Lakshmi N. Menon.

Minister of State in the Ministry of Defence.—Shri K. Raghu Ramaiah.

DEPUTY MINISTERS

Deputy Minister in the Ministry of Finance.—Shri Bali Ram Bhagat.

Deputy Minister in the Ministry of Scientific Research & Cultural Affairs.—Dr. Mono Mohan Das.

Deputy Minister in the Ministry of Railways.—Shri Shah Nawaz Khan.

Deputy Minister in the Ministry of Food.—Shri A. M. Thomas.

Deputy Minister in the Ministry of Law.—Shri R. M. Hajarnais.

Deputy Minister in the Ministry of Railways.—Shri S. V. Ramaswamy.

Deputy Minister in the Ministry of Transport and Communications.—Shri Ahmed Mohiuddin.

Deputy Minister in the Ministry of Finance—Shrimati Tarkeshwari Sinha.

Deputy Minister in the Ministry of Works, Housing and Supply.—Shri P. S. Naskar.

Deputy Minister in the Ministry of Community Development, Panchayati Raj & Cooperation.—Shri B. S. Murthy.

Deputy Minister in the Ministry of Education.—Shrimati Soundaram Ramachandran.

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LOK SABHA DEBATES

615

616

LOK SABHA

Tuesday, April 24, 1962/Vaisakha 4,
1884 (Saka).

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER in the Chair.]

MEMBERS SWORN

1. Shri Satyanarayana (Parvathipuram).
2. Shri Dasaratha Deb (Tripura East).

ORAL ANSWERS TO QUESTIONS

Non-ferrous Metals

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

(a) whether the Federation of Indian Chambers of Commerce and Industry has suggested import of non-ferrous metals under collective arrangements by the trade associations which will save foreign exchange and facilitate better and efficient utilisation of foreign exchange resources and will assist the small sector in planning their production more efficiently; and

(b) if so, what is the reaction of Government?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) No such suggestion has been received.

(b) Does not arise.

188(Ad)LSD—1.

श्री रघुनाथ सिंह : क्या मैं जान सकता हूँ कि सरकार के पास ऐसा कोई सजेशन आया है ? अगर ऐसा सजेशन आया है और उस को मान भी लिया जाये तो क्या कारेन एक्स्चेंज को कोई सेविंग होगी ?

श्री कानूनगो : सजेशन आये तो उस की जांच कर के कुछ कहा जा सकता है ।

अध्यक्ष महोदय : सजेशन है ही नहीं तो मान क्या लिया जाये ?

श्री रघुनाथ सिंह : चेम्बर्स आफ कामर्स ने

अध्यक्ष महोदय : उन्होंने तो नहीं भेजा, अगर मेम्बर साहब भेजना चाहें तो भेज दें ।

श्री रघुनाथ सिंह : मैंने तो सवाल में ही भेज दिया है ।

अध्यक्ष महोदय : जब आप भेजेंगे तो उस का वह जवाब भी दे देंगे ।

Next Question

Shri Himatsingka: Sir I want to put a question.

Mr. Speaker: On this? Yes.

Shri Himatsingka: Is the hon. Minister aware that certain machinery has been licensed to be imported for drawing of ferrous and non-ferrous wires and that they are not being supplied with the raw material?

Shri Kanungo: It is not only about this particular thing, but this is in over-all short supply.

Shri Jaganath Rao: May I know the existing arrangement for import of non-ferrous metals?

Shri Kanungo: It is imported by established importers who are tied to actual users and also by the State Trading Corporation which passes it on to small users.

Shri Ramanathan Chettiar: When will the country be self-sufficient in respect of non-ferrous metals?

Shri Kanungo: I suppose by the end of the Third Plan if the demand does not go up in the meantime.

Shri Hem Barua: May I request your guidance on a particular point? Yesterday when I wanted to put a question on the IAF men detained in Naga custody, you passed over to another question and you said that Members ..

Mr. Speaker: I have felt it myself, but I was looking towards this side and nobody stood up. It was subsequently discovered that there were some Members who had stood up on that side, and it was my fault that I had not seen them. But so far as my observation of yesterday is concerned, it stands.

Export of Pharmaceuticals

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*133. { **Shri Subodh Hansda:**
Shri S. C. Samanta:

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

(a) whether there is any proposal to export pharmaceuticals to foreign countries;

(b) if so, the steps taken in this regard; and

(c) to which countries the pharmaceuticals will be exported?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (c). Pharmaceuticals are already

being exported to Burma, Ceylon, Pakistan, Thailand, Malaya, Afghanistan, Canada USA, UK and some of the African countries.

(b) An Export Promotion Scheme is in force for pharmaceuticals, under which manufacturer-exporters are given additional import licences for raw materials on the basis of their export performance. Drawbacks of import and export duties are also permissible. There is also an Export Promotion Council which has taken various measures for promoting exports of Drugs and pharmaceuticals.

Shri Sham Lal Saraf: May I know . . .

Mr. Speaker: Shri Subodh Hansda. In the initial stage, I allow two questions to the sponsor.

Shri Subodh Hansda: May I know whether the State Trading Corporation export all these pharmaceuticals or whether they are exported through other agencies?

Shri Manubhai Shah: This is mostly through the exporters, not the STC.

Shri Subodh Hansda: What is the foreign exchange earned by the export of these pharmaceuticals?

Shri Manubhai Shah: The foreign exchange earning is round about a crore of rupees.

Shri Sham Lal Saraf: What are the main pharmaceuticals that are being exported out of the country at the moment?

Shri Manubhai Shah: Some herbals and alkaloids and some sulphur drugs and various other preparations.

Shri Hanumanthiah: Is it possible to promote the export of Ayurvedic pharmaceuticals to other countries?

Shri Manubhai Shah: Out of the one crore something goes to Malaya and Ceylon of ayurvedic pharmaceuticals medicines.

SHRI S. C. SAMBASTA: May I know whether apart from the drugs that are exported similar drugs are being imported also?

Shri Manubhai Shah: In one or two cases it is so because we want to have a market exploration. Actually, we have asked the Hindustan Antibiotics to export penicillin even though we have to import something. Once our market is created, we can always embark upon that.

Industrial Estates

*134. **Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state:

(a) which of the Public sector enterprises have set up Industrial Estates for the production of ancillary or auxiliary products;

(b) whether a similar proposal has been taken up by large scale industrial concerns in private sector; and

(c) whether these Industrial Estates are set up at the site of the Large Industry or are dispersed?

The Minister of International Trade in the Ministry of Commerce and Industry (**Shri Manubhai Shah**): (a) to (c). A statement is laid on the Table of the House.

Statement

(a) Hindustan Machine Tools, Ltd., Bangalore have set up an Industrial Estate for the production of some of their ancillary products.

Heavy Electricals (India) Ltd., Bhopal, Praga Tools Corporation, Hyderabad, and National Instruments Ltd., Calcutta have taken preparatory steps for setting up ancillary industrial estates.

(b) Yes, Sir, from one private sector unit.

(c) The above ancillary industrial estates are or will be set up at the sites of the Large Industries.

Shri Harish Chandra Mathur: What is Government's programme for the setting up of industrial estates in the

State sector and how many estates are likely to be set up?

Shri Manubhai Shah: We have issued a directive that all public sector undertakings will have to undertake in the Third Five Year Plan the setting up of a minimum of one estate attached to each public sector project.

Shri Harish Chandra Mathur: What is the response from the State undertakings? In answer to part (c) of the question, it has been stated that these industrial estates are being located at the site of the larger undertakings. Does the directive also include the dispersal of the industrial estates?

Shri Manubhai Shah: Yes, Sir. To the latter part of the question, my answer is, Yes. The directive is to avoid concentration. But, where the main industry is large, as I have had the privilege of explaining the position some time ago, it is very difficult for the managers to go out of the very area where the project is located. So, the natural consequence is that the first estate is generally located where the project is; but further estates will be dispersed.

Shri Basappa: Has it come to the notice of Government that not only from the point of view of employment but also from the point of view of reduced costs, ancillary units are much better than big units?

Shri Manubhai Shah: That is true.

Shri Ramanathan Chettiar: Apart from the setting up of industrial estates by the public sector, may I know whether Government are going to set up industrial estates in the rural areas?

Shri Manubhai Shah: Yes, Sir, a large number of them.

Shri S. M. Banerjee: In the statement, it is stated in reply to part (b)—

"from one private sector unit".

I want to know which is the private sector unit which has asked for the permission.

Shri Manubhai Shah: There is one in Madras, The Enfield Motors.

Shri Yallamanda Reddy: May know the facilities that are being offered to these people who are joining the ancillary industrial estates?

Shri Manubhai Shah: They are well-known after 5 years of intensive working on this.

Shri Harish Chandra Mathur: The hon. Minister stated that he has issued a directive to the State undertakings for the setting up of industrial estates. What about the private large-scale industries? Has he considered the advisability of having any regulatory powers for them?

Shri Manubhai Shah: No regulatory powers are necessary. The hon. Member knows that all these present 120 industrial estates plus the 300 industrial estates programme of the Third Plan apart from the LIC supported estates with loan assistance of about Rs. 12 crores, more than 100 to 200 industrial estates, are all oriented towards the private sector ancillary industries.

Exports of Indian Coffee

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*135. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:

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

(a) whether attempts are being made at present to increase exports of Indian coffee abroad;

(b) the amount of expenditure incurred during the last three years (year by year) on promotion of sales of coffee overseas; and

(c) whether India is facing any competition in the world market?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a)

to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir.

| | |
|--------------|------------|
| (b) 1958-59: | Rs. 8,399 |
| 1959-60: | Rs. 11,512 |
| 1960-61: | Rs. 42,510 |

Additionally Rs. 58,000 were spent in India for production of a film for exhibition in foreign countries.

(c) No, Sir.

Shri S. C. Samanta: Is it not a fact that the coffee that is pooled by the Coffee Board is allocated for internal and external purposes? May I know how the Coffee Board encouraged the export of coffee inspite of internal consumption?

Shri Manubhai Shah: The whole idea is to export as much coffee as possible; the Arabica variety has got a great demand.

Shri Subodh Hansda: Which are the main producing countries that are competing with Indian coffee?

Shri Manubhai: For instance, Brazil. Ours is less than one per cent of the world's production.

Shri Jaganatha Rao: From the statement it is evident that the expenditure on export promotion has been increasing. May I know the corresponding increase in foreign exchange earnings?

Shri Manubhai Shah: Yes, Sir; it is so. Actually the expenditure is very meagre and we propose to spend much more money abroad for propagating our coffee and other export items.

Shri Basappa: May I know whether the STC is assisting the Coffee Board in the matter of export trade and if so, to what extent?

Shri Manubhai Shah: The quantity of coffee exports is so small that

the question of STC helping the Coffee Board has not arisen; if any assistance is required the STC will be there as an instrument for the promotion of these exports.

Shri Warior: How far has the export of coffee tended to increase the internal price of coffee?

Shri Manubhai Shah: There would be some correlation but as the Prime Minister was pleased to say once, even if we have to make some sacrifices at home, we will have to export something abroad.

Television Station in Bombay

*136. **Shri Bibhuti Mishra:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that a television station is proposed to be set up in Bombay;

(b) if so, when it would be set up; and

(c) the amount likely to be spent on the television station?

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi):
(a) Yes, Sir.

(b) Towards the end of the Third Five Year Plan period, subject to the availability of foreign exchange.

(c) Rs. 40 lakhs approximately.

श्री बिभूति मिश्र : क्या सरकार हिन्दुस्तान के अन्य शहरों जैसे कलकत्ता, मद्रास, कानपुर और बंगलौर आदि में भी टेलिविजन केन्द्र खोलने के बारे में सोच रही है ?

Dr. B. Gopala Reddi: Not in the Third Plan.

Shri D. C. Sharma: May I know whether the television station will be opened with our own efforts or some foreign collaborator will be there as in the case of Delhi?

Dr. B. Gopala Reddi: I think it will be our own. Perhaps we may consult other foreign technicians.

Shri Hari Vishnu Kamath: Is the Minister aware that in several countries of the world including Britain, United States and, I believe, the Soviet Union also, television has turned out to be not an unmixed blessing and has had a pernicious effect on children and youngsters...

Mr. Speaker: What is the question?

Shri Hari Vishnu Kamath: It is part of the question. Unless there is reasoning behind, how can a question be fully understood?

Mr. Speaker: The question is put only to elicit information; he may put the question.

Shri Hari Vishnu Kamath: Is it not a fact that the authorities in those countries are having second thoughts regarding the extension of television?

Mr. Speaker: That is the question.

Dr. B. Gopala Reddi: I have no information; I take the information from the hon. Member.

Shri Hari Vishnu Kamath: I am glad he takes my information.

Shri Tyagi: May I know if this television scheme will be utilised for the purpose of imparting education to students also?

Dr. B. Gopala Reddi: Yes, certainly as it is done in Delhi.

Shri Tyagi: I mean academic education, school and college education.

Dr. B. Gopala Reddi: That is being done in Delhi.

Shri Ansar Harvani: Do the Ministry of Information propose to seek the help of the film industry in Bombay for this television work?

Dr. B. Gopala Reddi: I do not know what the film industry can do for the television. We shall explore the possibilities.

Shri Ansar Harvani: They can provide the technical know how.

Mr. Speaker: The hon. Member might put the question. Some hon. Members have not followed what his question was; I have also not followed what he said.

Shri Ansar Harvani: My question was this: whether the Ministry of Information and Broadcasting proposed to seek the help and aid of the film industry in Bombay for the Bombay television project.

Dr. B. Gopala Reddi: If necessary, we shall explore all the possibilities of utilising the services of the film industry also.

श्री रघुनाथ सिंह : इस वक्त टेलि-विज़न सेट अधिक महंगा है। क्या कोई सस्ता टैलिविज़न सेट तैयार करने का प्रयत्न किया जायेगा, ताकि वह साधारण लोगों को उपलब्ध हो सके ?

Dr. B. Gopala Reddi: Perhaps the Minister of Commerce and Industry will be able to answer that question.

Shri Nath Pai: I do not know if he will take the same shelter which he took in reply to the same question put by my hon. friend, Shri Raghunath Singh. I want to know the same thing: is any plan under consideration of the Government to start production of television sets in the country. Do they propose to import them and, if so, at what cost and what is the foreign exchange?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): As the demand for television sets has been limited, as I had mentioned in the House earlier, there is no programme of manufacture of television sets in the country.

Shri Prabhat Kar: What is the foreign exchange component for the establishment of television here?

Dr. B. Gopala Reddi: It is Rs. 28.17 lakhs.

Code of Discipline

***137. Shri S. M. Banerjee:** Will the Minister of Labour and Employment be pleased to state:

(a) whether code of discipline has been accepted by Railways, P. & T., Defence and other Central Government undertakings; and

(b) if not, the reasons therefor?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) and (b). The Ministry of Railways do not consider it necessary to adopt the Code on the ground that an established machinery for resolving disputes etc. is already functioning on the Railways satisfactorily. In Defence undertakings, the question of adoption of the Code is being pursued in consultation with workers' representatives. The Code applies to all other Central Government departmental undertakings covered under the Industrial Disputes Act, 1947. In the case of P. & T. it applies to industrial establishments like workshops, wireless stations, stores etc.

Shri S. M. Banerjee: May I know whether any difficulty has been experienced in adopting this code in the defence establishments, and whether they have put forward any difficulties and if, so, what are those difficulties?

Shri Hathi: As I said in reply to the original question, the Defence Ministry is negotiating with the workers; they are pursuing the question of adopting the code.

Shri S. M. Banerjee: May I know whether this code of discipline will be implemented in the public sector undertakings like the various corporations, the Heavy Electricals and others?

Shri Hathi: Yes; it will be.

Shri Daji: I would like to know what the views of the Railway Ministry are, with reference to the views of the Labour Ministry, because it has been clearly laid down by the Labour

Ministry that the code should be immediately implemented by the railways and defence.

Shri Hathi: The matter is being discussed with the Railway Ministry also, but the Railway Ministry thinks that it has a machinery which would be sufficient and adequate and that it has a code of rules also. But still the Labour Ministry is pursuing the matter with the Railway Ministry.

Shri Prabhat Kar: May I know whether it is a fact that the LIC and the Reserve Bank have proposed an amendment to the code of discipline and have pressed their views on the Government, and that is why they have not accepted the code of discipline?

Shri Hathi: No; I do not think so.

Shri Prabhat Kar: Do I take it that the Government are not aware of it?

Shri Hathi: It is not a question of amending. There are certain suggestions, of course.

Shri Priya Gupta: May I know what is the machinery laid down in lieu of the one which was just mentioned by the hon. Minister of Railways, and may I know whether the All-India Railwaymen's Federation and the respective unions of each zonal railway have been consulted before implementing or discussing the good sides and the bad sides of the code of discipline?

Shri Hathi: That was one of the reasons why the railwaymen have not adopted it. They have said that the workers' associations were parties while this code was being formulated and that therefore they wanted to consult them also.

Shri Priya Gupta: The first part of my question has not been replied. The question was, what is the machinery laid down in the railways.

Shri Hathi: There is a three-tier machinery for settling disputes.

Shri Priya Gupta: What is the third tier? The tribunal which is the

third tier does not function; it has never functioned.

Mr. Speaker: Order, order.

Shri Tridib Kumar Chaudhuri: Before formulating this code of discipline which was adopted in the tripartite labour conference about two years ago, had not the Labour Ministry consulted the other employing Ministries, and what were their reactions, and without their consent, how could this be formulated?

The Minister of Planning and Labour and Employment (Shri Nanda): This code of discipline was evolved mainly in consultation with the representatives of the working class, organised in various bodies, and the representatives of the employers. Of course, there was some consultation with the representatives of the public sector also. They are usually present at the time of these meetings. But later on there was a conference in which all the representatives of the public sector undertaking were present and it was definitely accepted by all of them. The only remaining sectors were Defence and Railways. As my colleague has pointed out, the information given was that the workers were then satisfied with the machinery which is functioning there now. Now, in several conferences I asked the representatives of the employees to tell us if they were not satisfied. I have been told by some of them that they would like to go over to the code of discipline and, therefore, it is being taken up.

Shri K. N. Pande: Is it a fact that the Railway employees are also not in favour of adopting the code of discipline in the Railways?

Shri Nanda: As far as my knowledge is concerned, such of them as have approached me have expressed their preference for the code of discipline.

Mr. Speaker: Next Question—Shri Moshin.

Shri Moshin: Question No. 138.

Shri Priya Gupta: Sir, have you gone over to the next question?

Mr. Speaker: I have and the hon. Member has put it.

Price Line

*138. { Shri Mohsin:
Shri S. M. Banerjee:

Will the Minister of Planning be pleased to state:—

(a) the further steps that are being taken to hold the price line; and

(b) whether prices of essential commodities have gone up since January, 1962?

The Minister of Planning and Labour and Employment (Shri Nanda): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) and (b). The price situation over the last one year has been well under control. The general index of wholesale prices for March 1962 was 3.1 per cent lower than the March 1961 level. Between January 1962 and March 10, 1962, there was some increase in wholesale prices of certain essential commodities such as food articles and cotton textiles. But thereafter there has been a decline. The food articles index declined from 120.9 on March 10, 1962 to 118.4 by the end of March. The index for cotton textiles declined from 128.5 to 128.1 in the same period.

For augmenting domestic supplies of cotton, the Government has already taken steps to import larger quantities of the required variety. As regards cereals, adequate stock are held by Government so that releases can be increased if the situation warrants.

The measures and policies adopted for increasing production and holding the price line have proved generally adequate. The situation is being kept under constant review.

Shri Mohsin: Is it not a fact that under the present cost of living, the

present price line, it is difficult for an average wage-earner of India to have even on meal a day?

Shri Nanda: No, Sir.

Shri S. M. Banerjee: In the statement it is written: "Measures and policies adopted for increasing production and holding the price line have proved generally adequate. The situation is being kept under constant review". I want to know, since the prices have increased, have shown an upward trend from January to March, whether Government contemplate to have any definite price policy and appoint a Price Commission for it?

Shri Nanda: The price policy has been clearly laid down in the document relating to the Third Five Year Plan, and as has been indicated in the statement in the course of this year there has been a decline of 3.1 per cent in the wholesale prices. Therefore, that question does not arise.

Shri Ramananthan Chettiar: May I know whether there is a special cell in the Planning Commission in regard to price line to watch the price line position; if so, whether that cell is effective to control and watch the price situation?

Shri Nanda: There is a whole division which is called the Economic Division which concerns itself with price movements, and the Planning Commission as a whole has to consider all the aspects which have a bearing on the price level.

Shri Yallamanda Reddy: Are the Government aware of the fact that yesterday's taxation proposals will raise up the cost of living; if so, may I know what are the actions proposed to be taken by the Government?

Shri Nanda: I have not had enough time to calculate precisely whether it will be 0.1 per cent or something less than that. But it is going to be very insignificant as far as I can judge.

Shri Tridib Kumar Chaudhuri: In view of the fact that the prices of foodstuffs have shown a tendency of

rising—the wholesale prices have come down a little only—may I know what are the reasons which impelled the Government to direct the Reserve Bank to increase the margin of advances against foodstuffs which is against the policy that was laid down last year?

Shri Nanda: Yes, Sir. That policy was in operation for a considerable period and it has had good effect. Then it was considered that the general requirements of the market necessitated a certain relaxation. That is a policy which has been operated in an elastic and flexible manner.

Shri Hem Barua: In view of the fact that the statement shows that an increase in prices was registered during the initial months of this year 1962 in certain commodities like food articles and cotton textiles and as against that the hon. Finance Minister said in his speech on the interim budget that the price rise has been completely arrested, may I know how these two statements do agree and whether there is no liaison between the Planning Ministry and the Finance Ministry over this question?

Shri Nanda: It is a question of properly understanding what has been stated. I have given the figures, and they are well known. During this period, that is to say, since the start of the Third Plan, the wholesale prices have declined somewhat. It is also a fact that during the earlier part there was some rise which has now been offset by a decline. I do share the hon. Member's anxiety, and I think we cannot be complacent about these prices, particularly the retail prices, which go into the consumers' cost of living index. Though the cost of living index has stood steady since August and there have been no rises—of course, there was some rise earlier—I think we have to be very watchful and careful about the consumer prices.

Sari Harish Chandra Mathur: This question regarding the holding of the price line is not settled unless and until the Government tell us as to what

level they went to hold the price line. The prices are rising from month to month and year to year and all the time we are talking of holding the price line. Where do we want to hold the price line?

Shri Nanda: As to the level at which the prices have to be held, it has been laid down in the document relating to price policy. We do believe that even as it is the prices are high. So, we cannot tolerate any further rise in price, particularly in respect of essential commodities consumed by the masses. Therefore, any rise above that level is not proper.

Mr. Speaker: Next question.

Shri Tyagi: Since it is a very important question I request you to give a little more time for it.

Mr. Speaker: That is why I have spent about 7 minutes on this question. If hon. Members want the whole question hour to be spent on this question then, of course, it is different matter. Otherwise, how can I give time to other questions? Now, next question.

छंटनी किये गये अनुसूचित जाति के कर्मचारी

*१३६. श्री बाल्मीकी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) भूतपूर्व पुनर्वास मंत्रालय के कितने अनुसूचित जाति के कर्मचारियों (तृतीय तथा चतुर्थ श्रेणी) की मार्च, १९६२ तक छंटनी की गई ; और

(ख) इनको अन्य विभागों में पुनः नियुक्त करने के लिये क्या कार्यवाही की गई ?

निर्माण, आवास और संभरण मंत्री (श्री मोहर चन्द खन्ना) : (क) और (ख). जानकारी एकत्रित की जा रही है और उपलब्ध होने पर सभा की मेज पर रख दी जायेगी ।

I shall also read the answer in English.

(a) and (b). The information is being collected and will be laid on the Table of the Sabha.

श्री बाल्मीकी : क्या इस से यह प्रतीत नहीं होता कि जो हमारे अनुसूचित जातियों के कर्मचारी इस मंत्रालय में हैं, जिस का वर्क्स, हाउसिंग और सप्लाई मिनिस्ट्री में विलय हो गया है, उनको काम पर लगाने के लिये बहुत मन्द गति से ध्यान दिया जा रहा है ?

श्री मेहर बाबू खन्ना : पहली बात तो यह है कि मिनिस्ट्री कायम है, खत्म नहीं हुई है। नई मिनिस्ट्री के दो डिपार्टमेंट्स हैं, एक वर्क्स, हाउसिंग और सप्लाई और दूसरा रिहैबिलिटेशन। मेम्बर साहब ने ३१ मार्च तक के बारे में पूछा है, यानी पन्द्रह, बीस दिन पहले तक, कि इस मंत्रालय से, जो कि कलकत्ता में भी है, दंडकारण्य में भी है, दिल्ली में भी है, हिन्दुस्तान के हर हिस्से में है, कितने हरिजन भाई गये और कितनों को काम मिला। वह झांकड़े हम इकट्ठा कर रहे हैं। जैसे ही मिल जायेंगे, मैं दे दूंगा। लेकिन मैं अर्ज करता हूँ कि उन के साथ हमारी पूरी हमदर्दी है। होम मिनिस्ट्री के खास कबायद हैं उन के लिये, और जहां तक हो सकता है, हम उन की सहायता करते हैं।

श्री बाल्मीकी : क्या कोई अधिकारी नियुक्त किये गये हैं इस काम को चलाने के लिये ?

श्री मेहर बाबू खन्ना : मेरे मंत्रालय के ऐडमिनिस्ट्रेटिव डिपार्टमेंट के डिप्टी सेक्रेटरी हैं जो कि इस को देखते रहते हैं। पुरानी बात है।

श्री बूटा सिंह : मैं जानना चाहता हूँ कि इन झांकड़ों को एकत्र करने में किनसे महीने लगेंगे ?

श्री मेहर बाबू खन्ना : महीनों का सवाल नहीं है। अगर तो, चार महीने

पहले के बारे में पूछा जात तो मैं जवाब दे देता। लेकिन आप ३१ मार्च, तक के बारे में पूछ रहे हैं और आप सिर्फ २४ अप्रैल, है। तमाम हिन्दुस्तान से झांकड़े इकट्ठे करने हैं। हम गलत बात तो बतला नहीं सकते। लेकिन बहुत जल्दी दे दूँगे।

श्री प्रिय नृप : इन लोगों को डिस्चार्ज करने से पहले सर्वेस भोगों की लिस्ट को क्या दूसरी मिनिस्ट्रीज में सर्कुलेट किया गया कि उन लोगों को एंबेजार्स करने की कितनी गुंजाइश है ?

श्री मेहरबाबू खन्ना : मैं इस एंबान में बहुत दफे अर्ज कर चुका हूँ कि जहां तक इन कर्मचारियों का ताल्लुक है, जो कि उस भार्जी मिनिस्ट्री में हैं जिस का काम खत्म हो रहा है, उन के लिये हमारा एक स्पेशल सेल है। होम मिनिस्ट्री उन में दिलचस्पी ले रही है, लेबर मिनिस्ट्री भी दिलचस्पी ले रही है, और बहुत से भाई जो वहां से गये हैं उन को नौकरियां दे दी गई हैं। बहुत कम ऐसे लोग हैं जिन को हम नौकरियां नहीं दे सके।

Indian Tobacco for Russia

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*140. { Shri Warior:
 { Shri Vasudevan Nair:

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

(a) whether a new trade agreement had been concluded with the Soviet Union for purchasing more Indian tobacco this year; and

(b) if so, the quality agreed upon and the price?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Tobacco is included in the existing Trade Agreement with Soviet Union in pursuance of which the Russian Trade Representatives and Techno experts make purchases from the trade

as well as from the State Trading Corporation. Russian purchases are expected to be much larger this year.

(b) These are commercial contracts involving varying quantities and prices.

Shri Warrior: May I know whether these purchases are made through the State Trading Corporation or direct from the cultivators and which *modus operandi* is more beneficial to the cultivator?

Shri Manubhai Shah: Some operations of tobacco where we have canalised the exports will be through the State Trading Corporation, but a much larger proportion has been purchased by the Soviet representatives through the private trade.

Shri Vasudevan Nair: May I know whether as a result of such new trade agreements the producers are getting more price for tobacco now than they used to get before?

Shri Manubhai Shah: That is true. In most of the contracts that is so.

Shri Hari Vishnu Kamath: Apart from raw tobacco, has any serious effort been made so far by Government to stimulate the interest of our Russian friends in the well-known virtues of Indian snuff which might help to snuff out minor misunderstanding and further promote Indo-Soviet concord?

Mr. Speaker: Previously also when I requested him to confine himself to the question the hon. Member said that unless these things were said it was not possible for the hon. Minister to understand the question. Now these are not necessary adjectives that he is using. These are not necessary to elicit the required information.

Shri Hari Vishnu Kamath: If you think it is not necessary, I may not refer to it. But I thought it is necessary to help him understand the question.

Mr. Speaker: He might ask the question straight.

Shri Hari Vishnu Kamath: That was the question.

Mr. Speaker: If he wants me to read it again, he knows it very well and therefore I need not read it. But the question shall not contain arguments, inferences, ironical expressions, imputations, epithets or defamatory statements.

Shri Hari Vishnu Kamath: To my understanding this does not . . .

Mr. Speaker: Then we differ in the interpretation. We might differ. Now he might ask the question.

Shri Hari Vishnu Kamath: Apart from raw tobacco included in this agreement according to the hon. Minister's statement, has the Government made any serious effort so far to stimulate the interest of our Russian friends in the well-known virtues of Indian snuff?

Shri Manubhai Shah: As far as snuff is concerned, they have not shown any considerable interest. But I may assure the House that in blended and cured tobacco they are showing increasing interest.

Shri Jaipal Singh: I hope I will not be misunderstood, but I would like to ask whether we are giving the Russians strong tobacco or mild tobacco.

Shri Manubhai Shah: Tobacco is not classed as such. It has a variety of grades and a certain amount of nicotine percentage. They are showing interest in all the grades.

Shri Bhagwat Jha Abad: What is the expected percentage of increase in the bulk purchase?

Shri Manubhai Shah: If I may be permitted, just now I would not like to disclose the quantity. But it is considerably higher than the original quantity.

Shri Abdul Wahid: Will the hon. Minister of International Trade see to it that Indian tobacco bought in rupees is not resold to the Western bloc at cheaper prices thus prejudicing our direct sales to the Western bloc and earning foreign exchange ourselves?

Shri Manubhai Shah: This is one of the apprehensions in the trade quarters, but I can assure the House that as far as the Russians are concerned they have never done it. They generally consume most of it in their own country. We are very anxious to see that diversion to other areas from rupee area trade is curtailed as much as possible.

Shri Daji: What approximately shall be the total value of this trade agreement? Is price fixation done through the Government or directly through the private trade?

Shri Manubhai Shah: That would be asking the same question in a different manner. I would not like to disclose either the price or the quantity. But the price is very reasonable and is somewhat better than in the past.

Shri Daji: Sir, I seek your protection. My question specifically was whether the price is fixed directly with the traders or through the Government.

Shri Manubhai Shah: It is done directly with the traders as far as the private trade is concerned. As far as the State Trading Corporation is concerned, it is done through the STC.

Plan Publicity Exhibition

*141. **Shri Basappa:** Will the Minister of Information and Broadcasting be pleased to state:

(a) Whether Government organised a Plan Publicity Exhibition in Flying Fox Island for the pilgrims visiting

Hardwar for the Kumbha Mela fair; and

(b) If so, what is the amount to be spent on this?

The Minister of Information and Broadcasting. (Dr. B. Gopala Reddi): (a) A Plan Publicity Exhibition was set up by the Director of Advertising and Visual Publicity under the Ministry of Information and Broadcasting, at the Kumbha Mela, Hardwar, but the venue of this Exhibition was not Flying Fox Island but the Rori Island. At the Flying Fox Island, the Director of Field Publicity under this Ministry, set up a Pavilion at which film shows, dramatic performances and other programmes connected with plan publicity were presented.

(b) The total expenditure incurred on the two items is not yet known but the estimated expenditure was Rs. 38,200/- for the Plan Publicity Exhibition and Rs. 16,000/- for the Pavilion and the performances.

Shri Basappa: May I know how many people have taken advantage of this Exhibition and whether it is proposed to have this kind of exhibition in important melas and yatra areas?

Dr. B. Gopala Reddi: About 1,10,000 people have taken advantage of the Exhibition.

Shri Basappa: And about having it at other places?

Dr. B. Gopala Reddi: Wherever there is an important festival, certainly we will.

Shri Ansar Harvani: May I know whether the Ministry of Information and Broadcasting gave any help to the Bharat Sadhu Samaj also who went to Hardwar during the Kumbh Mela?

Dr. B. Gopala Reddi: We have no information.

दिल्ली में दुकानों के काम के बारे में

एडवाइजरी कमेटी है उस के साथ बातचीत कर रहा है। ६ अप्रैल को उन की मॉटिंग हुई थी। अब वह निर्णय लेंगे।

*१५२. श्री भक्त दर्शन :
श्री श्रीनारायण दास :
श्री प्र० ब० बख्सा :
श्री प्र० सि० सहगल :

कमा कम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ समय पहिले दिल्ली व नई दिल्ली की दुकानों को बोलने व बन्द करने का जो समय निर्धारित किया गया था, उसमें परिवर्तन करने के कुछ सुझाव सरकार को मिले हैं; और

(ख) यदि हां, तो उनके बारे में क्या निश्चय किया गया है ?

अम और रोजगार मंत्रालय में अम मंत्री (श्री हाथी) : (क) दिल्ली दुकान और संस्थान कानून, १९५४ के अमल की जिम्मेवारी दिल्ली प्रशासन की है। उन्हें इस बारे में दरखास्तें प्राप्त हुई हैं।

(ख) दिल्ली प्रशासन ने अभी तक कोई फैसला नहीं किया है।

I shall also read the answer in English.

(a) The Delhi Administration, which administer the Delhi Shops and Establishments Act, 1954 have received representations.

(b) No decision has yet been taken by the Delhi Administration.

श्री भक्त दर्शन : क्या दिल्ली प्रशासन से इस बात का भी पता लगाने की कोशिश की गई है कि उस बारे में निर्णय करने में इतनी देरी क्यों हो रही है ?

श्री हाथी : दिल्ली प्रशासन ने इसके बारे में सोचा है और जो सेवर

श्री भक्त दर्शन : श्रीमन्, इस सम्बन्ध में निर्णय करते समय क्या भारत सरकार अथवा दिल्ली प्रशासन इस बात का खयाल रखेगा कि केवल दुकानदारों व उनके कर्मचारियों के हितों का ही ध्यान न रखा जाय बल्कि खरीददारों के हितों का भी ध्यान रक्खा जाय ?

श्री हाथी : सब का ध्यान रक्खा जायेगा।

Shri Shree Narayan Das: May I know the nature of the suggestions made and how they differ from the original decision taken by the Government?

Shri Hathi: So far as the opening and closing hours are concerned some have suggested nine to seven, nine to eight, ten to eight, ten to seven. Various timings have been suggested.

Shri P. C. Borooah: May I know whether similar timings will be enforced on the small restaurants and caterers also?

Shri Hathi: This applies to those shops and establishments to which the Act applies.

श्री बिभति मिश्र : क्या सरकार के ध्यान में यह बात आई है कि दुकानों का जो अभी समय लागू किया गया है उस से खरीददारों को बड़ी तकलीफ होती है और क्या हमारे मंत्री महोदय नहीं जानते कि मेम्बर लोगों को उस के कारण कितनी तकलीफ और असुविधा होती है ?

श्री हाथी : खरीददारों ने नहीं निवेदन किया है।

Shri D. N. Tiwary: May I know whether there is any suggestion to

open these shops on Sundays and close them on some other day, because most of the offices in Delhi and other places remain closed on Sundays and therefore they have better facilities for shopping on Sundays?

Shri Hathi: So far as this matter is concerned it is a question only about the opening and closing time.

Shri D. C. Sharma: Is it not a fact that people want different timings of opening and closing shops in different localities?

Shri Hathi: There are various viewpoints suggested, as the hon. Member just now mentioned.

Shri A. N. Vidyalkar: May I know whether any joint consultative committee exists to advise the Government from time to time on these matters and, if so, what their advice is?

Shri Hathi: There is the Labour Advisory Committee for the Delhi Administration on which there are representatives of employers and labour.

Shri A. N. Vidyalkar: What was their advice?

Shri Hathi: They have met on the 9th. They have not come to any conclusion and advised the Chief Commissioner.

Shri Jaipal Singh: May we know whether the Spanish pattern of cool shopping hours during summer has ever been thought of; that is, closing the shops during the middle of the day in the summer months, so that we may have cooler shopping hours in the evening?

Shri Hathi: That is why there are suggestions that they should be closed at 8.

Shri U. M. Trivedi: May I know if the attention of the Government has been drawn to a recent judgment of the Punjab High Court confirmed by the Supreme Court that even those

who are small labourers are not allowed to keep their labouring shops open?

Shri Hathi: I have not seen that.

Shri S. M. Banerjee: I want to know whether the Central Government have advised the State Governments also to legislate and introduce working hours as in the case of Delhi and if so, the reaction of the State Governments.

Shri Hathi: There are various enactments in the various States. This refers only to the Delhi Administration.

Shri Warior: Is there any suggestion to introduce a shift system in order to restrict hours of working and at the same time to avoid trouble to the purchasing public?

Shri Hathi: I do not think they have made any such suggestion so far as this question is concerned.

Mr. Speaker: Next question..

Shri P. Kunhan: No. 143.

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): If I have your permission, Sir, I would like to club Question No. 144 also with No. 143. They are both on the same subject.

Mr. Speaker: Both of them may be answered together.

Yarn Prices

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*143. { **Shri Kunhan:**
 Shri A. K. Gopalani:

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

(a) whether the Handloom industry in the country is facing a serious crisis due to the rising prices of cotton yarn; and

(b) if so, what steps have Government taken to bring down the yarn prices?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b) A statement is laid on the Table of the House.

STATEMENT

No reports of any serious crisis in the Handloom industry have been received by Government. When a voluntary system of price control on cloth was announced by the Indian Cotton Mills Federation effective from 1st January, 1961, the Southern India Mill-owners' Association also worked out a schedule of yarn prices at which yarn was to be delivered to consumers including handloom weavers. By and large the voluntary control has been working fairly satisfactorily.

The various problems affecting cotton textiles (including cotton yarn) and prices have already been referred to the Tariff Commission for a full enquiry. The report of the Tariff Commission is awaited. Pending the report of the Commission Government are keeping under constant review the current system of voluntary price control.

Handloom Cooperative Societies

*144. Shri Kunhan:

Will the Minister of Commerce and Industry be pleased to state the allocation made by the Handloom Board in order to encourage handloom co-operative societies during Third Five Year Plan period?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): A sum of Rs. 34 crores, exclusive of working capital loans financed by institutional agencies like the Reserve Bank of India, has been tentatively allocated for the development of the Handloom Industry during the 3rd Five Year Plan. Major portion of this allocation will be spent in the co-operative sector of the handloom industry as central assistance is confined to the co-operative fold only.

Shri P. Kunhan: May I know whether the attention of the Government has been drawn to the statement by Mr. M. S. A. Majide, Member, All India Handloom Board that the industry is in a crisis due to the prevailing high price of cotton yarn?

Shri Manubhai Shah: I have not seen the statement of the gentleman referred to. But, I have been complaints about some rise in prices of certain kinds of yarn. We have gone into the matter. Most of the prices charged by the Southern Millowners' association conform to the prices agreed to. In a few cases where the prices have risen, it is engaging our attention.

Shri P. Kunhan: May I know whether the Government have made any investigation into the reason for the higher prices of yarn?

Shri Manubhai Shah: That is exactly what I have said. The same type of complaint has been received from other quarters and we are examining it.

Shri Umanath: May I know if prices higher than those fixed by the Millowners association are daily publicised in the newspapers by members of the very same association? If so, how does the Minister say that voluntary price control is working satisfactorily?

Mr. Speaker: This is an argument.

Shri Manubhai Shah: The prices published are for some quantities of packets and not for bulk supply. What we are verifying is actually the price paid by most of the co-operative societies which are already on our register. A large amount of assistance flows to them. By checking them up we feel that on the whole, price control of a voluntary nature is working satisfactorily.

Shri Nambiar: May I know whether the Government took an interest to study the situation in the handloom industry vis a vis production of textile yarn and see that weight is given

on the side of the handloom so that they are saved from this crisis?

Shri Manubhai Shah: This has been a subject of study by the Government. As the House knows, in the Third Five Year Plan, major expansions of the requirements of cloth in the country have been allocated to the handloom. Three million more spindles are being licensed. Already, most of the licences have been issued for increasing yarn production.

श्री बड़े : क्या यह सत्य है कि राकाटन की प्राइसिज पर कंट्रोल होने के कारण काटन यार्न की प्राइस बढ़ गई है ?

श्री मनुभाई शाह : मेम्बर साहबान को पता है कि काटन की प्राइस कंट्रोल है। उस का पत्तोर भी है और सोलिंग भी है और बैरायटो-वाइज भी कंट्रोल है। लेकिन चूंकि कई दफा रुई की कमी थी, इसलिये प्राइस सोलिंग को थोड़ा सा कास कर गई। इसी लिए यह तस्वीर हुई।

Shri Bade: My question is not like that.

मैं यह जानना चाहता हूँ कि क्या गवर्नमेंट के द्वारा राकाटन का नई प्राइस फिक्स करके और उस को कोमत बढ़ाये के कारण काटन यार्न की प्राइस बढ़ गई है।

श्री मनुभाई शाह : अभी कोई नई कोमत नहीं बढ़ी है।

Shri Sham Lai Saraf: May I know whether the amount that will be set apart for the handloom industry, which is referred to in question No. 144 is inclusive of cotton and other handlooms?

Shri Manubhai Shah: It includes cotton handlooms, but we have separate schemes for wollen and silken handlooms.

Shri Ramanathan Chettiar: May I know whether the handloom weavers in the non-co-operative sector are finding it difficult to obtain yarn at reasonable prices, and if so, what

steps Government are going to take to make yarn available at reasonable prices?

Shri Manubhai Shah: As far as the general position of yarn is concerned, we make no distinction between the handlooms outside the co-operative field, and those which are covered by the co-operative fold. But, as the House is aware, the national policy is to encourage the co-operative sector. The House will be glad to know that about 60 per cent of the working handloom weavers have been covered by the co-operatives.

श्री का० रा० गुप्त : जो यार्न कोओपरेटिव सोसाइटीज को मिलता है वह उनको उनकी जरूरत के मुताबिक मिलता है या नहीं मिलता है और साथ ही क्या उसी काउंट का मिलता है जिस काउंट का वे चाहती हैं ?

श्री मनुभाई शाह : ज्यादातर तो उनकी जरूरत को हम पूरा करने की कोशिश करते हैं : लेकिन एक्सपेंशन हो रहा है जैसा कि तीमरे प्लान में कहा गया है। हमने ३० लाख स्पिडलज को तकरीबन सी से ज्यादा मिलों को जो कि खाली यार्न को बीव करेंगी, लाइसेंस किया है।

श्री बड़े : जिस प्रकार से राकाटन की कोमते फिक्स की गई हैं, उसी प्रकार से क्या काटन यार्न की प्राइसिज भी फिक्स हैं ?

श्री मनुभाई शाह : बिल्कुल ऐसा ही लिखा गया है। जैसे काटन की प्राइस होती है उसमें जितनी लागत आती है, जितनी मजदूरी लगती है, मैनेजमेंट का जितना खर्चा होता है, उसको देखते हुए प्राइस लगती है। ज्यादातर हैंडलूमज को यार्न उसी दाम पर मिलता है जिस को वालेंटरी प्राइस कंट्रोल कहा जाता है और दाम छपा होता है। थोड़ी सी बैराइटीज है जो हमारे नोटिस में आई है जिन के अन्दर

बाबू यहूदे हो गए हैं और उनके बारे में भी हम सोच रहे हैं :

Kidnapping of a Member of the National volunteer force in West Bengal by Pakistanis

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- *145. { Shri P. C. Borooah:
Shri S. M. Banerjee:

Will the Prime Minister be pleased to state:

(a) whether a reply has since been received from the East Pakistan Government to the West Bengal Government's protest on the kidnapping of a member of the National Volunteer Force of West Bengal from the Indian territory on the 15th March, 1962;

(b) if so, what is their reply; and

(c) whether the release of the person kidnapped has been secured?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

Shri P. C. Borooah: May I know whether the Central Government took up the matter with the Pakistan Government, and if so, with what result?

Shrimati Lakshmi Menon: No. The West Bengal Government has taken it up with the Pakistan Government.

Shri P. C. Borooah: Since the kidnapping of Indian personnel by the Pakistanis is on the increase, may I know what steps have been taken by Government or are proposed to be taken to put a stop to this, and since our protests have failed, whether Government propose to take the advice or the good offices of some international body in this matter?

Shrimati Lakshmi Menon: The usual procedure is followed, and I do not see any reason why we should take the good offices of somebody, whom the hon. Member does not mention.

Shri S. M. Banerjee: May I know whether the whereabouts of this particular boy, namely Mr. Das, are known to the Government of India, and whether he is safe in the Pakistani custody?

Shrimati Lakshmi Menon: He is in Pakistani custody. We have tried our best, by all possible means, to find out the conditions under which he lives, but we have not received a reply from the Pakistan Government.

An Hon. Member: Is he alive?

Shrimati Lakshmi Menon: He is alive.

We were told that we would get the information yesterday, but we have failed to get that information.

Shri Vidya Charan Shukla: May I know what those 'all possible means' are, which Government have tried in order to secure the release of our national from Pakistani custody?

Shrimati Lakshmi Menon: We took up the matter immediately after he was taken away, with the local authorities, that is, our counterparts in the Pakistan police. The West Bengal Government has also lodged a protest, and our Deputy High Commissioner in Dacca has himself approached the East Pakistan Government to give us information about the condition of the young man.

Shri Nath Pal: It seems that our Pakistani neighbours are making quite a habit of kidnapping Indian personnel on legitimate duty. Some time back, Col. Bhattacharya was kidnapped. Had we taken any vigorous steps at that time perhaps to secure his release, then this kind of kidnapping would have been stopped. May I know where we stand with regard to Col. Bhattacharya's release?

Mr. Speaker: That is a different thing altogether.

Shri Nath Pal: It is a kidnapping case by Pakistan.

Shri Hari Vishnu Kamath: Even after the Col. Bhattacharya incident, have not Government been able to

tighten up the security arrangements and patrolling activity on the border, so as to prevent the recurrence of such incidents at all?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): What am I to reply to? These are general questions about security measures in the border.

Mr. Speaker: The hon. Member wants to know whether any special measures have been adopted so that this kind of incident may not recur.

Shri Jawaharlal Nehru: The security measures should be good, but I do not suppose that it is possible to have every yard of this frontier guarded so that nobody can cross. The usual charge made is that the border has been crossed; it may be right or it may be false. There are two sides to this. We say the man had been captured in our territory; they say he crossed over.

As for Col. Bhattacharya, it is entirely a different question. But I might say that he was tried and sentenced, as the House knows, to a long term. He is putting in an appeal of some kind. I do not know what kind of appeal is taking place under a martial regime. I understand he has just signed it and it is going to be forwarded to the authorities there.

Shri Hem Barua: May I know whether it is a fact that our liberal approach to this recurring problem is interpreted as a sign of weakness on our part in Pakistan and that is why these incidents, instead of registering a decline, have always registered an increase?

Mr. Speaker: Even the opinion of Government should not be asked now, but now the opinion of the Pakistan Government is being asked for as to whether they consider it as a sign of weakness on our part.

Shri Hem Barua: May I submit that there is an impression even in this

country that this liberal approach is interpreted in this manner....

Mr. Speaker: The hon. Member might hold that view. I was only saying that we could not ask whether that is the opinion or impression of the Pakistan authorities.

Shri S. M. Banerjee: I want to know whether any financial aid has been given to the family members of Shri Das or whether any legal assistance will be given in case he is tried under military law.

Shrimati Lakshmi Menon: He joined the volunteer force the day before he was taken away.

Shri S. M. Banerjee: If he is not a senior member of the force, will he not be given this assistance? Then nobody will join the force.

Shrimati Lakshmi Menon: We do not know whether any financial assistance has been given.

Shri Hari Vishnu Kamath: Has the border not been formally and finally demarcated so far, because there is a dispute every time?

Shri Jawaharlal Nehru: Most of it has been demarcated; small parts have not been. But even when it is demarcated, the question arises as to where a person is when he is abducted or caught. Opinions differ, evidence is taken—ten yards on this side or a few yards on the other.

Shrimati Renu Chakravartty: May I know how far within our territory this particular National Volunteer Force member was caught, and whether when they are doing patrol duties, they do them alone or in batches?

Shrimati Lakshmi Menon: He was taken away when he was 50 yards inside our territory, according to our information.

Shri Tyagi: Was he all alone or in a band?

Shrimati Lakshmi Menon: We do not know whether he was moving alone.

Held by Pakistanis

*146. **Shri Liladhar Kotoki:** Will the Prime Minister be pleased to state:

(a) whether some Pakistani nationals from Tetulia in East Pakistan trespassed into the Indian territory under Rajjungle Police Station on the 3rd April, 1962 and seriously assaulted two Indian citizens;

(b) whether during the last few months the Indian territory in the Indo-Pak border of Jalpaiguri district has been subjected to frequent trespasses by Pakistani miscreants stealing cattle and other properties; and

(c) what steps Government propose to take to prevent such incidents?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes Sir. An incident occurred under Rajganj Police Station on the 3rd April, 1962, involving assault on Indian nationals by Pakistani intruders.

(b) Some incidents of cattle lifting and other cases of theft have been reported in recent months from the eastern border, including the West Bengal-East Pakistan border of Jalpaiguri district.

(c) Such incidents are dealt with by the border police and district officials in terms of the Ground Rules.

Shri Liladhar Kotoki: May I know whether any of the cattle or property stolen by the Pakistani nationals during this incident have since been recovered?

Shrimati Lakshmi Menon: In this particular incident, no cattle was taken away, although they tried to.

Shri Hem Barua: I know that it is difficult to defend the entire long border. But then there are certain vulnerable points in the border. Do Government propose to hand over these vulnerable points in the Indo-Pakistan border to the Army instead of leaving them to the local police—security forces—so as to avoid incidents of this sort.

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Normally in the border, the Army is kept in the background. It is called when necessary. It does not do normal patrol duties, to prevent cattle-lifting and such like things.

It is not supposed to be the duty of the army. The army is available if any serious incident takes place.

श्री प्रिय गुप्त : गांव में किसका ड्यूटी होता है ?

Shri Daji: Will the Government consider giving compensation in all such cases where cattle is lifted or a man is kidnapped to the family of the man concerned or the person whose cattle has been lifted as a moral duty?

Shri Jawaharlal Nehru: Would that apply to any theft or dacoity or anything in India?

Shri Priya Gupta: It cannot be compared to dacoity.

Mr. Speaker: Order, order. Everybody should not try to speak. Shrimati Renu Chakravartty.

Shrimati Renu Chakravartty: In view of the fact that some very serious events have taken place on the eastern border between East Pakistan and West Bengal and in view of the fact that even in demarcation our nationals, their materials and maps etc., are being taken away, I would like to know whether there has been an enquiry by the Central Government as to the exact nature of these incidents and as to the way in which we can further help in stopping these intrusions which have led to very serious results in certain other cases.

Shri Jawaharlal Nehru: If the hon. Member refers to a general enquiry into the nature, I do not think any such enquiry has been made, but each incident is enquired into. I do not know if there is a common factor in all these incidents to join them toge-

ther. One must distinguish between two types of incidents: one, which might be considered to be very objectionable, are incidents of a political kind, or in which some kind of assistance or encouragement is given politically; the other type is just pure theft, dacoity, cattle-lifting etc., which takes place within the country, too, but only does not draw our attention because it is an internal matter. But it is always much easier to do it on an international border where people can come and go away. They are not serious in a political sense, but naturally where they occur, they do harm and injury to the people concerned.

Shri Hem Barua: On a point of order, Sir.

Mr. Speaker: Point of order?

Shri Hem Barua: Yes. The hon. Prime Minister has said that cases of cattle-lifting and such incidents occur in our country also. My own humble submission is this, that when he says like that, that might be an encouragement to the Pakistanis living on the border to commit more such things.

Shri Tyagi: What is the point of order?

Shri Hem Barua: I will come to that.

Mr. Speaker: That should be left to me when I have to answer it, when he is putting it to me.

Shri Hem Barua: That might be an indirect encouragement to Pakistanis living near our border. In matters of this kind I find always that the Prime Minister behaves like an umpire in a cricket match rather than as one whose interests are involved.

Mr. Speaker: I am really sorry. There is no point of order involved.

Shri Hem Barua: I have not finished.

Mr. Speaker: Order, order. If any encouragement is to be apprehended,

that perhaps might be given by his statement and not by what the Prime Minister has said. Next question.

श्री रघुनाथ सिंह : अध्यक्ष महोदय, हमने सवाल नम्बर १५८ को पूछने के लिए नोटिस दिया है। उसको ले दिया जाए।

Mr. Speaker: I have already said that I will go by the list, in the order in which they are printed. I would not take any question out of its place.

Shri S. M. Banerjee: I want to submit this about the question regarding the death of the D.I.G. Police. It is a very important question and some Members have given calling attention notices.

Mr. Speaker: I have allowed so many questions.

Shri S. M. Banerjee: Sir, I am referring to question No. 158, to which Shri Raghunath Singh referred. It is very important and there are some Members who have given calling attention notices.

Mr. Speaker: It may be very important; but others also are important. Once we have decided that we will go by the order in which they are printed, no question of out of turn arises. Next question.

Survey by Tea Board

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*147. { **Shri Bishan Chandra Seth:**
Shri P. C. Borooah:

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

(a) whether it is a fact that the Tea Board has conducted a survey of tea consumed by the people;

(b) if so, whether the statistical data has been forwarded to Government;

(c) whether the survey has been conducted throughout the country; and

(d) if so, the names of the States where survey has so far been completed?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (d). To enable a correct assessment of the pattern of tea consumption in the country, the Tea Board have as a regular feature conducted Random Sample Surveys in selected towns in different parts of the country except Jammu and Kashmir and the Centrally administered areas of Tripura, Himachal Pradesh, Manipur and Andamans & Nicobar Islands. A similar survey has been launched in Delhi very recently. Government is informed about the data collected during each survey. The annual compilation of the Board "Tea Surveys" contains this data and the conclusions in respect of the different town surveyed during each year.

श्री बिशनचन्द्र सेठ : अगर सर्वे हो जाने के बाद यह पता लग जाता कि देश में ख़ात होने वाला चाय के बाद कितनी टो हमारी सरप्लस रहती है और जिसको कि हम फारेन कंट्रीज़ को भेज सकते हैं तो बहुत हो आसानी हो जाती ?

श्री मनभाई शाह : मैं माननीय सदस्य को बतलाना चाहता हूँ कि देश के अन्दर का कंजप्शन घटे अथवा बढ़े, जितनी भी चाय एक्सपोर्ट हो सकती है वह सारी क्वांटिटी एक्सपोर्ट के लिए एवेलेबुल की जायगी ।

Shri P. C. Borooah: May I know the way in which these surveys are conducted?

Shri Manubhai Shah: They are mostly family sample surveys. They took about one in 10 houses. If the hon. Member goes into the figures he will find them very revealing as to how tea consumption in certain areas is going up and in other areas it is more or less stable.

SHORT NOTICE QUESTION AND ANSWER
12 hrs.

Shortage of Cotton

+

Shri R. G. Dubey:
Shri Harish Chandra
Mathur:

S.N.Q. Shri Shree Narayan Das:
2. Shri P. C. Borooah:
Shri D. C. Sharma:
Shri Rameshwar Tantia:
Shri Daji:
Shri S. M. Banerjee:

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

(a) whether India is facing shortage of cotton as reported in the Press;

(b) if so, what are our annual requirements so far as the textile mills are concerned and how big is the shortage; and

(c) what steps Government propose to take to meet the crisis?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (c). Requirements of cotton for consumption in the mills during the current season (1st September, 1961—31st August, 1962) are estimated at 55 to 56 lakh bales. The available supplies coupled with the imports already arranged are considered sufficient to meet the requirements of the mills, but a shortage of the order of 10 lakh bales in the carry-over stocks at the beginning of the next season is anticipated. The Government are exploring the possibilities of meeting this shortage by imports from various sources including the U.S.P.L. 480 programme arrangements, barter, Russian Trade agreement and the East African countries.

Shri R. G. Dubey: In this connection, may I know whether a delegation representing the East India Cotton Association met the Minister in charge and it was brought to the notice of Government that the ceiling price fixed for various types of cotton are below the ruling market prices and that is one of the reasons

of the shortfall in the production of cotton.

Shri Manubhai Shah: In answer to the first part of the question I may say that they met me and discussed at length. We assured them that every sympathetic consideration would be given to the suggestions. But, regarding the second part, it is not correct. This country has experienced the largest crop when the ceiling prices were the same.

Shri R. G. Dubey: May I know what are the exact arrangements for the time being?

Shri Manubhai Shah: We expected at that time considerable quantities under the P. L. 480 arrangements. And, I can assure the House and the country in general and the industry that Government is fully aware of the necessity of meeting the entire requirements of cotton, not only of keeping up production but also of stepping up exports.

Shri P. B. Patel: May I know whether the prevailing prices of cotton do not give an incentive to the cultivators and so they are switching over to other crops such as groundnuts which pay them more?

Shri Manubhai Shah: I would not anticipate the government decision. We have assured them that before the new crop comes we shall announce the government policy in that respect very soon. The inference of the hon. Member is wholly unwarranted.

Shri Ramanathan Chettiar: Are we going to import more cotton this year from foreign countries? If so, what will be the quantity?

Shri Manubhai Shah: We are going to import more cotton this year from all the available sources, including the P.L. 480. The shortfall has to be met. Not only that. We are working on the theory of stock-piling and creating buffer stocks so that this very important industry has a steady and uniform development both for internal consumption and for export for a period of a decade

Shri Harish Chandra Mathur: In 1959-60 also we were faced with a shortage of cotton and we were faced with increased prices of cloth. Again now we are faced with the same situation. May I know whether the Ministry of Commerce and Industry have discussed this matter with the Ministry of Agriculture and come to any conclusion in this question?

Shri Manubhai Shah: As the House is aware, in the Third Plan the targets for internal production of cotton had been stepped up to 72 lakhs of bales and if necessary it will be stepped up further. But the demand in the country both for internal consumption and also export promotion is rising faster. For sometime perhaps we will have to import some varieties of cotton and also manufacture synthetic fibres and yarn.

Shri Shree Narayan Das: May I know whether besides taking these short-term measures, any long term measures are proposed to meet these shortages?

Shri Manubhai Shah: That is precisely what I mentioned: stock piling and buffer stock system, so that this very important industry as also the jute industry are put on even keel on a long term basis.

Shri P. C. Borooah: May I know whether it is a fact that the textile industry of India is mainly dependent on the imported cotton for the production of quality clothes and if so what steps have the Government taken to improve the quality of cotton itself?

Shri Manubhai Shah: The imported variety includes staple of more than 1.25 inches but lower staples are also imported. It is our attempt in both directions. Our soil being more suited to the lower staple, the concentration is on varieties less than one inch but some quantities of higher varieties over one inch staple are also being promoted.

Shri D. C. Sharma: We are going to import cotton from different countries on different basis; from some on barter basis and from some on foreign

exchange basis. How is the price line for the cotton going to be maintained in this country?

Shri Manubhai Shah: Hon. Members are aware that there is a link between the scheme of export promotion and the import of certain varieties which do not directly contribute to export promotion. Therefore, the prices are interlinked at that level.

Shri Iqbal Singh: At what price are we purchasing from foreign markets and how do those prices compare with the Indian prices?

Shri Manubhai Shah: I will not be able to take up contractwise; neither is it desirable to do so. But generally the internal prices today are slightly higher than the imported prices.

Shri Daji: Is it a fact that this year's production is below last year's and the year before and if so has the Government ascertained the cause of low production of Indian cotton and what steps are taken to improve the production?

Shri Manubhai Shah: Most of the reasons are monsoonic. There were some floods in certain parts of the country and in some other parts, there were drought conditions. But we are not going to rely on nature alone in the long run. We are taking every step of the economic type such as stock piling and buffer stocks. Agricultural programmes and measures are also there to increase internal production. We are also encouraging larger production of synthetic fibres and yarn.

WRITTEN ANSWERS TO QUESTIONS

Inventions Promotion Scheme

*148. **Shrimati Maimoona Sultan:** Will the Minister of Commerce and Industry be pleased to state:

(a) what important inventions were made under the Inventions Promotion Scheme, in the year 1981;

(b) what was the cost involved on the scheme during the year;

(c) what provision is proposed to be made for these schemes during the ensuing year; and

(d) what are the more important inventions in respect of which studies are at present going on?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) and (d). A brochure giving details of the Inventions that were awarded prizes in the year 1961-62 by the Inventions Promotion Board, has been placed in the Library of Parliament. Besides the award of prizes, the Board gave financial assistance during the same period to persons working on 72 inventions. At present, the Board have under consideration 40 proposals for grant of financial assistance in respect of possible inventions.

(b) Rs. 1,45,271.

(c) Rs. 2,00,000.

Indian Labourers for Bhutan

*149. **Shri Nath Pal:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Government of Bhutan have requested to the India Government for the loan of the services of 26,000 unskilled Indian labourers;

(b) if so, whether Government have considered the demand of the Bhutan Government; and

(c) what would be the terms of contract in this connection?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) No Sir. The Government of Bhutan have not requested the Government of India for the loan of any unskilled labourers.

(b) and (c). These questions do not arise.

Refugees in West Bengal Camps

*150. Shri Muhammed EHas: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total number of refugees who are still in different camps of West Bengal after the dole has been stopped;

(b) whether Government have received any suggestion from the Government of West Bengal for these refugees; and

(c) if so, the action being taken by Government?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) The last five relief camps in West Bengal were closed during February, 1982 and there are now no displaced persons in relief camps anywhere.

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

Trade Unions

*151. Shri Nambiar: Will the Minister of Labour and Employment be pleased to state:

(a) whether the procedure followed in verifying the membership of trade unions to determine the pre-condition necessary for recognising them is uniform in factories or establishments owned and managed by the various Ministries of Government; and

(b) if not, what steps have been taken to adopt a uniform procedure in all Ministries?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) The procedure for verification of membership of unions is uniform in all Government departmental undertakings except those under the Ministries of Defence and Railways.

(b) The procedure would become uniform after the Code of Discipline is

accepted by the Ministries of Defence and Railways. While Railways have not yet adopted the Code, the Defence undertakings are considering the question in consultation with the concerned workers' organisations.

Use of Atomic Energy in Agriculture Industry and Medicine

*152. { Shri Hari Vishnu Kamath:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Prime Minister be pleased to state:

(a) what results, in so far as they are capable of practical application, have flowed from fundamental research relating to the use of atomic energy in agriculture, industry and medicine; and

(b) the names of countries with whom India is collaborating in the matter of such research as well as that on other uses of atomic energy?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Research in the applications of atomic energy to agriculture, industry and medicine is undertaken in various countries and considerable progress has been made. It would not be possible to recapitulate the results of such research within the limits of an answer to a question. Briefly, radioisotopes and radiation are used in agriculture for creating desirable new plant mutation strains and effecting crop improvement by producing more yield per plant, for the control of some insect pests which destroy crops and stored food and for the preservation of food stuff through sterilisation and pasteurisation. In medicine, radioisotopes are used for diagnostic purposes and also for therapy. Radiation sources find beneficial application in radiotherapy. In industry, radioisotopes and sources of radiation are used as tools of scientific investigation, detection, measurement and control. Their application is virtually limitless. They

are used in wear and lubrication tests, for detecting leaks in complicated systems and storage facilities, for detecting defects in steel and other metal Castings or structures, for tracing the flow in pipelines, streams, chemical processing plants, fluid systems, etc. They also assist in developing higher quality and greater safety specifications for many products.

(b) India has not entered into a specific project of collaboration with any foreign country involving the development of the applications of atomic energy to agriculture, industry and medicine. No such specific agreements are necessary since all results are freely published. India has collaborative agreements with Canada, France, Hungary, Sweden, U.K., U.S.A., and U.S.S.R. In addition it collaborates with many other friendly countries with whom no formal agreement exists.

Tea Processing Machineries

*153. { Shri Subodh Hansda:
Shri S. C. Samanta:

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

(a) whether Government is still importing tea processing machineries;

(b) if so, from which countries;

(c) the value of such machinery imported annually; and

(d) what steps are being taken to stop import immediately?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Only tea processing machinery of specialised design and performance not manufactured indigenously is allowed to be imported.

(b) The United Kingdom, West Germany and to some extent from Japan.

(c)

| | Rs. |
|-----------------------------|-------------|
| 1959-60 | 14.36 lakhs |
| 1960-61 | 3.12 lakhs |
| 1961-62 | |
| (upto Dec. 1961) 2.25 lakhs | |

(d) Import of tea machinery of the kind manufactured in India has already been stopped.

Organisation of Asian Economic Cooperation

*154. { Shri S. C. Samanta:
Shri M. L. Dwivedi:
Shri Rameshwar Tantia:

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

(a) whether the ECAFE Secretary U. Nyun suggested the setting up of an organisation for Asian Economic Cooperation (OAEC);

(b) if so, what is the reaction of the Government of India in the matter; and

(c) whether he also suggested the pooling of technical personnel and resources by the ECAFE countries for their economic development?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (c). The suggestions referred to in (a) and (c) were originally made by a Consultative Group of Experts appointed by the Executive Secretary of the ECAFE to investigate practical methods and forms of promoting regional trade cooperation. They were supported by the Executive Secretary.

(b) The concept underlying these suggestions is acceptable to Government in principle. Government are, however, of the view that any such scheme to be successful needs a wide measure of support from the Governments concerned and that the details should be considered at a meeting of Government representatives.

Code of Efficiency

- *155. { Shri S. M. Banerjee:
Shri Shree Narayan Das:

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

(a) whether A.I.T.U.C., H.M.S. and U.T.U.C. have opposed introduction of code of efficiency;

(b) if so, the reaction of Government; and

(c) whether Government have dropped this scheme?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Yes, at the Indian Labour Conference in October, 1961 the representative of the A.I.T.U.C. opposed the idea, while the representative of the H.M.S. and U.T.U.C. appreciated the idea underlying the Code but felt that the time was not yet ripe for introducing the same.

(b) and (c). According to the decision reached at the Indian Labour Conference the Code is proposed to be discussed in a Tripartite Committee.

भूतपूर्व पुनर्वास मंत्रालय के कर्मचारी

*१५६- श्री बाल्मीकी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) भूतपूर्व पुनर्वास मंत्रालय के प्रथम, द्वितीय तथा तृतीय श्रेणी के कितने कर्मचारियों को अन्य स्थानों पर लगा लिया गया है ; और

(ख) मंत्रालय की समाप्ति तक कितने कर्मचारियों को अन्य स्थानों पर नहीं लगाया गया था ?

निर्माण, आवास और संभरण मंत्री (श्री मेहरबान खन्ना) : (क) और (ख). जानकारी एकत्रित की जा रही और उपलब्ध होने पर समा की मेज पर रख दी जायेगी।

Coal Mines Provident Fund Scheme

- *157. { Shri A. K. Gopalan:
Shri S. M. Banerjee:

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

(a) from what date it is proposed to enhance the rate of contribution to the Coal Mines Provident Fund Scheme from $6\frac{1}{4}$ to 8-13 per cent; and

(b) for which of the industries covered by the Employees' Provident Fund Scheme this enhanced rate of contribution will apply?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) No date has yet been fixed. The proposal under consideration is to enhance the rate from $6\frac{1}{4}$ per cent to 8 per cent of the total emoluments

(b) Under the Employees' Provident Fund Act, 1952 the proposal is to enhance the rate of contribution from $6\frac{1}{4}$ per cent to 8 per cent of basic wages, dearness allowance and retaining allowance, if any, and to apply this to the following four industries, in the first instance:—

- (i) Cigarettes;
- (ii) Electrical, mechanical or general engineering products;
- (iii) Iron & Steel; and
- (iv) Paper.

Death of D.I.G. Police in Nagaland

- *158. { Shri Muhammed Elias:
Shri Raghunath Singh:
Shri Birendra Bahadu Singh:
Shri Anjanappa:
Shri Hari Vishnu Kamath:
Shri Daji:
Shri S. M. Banerjee:

Will the Prime Minister be pleased to state:

(a) whether Government have enquired into the cause of the fire by which the Deputy Inspector General

of Police of Madhya Pradesh, Mr. Johar, had died on the 6th April, 1962; and

(b) if so, the result of the enquiry?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) and (b). A preliminary enquiry conducted by the Nagaland Administration shows that the outbreak of fire in the Madhya Pradesh Police camp near Wokha in Nagaland which resulted in the death of Shri I. J. Johar, Deputy Inspector General of Police, Madhya Pradesh, was accidental. A detailed judicial enquiry has been ordered.

Building for All India Radio in Tiruchchirapalli

*159. Shri Nambiar: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that the completion of the new building for the All India Radio in Tiruchchirapalli in Tamilnad is being delayed;

(b) if so, the reasons therefor; and

(c) when it will be possible to open the new building?

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi): (a) and (b). No, Sir. Construction of the main building has been completed; installation of equipment is in progress.

(c) By about June 1962.

Working Hours in Rayon Factories

*160. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to state:

(a) whether the committee appointed to go through the working of the rayon factories has recommended five-hour working day; and

(b) if so, whether this has been accepted by Government?

The Minister of Labour in the Ministry of Labour and Employment

(Shri Hathi): (a) This recommendation was made by the Chief Adviser, Factories after a study was carried out by his organisation.

(b) It has not been found necessary so far to reduce the hours of work.

Wage Boards

*161. } Shri Muhammed Elias:
 } Shri A. S. Saigal:

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

(a) how far the work of the Wage Boards of iron, steel, tea and jute industries has progressed; and

(b) how long it will take for the "Wage Boards" to complete their work?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) The Wage Board for Iron and Steel Industry has started its work only recently. The Wage Board for tea and jute industries have already made recommendations for grant of interim wage increase and are now hearing the parties on the general question of wages.

(b) It is not possible to indicate the time which the Wage Boards may take to complete their work.

Lockers from West Pakistan

127. Shri D. C. Sharma: Will the Minister of Works, Housing and Supply be pleased to state:

(a) how many lockers were brought from West Pakistan till March, 1962; and

(b) how many of them have so far been given to the lawful owners?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) and (b). 778 lockers and safe deposit articles have so far been transferred to India. So far delivery of 285 articles has been effected against 404 articles for which applications for restoration have been received.

Rural Industrial Estates in Punjab

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

(a) the number of rural Industrial Estates which were sanctioned to be set up in Punjab during the Third Five Year Plan period;

(b) whether this provision is being utilised for setting up small rural industrial estates at Panchayat Samiti Headquarters;

(c) whether the number of rural industrial estates already provided for in the Third Five Year Plan for Punjab has been increased; and

(d) if so, to what extent?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) 72 Rural Industrial Estates were sanctioned to be set up in Punjab during the Third Five Year Plan period.

(b) No preference is given to Panchayat Samiti Headquarters.

(c) No, Sir.

(d) Does not arise.

Khadi and Village Industries Board in Andhra Pradesh

129. Shri E. Madhusudan Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) the total amount of grant given to the Khadi and Village Industries Board in Andhra Pradesh during the Second Five Year Plan period; and

(b) the amount of grant to be given during the Third Five Year Plan period?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) The Andhra Pradesh Khadi and Vil-

lage Industries Board was established during 1959-60 and a grant of Rs. 29.60 lakhs was paid to it by the Khadi and Village Industries Commission during the Second Five Year Plan period.

(b) Funds are allocated to the State Boards from year to year on the basis of past performance and the proposed programmes during the year. During the first year of the First Five Year Plan, a grant of Rs. 20.44 lakhs was given to the Board.

Khadi

130. Shri E. Madhusudan Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) the total cost of Khadi purchased during the year 1961-62; and

(b) the total cost of Khadi that was sold during the same period?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) and (b). I presume that information is required in respect of the Khadi Gramodyog Bhavan, New Delhi. Khadi worth Rs. 62 lakhs approximately was purchased by the Bhavan during 1961-62, while Khadi worth Rs. 63 lakhs approximately was sold during that year.

Indians killed by Pakistanis

131. Shri Raghunath Singh: Will the Prime Minister be pleased to state how many Indians were killed or injured by Pakistani armed gangs, raiders or individuals during the last five years near Western and Eastern border areas of India?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): The information is being collected and will be laid on the Table of the House as soon as it is ready.

Woman killed by Pakistanis in Jammu and Kashmir

132. { Shri Raghunath Singh:
Shri Rameshwar Tanti:

Will the Prime Minister be pleased to state whether it is a fact that a woman was killed by a gang of armed Pakistanis in a village on the Chambha border, 40 miles from Jammu in the last week of March, 1962?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Yes, Sir. On March 30 at 0300 hours, a woman, 25 years old, is reported to have been wounded with an axe in village Barsala, six miles south of Akhnur. After First Aid rendered to her she was evacuated to Civil Hospital, Chhamb, where she succumbed to the injuries.

Public Sector Enterprises

133. Shri Harish Chandra Mathur: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of the officers engaged at present in the Public Sector enterprises drawn from (i) Business Management Pool, (ii) Central Government, (iii) State Governments and (iv) directly recruited by the Ministry and the organisation itself;

(b) the assessed requirement for the next 4 years and how it is proposed to be met; and

(c) whether a detailed statement will be laid on the Table?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) 130 officers of the Industrial Management Pool have so far been seconded to the various public sector enterprises under the control of the Ministries/Departments participating in the pool. Information regarding Central Government and State Government officers engaged in Government undertakings is being collected. The data

pertaining to those officers directly recruited by the organisations themselves whose basic salary is Rs. 500 or over are also being collected; the Ministry have not recruited any 'officers' for Government Undertakings.

(b) and (c). No such assessment has so far been made by Government; but the individual enterprises will have this matter under consideration.

अग्निकांड के पीड़ितों के लिये नेपाल सरकार को सहायता

१३४. { श्री बिभूति मिश्र :
श्री रघुनाथ सिंह :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नेपाल सरकार को भारत सरकार ने अग्निकांड से पीड़ित लोगों की सहायता के कुछ राशि इस साल दी है ;

(ख) यदि हां, तो क्या इस प्रकार की सहायता की मांग नेपाल सरकार ने की थी ; और

(ग) सहायता का व्यौरा क्या है ?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री तथा अणु शक्ति मंत्री (श्री जवाहरलाल नेहरू) : (क) से (ग). नेपाल में विराटनगर नामक स्थान पर मार्च, १९६२ में जो अग्निकांड हुआ था, उसके पीड़ितों के लिए भारत सरकार ने नेपाल सरकार के अनुरोध पर २ लाख रुपये का अंशदान वस्तुओं के रूप में दिया। नीचे लिखी जरूरत की चीजें भेजने का इंतजाम कर दिया गया है :

(१) खादी के कपड़े (पुरुषों, स्त्रियों और बच्चों के लिये) —
मूल्य ५०,००० रु०

(२) नलीदार लोहे की चादरें—

१०० टन

(३) सीमेंट—३०० मीट्रिक टन

नोट :—

ऊपर लिखी वस्तुओं पर १,७१,००० रु० लागत आईगी, इसमें भोजने का खर्च भी शामिल है। बाकी २६,००० रु० उन वस्तुओं की व्यवस्था करने पर खर्च किए जायेंगे, जिनकी नेपाल सरकार को बाद में आवश्यकता पड़ेगी।

Arrears of Provident Fund to Workers at Kanpur

135. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to state:

(a) whether arrears of provident fund not paid by some of the employers of Kanpur have since been paid;

(b) if so, arrears as on 1st December, 1960;

(c) the amount now paid;

(d) the amount that still remains to be paid; and

(e) steps taken by Government?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) The majority of the employers have paid the arrears of provident fund.

(b) Rs. 16,55,838-04 nP.

(c) Rs. 9,82,369-04 nP. (up to 28-2-1962).

(d) Rs. 6,73,469-00 nP.

(e) Recovery proceedings have been initiated against each of the defaulting employers.

Aluminium Plants in Madhya Pradesh

136. Shrimati Maimoona Sultan: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have of late granted licences for the establishment of aluminium plants in Madhya Pradesh since the question of utilisation of bauxite deposits in that State was raised in Lok Sabha in the August session last year;

(b) if so, to which firm/corporation;

(c) the licensed capacity of the plants; and

(d) whether these plants are to be established in the public or private sector?

The Minister of Commerce and Industry (Shri K. C. Reddy): (a) to (d). It has since been decided to grant a licence under the Industries (Development and Regulation) Act, 1951, for the establishment of a new aluminium smelter with 25,000 tons per annum capacity, in Madhya Pradesh, in the public sector with Hungarian collaboration. Project Report for the smelter is awaited from the Hungarian experts.

The proposal received from a private firm for establishment of an aluminium smelter in Madhya Pradesh has been rejected as there is no scope for more than one smelter in the State.

Financial Assistance to Institutions Etc. for Displaced Persons

137. Shri Basappa: Will the Minister of Works, Housing and Supply be pleased to state the amount of financial assistance given by Government to Educational, Medical and Cultural Institutions catering to the needs of the displaced persons during 1961-62?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): Rs. 68.12 lakhs.

(i) Proposed

Resumption of Nuclear Tests by U.S.A.; and

(ii) Airmen Captured by Naga Hostiles

Programme in Urdu

138. **Shri Mohsin:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the time allotted for Urdu programmes in All India Radio stations at Dharwar and Bangalore;

(b) whether it is a fact that a vast portion of Mysore State population is Urdu-knowing; and

(c) if so, the reasons for not arranging adequate programmes in Urdu?

The Minister of Information and Broadcasting (Dr. B. Gopala Reddi):

(a) Urdu programmes are broadcast three times a week for a duration of 35 minutes from the Bangalore Station. Urdu programmes are not broadcast from Dharwar Station.

(b) So far as Government is aware, only a small portion of Mysore State's population is Urdu-knowing.

(c) The Urdu programmes at present broadcast from Bangalore Station are considered to be sufficient.

Licences for New Industrial Projects

139. **Shri Anjanappa:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have issued many licences for new Industrial Projects during recent years;

(b) if so, whether it is a fact that such licencees have failed to take "effective steps" for execution of such new projects; and

(c) the action so far taken or proposed to be taken by Government on such licences?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) The hon. Member has not indicated the period in respect of which he would like to have the information. However, it may be mentioned that during the last three years the num-

ber of licences issued for new industrial projects under the Industries (Development and Regulation) Act was 1474.

(b) and (c). Out of the aforesaid 1474 licences, 80 licences were revoked, as the parties failed to take "effective steps" or implement the licenses.

Firms blacklisted

140. **Shri Morarka:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of firms which have been blacklisted during the last 10 years;

(b) the reasons for the same;

(c) whether any representation is made by any one of them against Government's decision; and

(d) if so, action taken thereon?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) 858 (from 1-1-1952 to 31-12-1961).

(b) For contravention of the provisions of the Imports and Exports (Control) Act, 1947 and the orders framed thereunder.

(c) Yes, Sir.

(d) Such representations are considered carefully and the original decision to black-list the firm is modified, where necessary.

12.09 hrs.

STATEMENTS RE:

(i) PROPOSED RESUMPTION OF NUCLEAR TESTS BY U.S.A.; and

(ii) AIRMEN CAPTURED BY NAGA HOSTILES

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Sir, I have received notice from the Lok Sabha Secretariat—calling attention notice—to make a statement

[Shri Jawaharlal Nehru]

about the situation arising out of resumption of nuclear tests by the United States of America and India coming under the fall-out pattern of these nuclear tests. I was asked to make a statement on this tomorrow. As I may not be here tomorrow I seek your permission to say something briefly in regard to these matters.

First of all, if these unfortunate tests take place, there is likelihood always of the fall-out going in any direction. It depends on the prevailing winds; if there are large scale tests the likelihood is all the greater. But apart from that it is a matter of great concern to us that any such tests should take place. Unfortunately, last year, the prevailing—not a ban, but—agreement that tests should not take place was ended by the Soviet Union starting a series of tests and since then there have been some other tests by other countries. This almost mutual rivalry in having tests is, I submit, most unfortunate, more especially when in Geneva a conference is taking place to consider this whole question of disarmament, and particularly and separately the question of tests. While the conference is being carried on, when these matters are being discussed, if any tests are held, surely it will have a very bad effect on the conference and make any agreement exceedingly unlikely at least in the near future.

In fact, some of the unaligned countries represented in the Geneva Conference have put forward some proposals for the consideration of the nuclear powers and the nuclear powers have agreed to consider them. There is some gain. At least they have not rejected them outright. I would have imagined that as they are considering these matters any test taken before this consideration is completed would surely come in the way of that consideration.

I am not referring to the far-reaching consequences of these tests. It is

said that every test has some harm following it. Hon. Members put questions as to the amount of fall-out and the radio-activity increasing. But possibly the radio-activity does not increase as much as the X-ray photographs taken show. But the point is, it is increasing gradually by all these tests and the time may come when it reaches a rather dangerous level, but a much more important point is this: that these tests may lead to a progressive deterioration in the atmosphere and a possibility of actual conflict, actual war. That is why the disarmament conference is meeting in Geneva and these tests lessen the chances of agreement and increase the chances of failure of the disarmament conference. Therefore, it is a matter of great importance and I am sure every Member of this House, and Parliament, will desire that these tests should not be conducted at least when this conference in Geneva is meeting. That is the very least that can be said. Personally I would say that they should not be conducted. Why are they conducted? Presumably for military reasons; presumably because each party thinks that by these tests it will discover some more powerful weapons and some more powerful way of using the weapons that they have. It may be a military justification. But I would submit with all humility that there are other factors which are even more important than these military justifications. I am no military expert; I cannot say anything, more especially about the nuclear tests, but it seems to me common sense that if this rivalry continues, both parties may get more and more adequate weapons to destroy not only the other party but themselves in the process and the world in that process. It does not lead to any satisfactory result.

I think I may say on behalf of this House that we are greatly concerned

about the prospect of the resumption of these tests, because there can be no doubt that if the United States resumes them, undoubtedly the Soviet Union will do the same. It is not a question of one party being more to blame than the other. I am not here to blame, but to beg and to appeal to the nuclear powers to refrain from having these tests, giving full chance to the Geneva conference to come to an agreement.

Mr. Speaker: In connection with the subject matter of the other statement, would the hon. Prime Minister like to refer to Shri Hem Barua's letter?

Shri Jawaharlal Nehru: Shri Hem Barua has sent a letter.

Shri Hem Barua (Gauhati): May I explain before the Prime Minister replies to it?

Shri Jawaharlal Nehru: Surely, he has written a letter in explanation of it. Does he want to explain his letter now? Well, Shri Hem Barua has said that there are some discrepancies in the statements made by my colleague, the Defence Minister, in regard to our airmen who have been in captivity there. Well, the slight discrepancy is due to additional information having come. Even today I cannot give any definite information except to say that the Burmese Government or the Burmese forces have come to some conflict with the Naga hostiles in Burmese territory and have, we are told, partly surrounded a group. It is possible—I do not know definitely—that our airmen who have been kept by the Nagas are in that group—that our airmen who have been surrounded by Burmese forces. It is very difficult for me to give any more accurate information except that we hope that the Burmese forces—we cannot go into Burma, we have to stop on our border, we can only go with the permission of the Burmese authorities and the Burmese authorities do not naturally like very much other forces coming in and so we do

not go—will succeed in their endeavour. They have, evidently, tried, to help us by dealing with the Nagas who go there from our territory, and we hope they will succeed in their endeavour.

Shri Nath Pai (Rajapur): Sir, may I ask a question on the statement? Earlier you were pleased to rule that you would allow one or two questions arising out of it.

Mr. Speaker: Any one of you may put one or two questions.

Shri Nath Pai: My questions are on the statement about tests. Sir, one would readily agree with the statement made that he expressed concern for the whole House and not only the party of the Government which he heads today. May I ask whether that concern was conveyed to the United States Government, because their determination to resume tests was made clear by President Kennedy who said that "unless an agreement is reached with the Soviet Union by the end of this month we would". May I also know whether he has received a communication from Earl Russell expressing perhaps the anxiety of the large part of mankind suggesting that some ships be sent; if so, what is his reaction?

Shri Jawaharlal Nehru: We have expressed our views in regard to tests so many times and on various occasions in the United Nations, in the Disarmament Conference and elsewhere. But it is true that we have not sent a formal communication to the State Department on the subject because we thought our views were well-known and are being repeated. If I say something here in this House, that is official enough and I have no doubt it will reach President Kennedy and the State Department. I cannot say what they will decide, but they will pay heed to what our Parliament says.

As for the second part of the question, about my receiving some message from Earl Russell, I have received a message from him suggesting

[Shri Jawaharlal Nehru]

that we should send one of our ships, presumably a war ship, towards Christmas Island, hoping that our sending it will prevent the atomic tests. I am a great admirer, as I have said often, of Lord Russell and, specially, his crusading zeal in regard to stoppage of atomic tests and in favour of disarmament. But I confess that I have not quite understood this proposal of our sending one of our war ships to Christmas Island and what the consequences of this will be.

Shri Hem Barua: He has made this appeal to several other nations also.

Mr. Speaker: Does he want to say something about his letter?

Shri Hem Barua: Yes, Sir. The hon. Prime Minister has given a gist of my letter but that does not explain the whole matter. I have written specifically in my letter that yesterday, on the question of this capture of IAF men by Naga hostiles, the Defence Minister said: . . .

Mr. Speaker: The Prime Minister has said that there was some difference.

Shri Hem Barua: The Defence Minister told us yesterday:

" . . . we received a signal from the Military Attache in Rangoon which informed us that our Embassy had received an unconfirmed report that these Naga hostiles have released our IAF officers in Burmese territory"

During the question hour in the Rajya Sabha the Minister of External Affairs, Shrimati Lakshmi Menon, stated:

"The airmen are, however, still in the custody of the Naga hostiles."

Mr. Speaker: The first objection is that he cannot refer to anything that happened in the Rajya Sabha during the current session.

Shri Hem Barua: I have referred to it in order to pin-point the discrepancy here. The whole country is agitated over this question and wants to know where those people are, whether they have been released in the Burmese territory or they are still in the custody of the Naga hostiles.

Shri Jawaharlal Nehru: I hope the hon. Member would listen as much to what others say in the same way as he wants others to listen to him. He would no doubt understand that the position is not clear. It is said, presumably by some Naga hostiles, that these airmen are in Burmese territory, surrounded by Burmese forces. Some people say that they are released, but they are not confirmed; we do not know. In fact, we are doubtful as to the fact whether the have been released yet; may be, in future they may be released.

Mr. Speaker: We will take up the next subject.

12-22 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE **DISTURBANCES IN BORDER AREAS OF MALDAH DISTRICT**

Shrimati Renu Chakravartty (Barackpore): Under Rule 197, I beg to call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The continuing disturbances in the border areas of Maldah district in West Bengal".

The Minister of Home Affairs (Shri Lal Bahadur Shastri): This matter concerns the West Bengal Government. We have asked for a full report from them which we expect to receive in a day or two. The information that I have in my possession is that the incidents took place in

Maldah district in West Bengal for the first time during the Holi festival and on the Holiday because of the sprinkling of coloured water. The situation was brought under control and nothing happened for about two or three weeks. Afterwards, there was some further trouble on the 16th of April and there were attacks on both the communities, by both sides. The West Bengal Government took necessary action and a large number of arrests were made (about 76 or so) and the situation is, as far as we know, now under control. The Police Minister of West Bengal visited Maldah and has issued a statement saying that the situation there is now normal. The one allegation made was that there was some migration of Muslims from Maldah district into East Pakistan. I might say that these allegations are reported to be entirely without any foundation. As you know, Sir, this matter relates to the State Government. I know that they are doing the needful and taking necessary action in this regard.

Shri Tridib Kumar Chaudhuri (Berhampur): May I ask a question? Open allegations have been made in the press that after the incidents took place.....

Mr. Speaker: There is only one thing that I would like to say. I could allow only one of those who have given notice to put a question or two. This cannot be made into a regular discussion. So, if Shrimati Renu Chakravartty or one or two others want to put a question, I would allow them to do that now.

Shrimati Renu Chakravartty: I would not ask a direct question. Shri Murmu will ask a question in Bengali which I will translate.

Mr. Speaker: Then why should she not ask the question herself?

Shri Tridib Kumar Chaudhuri: This question relates to the tribal area.

Shri H. N. Mukerjee (Calcutta Central): The hon. Member belongs

to Santhal Tribe and in this particular case the question of national integration is involved.

Shri Sarkar Murmu (Balurghat) then asked a question in Bengali

Shrimati Renu Chakravartty: The English translation of my hon. friend's question is.

"The continuance of communal disturbances and lack of police vigilance has led to a feeling of insecurity among all sections of the people in the area. Will the Government of India pay attention to this and send help to the provincial Government to end this feeling of fear and insecurity which now permeates all sections of the community—the Hindus, Muslims and the Adivasis?

Mr. Speaker: Unless the State Government asks for help, would the Central Government be justified in offering it?

Shri S. M. Banerjee (Kanpur): Now their attention has been drawn to it.

Mr. Speaker: Does the hon. Minister want to say anything on that?

Shri Lal Bahadur Shastri: I think the West Bengal Government has taken firm action. They are quite vigilant. They have not asked for any help from us.

12.26 hrs.

RE: SIMULTANEOUS TRANSLATION OF PROCEEDINGS

Shri H. N. Mukerjee (Calcutta Central): Sir, there is one matter which arises out of the procedural difficulty which we just now experienced. Here was an hon. Member who spoke in a language other than English and Hindi. I remember the former Speaker having remarked in this House that with the expansion of democratic opportunities there would be coming to this House hon. Mem-

[Shri H. N. Mukerjee]

bers who do not understand or speak either English or Hindi and it might be necessary for us to have some kind of an arrangement for simultaneous translation of at least some of the major languages, like Tamil and Bengali. This is a matter which agitates our mind.... (Interruption).

Mr. Speaker: Order, order.

Shri H. N. Mukerjee: I am only making a very humble submission. I do not want any decision in this matter straightaway. But today the phenomenon of a Santhal hon. Member from West Bengal, who speaks Bengali and his own language Santhali, speaking in Bengali brings to the forefront a problem which agitates us. This problem has also been discussed at election time on a national scale, namely, the right of hon. Members to speak in this House in their own languages particularly if they belong to the Scheduled Tribes.

Mr. Speaker: That is too broad a question to be taken up just at present. It had been engaging the attention of our previous Speaker also. But even if this particular case was to be taken up just at this moment, probably we shall not be able to provide any translator for Santhali.

Shrimati Renu Chakravartty (Barrackpore): Bengali is one of the languages in the Schedule. He spoke Bengali with very great

Mr. Speaker: That question has been considered many a time. There are very many practical difficulties. It is difficult even to find translators who could do that. But anyhow that is a question that could be considered separately.

Shri Jaipal Singh (Ranchi West): May I submit that there is no difficulty in getting hold of a translator of Santhali? You said that it will be difficult to find a translator of Santhali. I submit that there are plenty of people.

Mr. Speaker: I only said that even if we were to provide for simultaneous translation in this House, that could be done only for a few languages and not for all the languages that are spoken in this wide country. That was the difficulty that I was expressing and not that no translator could be found. We have just now found a translator here.

Shri H. N. Mukerjee: Perhaps we can make a beginning and then extend the list.

Mr. Speaker: That we will consider separately.

12.28 hrs.

PAPERS LAID ON THE TABLE

Order under Companies Act, 1956 and Khadi and Village Industries Commission (Third Amendment) Rules, 1962.

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): Sir, I beg to lay on the Table a copy each of the following papers:—

- (1) Order No. 18(1)-CL.IV/60, dated the 24th March, 1962, under sub-section (4) of section 89 of the Companies Act, 1956. [Placed in Library, See No. LT-25/62].
- (2) The Khadi and Village Industries Commission (Third Amendment) Rules, 1962 published in Notification No. G.S.R. 445, dated the 7th April, 1962, under sub-section (3) of section 26 of the Khadi and Village Industries Commission, Act, 1956. [Placed in Library, See No. LT-26/62.]

12.28½ hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Drugs (Amendment) Bill, 1962, which has been passed by the Rajya Sabha at its sitting held on the 19th April, 1962."

12.28½ hrs.

DRUGS (AMENDMENT) BILL

AS PASSED BY RAJYA SABHA—LAID ON THE TABLE

Secretary: Sir, I lay on the Table of the House the Drugs (Amendment) Bill, 1962, as passed by Rajya Sabha.

12.29 hrs.

RE: ALLOTMENT OF SEATS

Mr. Speaker: Now the House shall take up the General Discussion on the Railway Budget Shri Saraf.

Shri Thimmaiah (Kolar): Sir, I want to make a submission. The allotment of seats does not seem to have been done on a rational basis. Some of us who used to sit here . . .

Mr. Speaker: This cannot be decided here. He can come to my Chamber.

Shri Thimmaiah: Sir, you should kindly do something in the matter.

Mr. Speaker: He can see me in my Chamber if he has to put anything to me, but for his guidance I might say that so far as our Secretariat is concerned, we have reserved a block for hon. Members who belong to the

Congress Part. If they have any complaint, that is their internal affairs.

12:28½ hrs.

STATEMENT RE: RAILWAY ACCIDENT NEAR DHANBAD

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Sir, with your permission I would like to make a statement on a serious accident

Shri Shyam Lal Saraf (Jammu and Kashmir): Sir, we have heard the hon Railway Minister . . .

Mr. Speaker: Order, order. The hon. Minister of Railways wants to make a statement on a serious accident that has occurred

Shri S. V. Ramaswamy: Sir, with profound regret I have to inform the House about a level crossing accident which occurred last evening in which a number of lives were lost.

At about 18.45 hours on 23-4-62, when the shunting engine at Dhanbad goods yard was drawing a goods train in order to marshall it, the coupling of the seventh wagon from the rear end broke and the seven wagons to roll down from Dhanbad yard in the direction of Kusunda by the Up line towards the Level Crossing Gate at Naya Bazar Level Crossing which at that time was open for road traffic. Just at that time, a bus loaded with passengers and a truck happened to be crossing the railway track. The first wagon at the Kusunda end dashed into the road vehicles and dragged them to a distance of about 20 yards from the Gate.

As a result of the accident, 7 persons died on the spot. Another 39 were injured and were sent to the various hospitals in Dhanbad. Out of these 9 expired in the hospitals later. One person was discharged

[Shri S. V. Ramaswamy]

after first aid and the remaining 29 are still in the hospitals.

A 75-ton crane and an Accident Relief Train along with medical personnel were rushed to the site immediately after the accident. The Divisional Superintendent, Dhanbad and other senior local railway officers reached the site immediately and supervised the relief arrangements. The Chief Medical Officer of Eastern Railway also proceeded from Calcutta and has since visited the injured in the hospitals. The General Manager, Eastern Railway, is on his way.

Both Up and Down tracks were cleared at 5.35 hrs. this morning.

The railway track from Dhanbad to Kusunda is on a down gradient and to prevent loose vehicles from rolling into the section, a slip siding has been provided at the Kusunda end of the Dhanbad yard. The points on the slip siding are normally set for the slip siding. On 23-4-62 some time before the wagons started rolling towards the Level Crossing an up coal pilot had started from Dhanbad towards Kusunda, necessitating setting of the points for the Main Line. The Cabin staff, on realising that the wagons had rolled down made an effort to alert the gateman on duty at the Level Crossing Gate so that it could be closed against road traffic, but before the gateman could do so the wagons had collided with the road vehicles.

A senior officers' enquiry has been instituted to enquire into the cause of the accident.

Shri Daji (Indore): Sir, only one point of information.

Some Hon. Members rose—

Mr. Speaker: There are so many.

Shri Daji: Is the hon. Minister aware that the newspaper reports put the deaths at thirty? Is the reported

statement of only nine deaths an under-estimation and an under-statement, or is the press report wrong?

Mr. Speaker: Order, order. The hon. Minister has given the latest information that he has got.

Shri S. V. Ramaswamy: I said that seven died on the spot and nine died later in the hospital.

Shri Daji: The papers put it at thirty.

Mr. Speaker: The information that he has with him, the hon. Minister has given

Shri S. M. Banerjee (Kanpur): ~I want to know whether there was a Gateman there, and when the wagons rolled down I do not know whether he got information immediately, because the bus just passed and the papers say that the gates were open. That is one thing.

The second thing is whether compensation will be given to those who have died, that is to their families, by the Railways.

Mr. Speaker: It will be too early to say whether compensation would be given. Let the enquiry be made.

Shri S. M. Banerjee: Sir, you will kindly protect me. *Ad hoc* compensation is always given in such cases.

Mr. Speaker: Is there any proposal to give *ad interim* compensation?

Shri S. V. Ramaswamy: Sir, as you were pleased to observe, it is too early to say that.

Shri Priya Gupta (Katihar): May I know what type of level crossing gate this was, whether it was Class A, Class B or Class C Gate? It has to be decided by the District Magistrate according to the traffic that passes over the level crossing. Secondly, what were the roster duty hours

of the Gate-man posted there, whether it was eight hours' continuous, twelve hours intermittent or twenty-four hours or excluded? Thirdly, of what type was the locomotive, whether it was steam locomotive or diesel locomotive? I also want to know if the gradient is, according to the I.R.S. standard, allowed to continue under the conditions of the engines being hooked to this, and because it is a gradient whether all the safety measures were adopted, and whether the steam vacuum was correctly tested and hooked. And lastly, we want a judicial enquiry, not a senior officers' enquiry.

Mr. Speaker: These things will be known during the enquiry.

Shri Namblar (Tiruchirapalli): May I know whether that gate had a phone or a calling bell to inform the Gate-man that a wagon was rolling down? If there had been a phone, this accident could have been avoided. In such gradients such bells are provided. I want to know whether it was there at this particular gate.

Mr. Speaker: These are facts that will be known when the enquiry is made, not at this moment.

Shri Surendranath Dwivedy (Kendrapara): About the gates and other things the hon. Member can reply.

Mr. Speaker: If the hon. Minister can give some information as to whether the gates were open, whether the gateman was there, as to when he received the information—because Members are anxious to know about these—if he has more information than what he has given, he might give it.

Shri S. V. Ramaswamy: I shall collect some more information.

Mr. Speaker: That is exactly what I said. (*Interruption*). The hon. Member cannot go on indefinitely. We shall go to the next item now.

12-35 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Shri Sham Lal Saraf (Jammu and Kashmir): Sir, after the Minister of Railways delivered his Budget speech, a number of speeches have been made in this House—and I have heard most of them—by Members coming from different parts of the country. As far as I am concerned, I will try to place a dispassionate view with regard to the matters that have been brought before the House in the speeches that have been delivered. As far as my State is concerned, Jammu and Kashmir, we have no railway, at the moment, there and naturally, therefore, my attempt will be to place an unbiased view of the matters which, I think, are very important for us to know. What our feelings are about them, and secondly what improvements are really necessary as far as the running of railways in the country are concerned.

A suggestion has been made here that a Commission of enquiry be set up in order to go into the working of the Railways. Though the suggestion has come from speakers from different parties, I personally feel that that the way this suggestion has come is more of a negative nature rather than of a positive one. I personally feel that an enquiry is necessary. I will explain how that enquiry is to be made. As far as transport in general is concerned, in our country, we have the railways, we have shipping, we have roads, we have navigable rivers, as they also carry some of the goods and passenger traffic, and also we have air transport as well. Keeping that in view and looking into the working of the Railways for the last at least 10 years, as I find from the statements, from the figures and from the literature that has been distributed here the other day and also from what one could know from

[Shri Sham Lal Saraf]

experience, I would say this. As for myself, I have been travelling all over the country for the last 30 or 35 years and I know what difference in improvement it has been making year after year. As far as promoting passenger traffic, making things available by way of amenities to labour as well as to the travelling public plus the workshops and all the other necessities that our Railways need are concerned, I find, we are going ahead steadily. One very important matter that has come before this House by the speeches that have been made is that, with the planned development of the country, with the development that has taken place and the work that it has now generated, we have to see whether the present capacity or the capacity of the Railways made available from year to year is enough in order to meet the demands of our passenger traffic and also our goods traffic. Keeping that in view, I feel that unless and until a high power committee would go into the entire matter of transport and allocate portions of the responsibility to the different systems of transport, it may be difficult to say exactly whether the Railways have kept pace in showing their progress year after year according to the ever increasing needs of the country. I am reminded of my early days, say, the twenties, when as high school students, we were asked to write essays on '*British Raj ki barkaten*' and the Railways were supposed to be a barkat. I see the progress made during the last 20 or 30 years. With a set purpose, the British then organised the Railways. This we must not forget. If we compare the railways of those days, which we had in the country, we shall find that the then North-Western Railway in undivided India was the longest railway, and that was so with a definite purpose on the part of the British. What was that purpose? Firstly, most of the cantonments in the country were on that side, in the Punjab and also in the then N. W. frontier. Secondly, in order to maintain their supply line, ammunition supply and so on and so

forth, they paid their best attention to that part of the railways. And when we look to the general interests of the country, we find that where business and commerce and industry should have developed, and where we should have easy transport available, there, comparatively, so much interest was not taken. But, today, I see from the literature that has been supplied to us, that the railways are spreading in all directions, and amenities are being made available at various places. From the railway lines, both metre gauge and broad gauge, are spreading. So, also the railway workshop are being strengthened. As regards the requirements of the railways, such as tools and other things, the railways have reached near-self-sufficiency in a number of items, and in most of the items, there is complete self-sufficiency.

From the manner in which some of my hon. friends have spoken here, one feels as if nothing has been done, and if at all anything has been done, it is not worth mentioning. I would say that that will not be the correct position at all. Of course, there are certain things towards which the railways have to give their attention, and I shall enumerate them a little later. In the meanwhile, I would say that the railways are perhaps one of the, or rather the biggest employers in our country. We must not forget that also.

In a big organisation like this, sometimes, certain things happen. For instance, this morning, just before I started my speech, the Deputy Minister in the Ministry of Railways made a statement about a very unhappy accident that has taken place this morning. Surely, these are things to which one has to pay one's special attention. I can very safely say that it may not be the fault of the high-ups, but it may be the fault of some people lower down, some underlings. I have seen these kinds of things happening, and therefore, I can say that it may be due to callousness on their part, or

due to dereliction of duty on the part of the underlings. When they do not pay proper attention to certain things, and when they do not pay sufficient attention to discipline in the services, such things may happen, and sometimes, even worse things may happen.

Therefore, what is needed is that in an important service like the railways, first-class discipline should be maintained among the ranks, officers and others and also among the workers, whether they be daily paid workers or piece-rate workers. Unless that discipline is there, a railway service like the one we have in our country may not function in a manner that all of us want.

Yesterday, my hon. friend Shri Joachim Alva made a few references with regard to backward areas in the country. I am at one with him, that while attention is being paid to such parts of the country as are advanced, and where we have railway lines, and where other amenities are available, there are still some pockets and some areas where we have got only primitive systems of transport. It is highly imperative that such areas also should be developed. My hon. friend mentioned the case of Karwar yesterday. It may be that there are such areas in other parts of the country as well, which are backward and where the railways have not yet reached. Therefore, the first preference or rather the top preference should be given to the development of such areas in future, as are backward, and where transport is needed immediately and badly. I would certainly include the State where I come from, namely Jammu and Kashmir State, about which one of my hon. friends has already spoken, in this category. In fact, I would like to say something more which would certainly attract the attention of the railway authorities and which make them take up the question of extending the railway line to that part of the country.

Yesterday, my hon. friend Shri Joachim Alva made a mention of the

timber that is available in Karwar. Firstly, I would thank the Railway Ministry for having given preference to the deodar timber that is available in Kashmir, which is perhaps the best timber (deodar) for railway sleepers available in the country as a whole. Today, we are felling a record number of trees in order to convert those trees into sleepers to be supplied to the railways. I would assure the Ministry that in case it is possible to bring in the railway to within my State and nearer to the Kashmir Valley, we will be able to exploit our forest wealth to a much greater extent.

Today the position is like this. We have to fell deodar forests at a height of 7,000 ft. and above. Then there is a long lead through which you have to carry the timber through slides, then floated down the river on to the catching ghat from where it has to be carried in trucks right up to the nearest Rail Head. All this means a lot of botheration, a lot of expense in handling, loading, unloading and so on. Then alone we are in a position to supply our deodar sleepers to the railways. It is in the nearest of the railways themselves to look into this matter and extend the railway line into my State. Then we would be able to double, treble or even quadruple the present supplies of deodar sleepers (quality sleepers) of which we are in great need now. Augmenting the supply of these sleepers will besides save an appreciable amount of foreign exchange.

Then there is another thing. I would like to pay my sincere compliments to the hon. Minister of Railways, who is not here at the moment. Before taking over charge of Railways, he was in charge of the Ministry of Steel, Mines and Fuel. On behalf of the Government of my State, of which I was a Minister till the other day, on behalf of the people of my State and on my own behalf, I thank him heartily for helping guiding and assisting us in connection with

[Shri Sham Lal Saraf]

the setting up of the department of geology and mining. The Survey of India has helped us in surveying most areas of the State. Today we find that we can immediately exploit some mines which would mean a lot of relief to the north, even up to Delhi. The other day, as you must have read in the papers we inaugurated one of our first-rate coal mines which are estimated to have deposits of hundreds of millions of tons of good steam coal. In this very House, hon. Members have voiced their feelings with regard to the paucity of coal in the Punjab and Delhi areas. Once we are able to exploit the coal that is now available—we have started at the rate of 1,00,000 tons per year and we might even increase it to 500,000 tons a year—it could be carried down into the Punjab and other adjoining areas at a cheaper rate of transport. I am sure this will tremendously help industry and relieve the pressure that we have at the moment in Assansol in the Bengal—Bihar coal supplying centres. Not only that. It would certainly afford relief to the railways themselves in the way of removing congestion because of the pressing demand, day in and day out, for coal from all parts of the country.

If we are able to take the railway line right up to the 'Chenab', say near 'Akhnoor', it would not only help in relieving congestion on the railways, but we would be able to help the whole of the Himachal, Punjab and Delhi areas with supplies of industrial and raw materials plus sleepers for railways which we need so badly. All these years I have been seeing the third, second and first class passenger coaches. Passenger amenities are being provided and improved upon. We must not feel that, after all, India is a vast country. I have had occasion to travel in Europe and see other countries also. In those countries the populations are small. Those countries are not as vast as India. Naturally, therefore, for one management to control so many railways is not an easy task, cannot be an easy job.

Therefore, I would certainly pay a compliment to the entire railway staff, from the smallest worker to the top heads who have been working, giving their very best. I know some of the officers personally, and some of the high-ups who have retired and are working elsewhere. I know how they have contributed at different conferences and on different matters which have certainly been in the interests of the country. I happened to know the gentleman who is the Chairman of the Railway Board from a distance when he was an officer during British days. I know how he has been working, how he has gone up on posts of responsibility, with the result that finally today he holds the position of the Chairman, and I can very well imagine his contribution. Rather, I know personally also the contribution he and his colleagues have made. One of his predecessors whom I happened to meet the year before last in Moscow and leading a delegation which was going to purchase some heavy machinery etc. there from that country. In spite of the fact that there were top engineers in that delegation, I know what contribution he made there and how he helped in really selecting the machinery they wanted. Therefore, to say that the railways have done nothing etc., I think will not be justified. No hasty remarks should be passed as some of us do.

In conclusion, I suggest certain measures which I feel are absolutely necessary. First of all, as I said, discipline on the part of the employees and vigilance with respect to protection of railway property should be there among all right from small underlines up to the high-ups.

Secondly, we should have security while travelling. People who travel, whether men, women or children, should feel absolutely secure while travelling on the railways. What has been happening for the last so many years or even today should not happen. All of us are very much perturbed about this. Today I or my friends or

anybody for the matter of that do not feel easy when we send our women, folk of children alone to travel on railways.

Thirdly, too much of pilferage is taking place in goods that are being booked through the railways. I have had personally experience for a number of years, being a businessman myself. At several occasions it happened that what we order is not received in full and what we despatch does not reach the destination. This is very important, and is shaking the confidence of the people in general, and more particularly the businessmen of the country. Some attention has to be paid to this immediately.

With regard to security, I would submit that there should be up-to-date intelligence in order to locate anti-social elements that are at large. I suggest that not only the railway police, but the police as such, should act in conjunction with each other and see that they are able to bring to book all the anti-social elements that are at large near railway stations or round about places where there is railway traffic. Once that is done, I think to a great extent we may be able to surmount the difficulties facing us today.

One thing more I would suggest to the hon. Minister of Railways. At the bigger railway stations we find that there are enquiry offices. I may tell you by personal experience that whenever I felt a difficulty at any railway station, your enquiry offices have not been able to satisfy me. May I suggest that you have public relations officers at the more important junctions and railway stations. Once you do that, and fairly responsible men are there, I think most of the grievances of the people will be redressed. That is my humble submission.

As was pointed out by Shri Alva yesterday, near about these railway stations people have to detrain at odd

hours day and night, and what happens is that the taxiwalas, tongawalas and other charge exorbitant rates. I think that something should be done with regard to that also. Even if an enactment has to be passed, I think the Ministry should not hesitate in doing that.

Shri Alva made a sporting offer yesterday and I thank him heartily for that. He said that in case Kashmir got its railway he would not press his claim as No. 1 but would wait as No. 2. In case Government is prepared to take up some new line, let them decide it fifty-fifty—fifty to Karwar and fifty to Kashmir.

Shri U. M. Trivedi (Mandsalr): Mr. Speaker, Sir, we have a new Railway Minister, a mild-mannered, sweet-tongued gentleman who finds it convenient to be absent from the House today. The Railway Budget is being discussed, and it would have been very proper and fit for him to remain here and listen to what the Members have to say. It is very unfortunate that he is absent today. We know that we can write letters, and letters are written.

Mr. Speaker: Discussion is going on simultaneously in both the Houses today, and probably the Minister had to go there for a while.

Shri U. M. Trivedi: He is a Member of the Lok Sabha.

Mr. Speaker: But he is entitled to sit there, and is answerable to both the Houses. Therefore, one of the Deputies is here, but he will be here most of the time, we should not be impatient.

Shri S. M. Banerjee (Kanpur): The Deputy Minister is there. What is the difference?

Shri U. M. Trivedi: I think my hon. friend may keep his advice to himself.

However, in his absence, my old friend, Shri S. V. Ramaswamy is here,

[Shri U. M. Trivedi]

and he will certainly pay attention to what I may have to say.

Our Railway covers a huge area in India, but its mileage is very small compared to the vastness of the country. Thirty-five thousand miles in India is a very small mileage compared to what it is in the United States. We have been tom-tomming about our progress, but have we noticed what the progress is? Had our Minister enough time to study the Budget which he has presented? Has the White Paper been prepared by him, or is it merely a bureaucratic publication drawn up at a bureaucratic level without paying any attention to facts. At places it appears to me....

Mr. Speaker: When he is responsible to the House, why should the Member worry about it?

Shri U. M. Trivedi: I have to worry about it because I am an Indian.

Mr. Speaker: If the Minister does not take the responsibility, he should worry, but when he takes the responsibility for the whole of it, why should he be worry?

Shri U. M. Trivedi: Assuming he is responsible, I am trying to bring to his notice that he should be careful.

One thing which strikes me is that our railway, which is a commercial undertaking, is just struggling to make both ends meet. It is not making any profit whatsoever. And the writing is clear on the wall that our railway is a losing concern.

13 hrs.

If we examine the figures we will find that the Depreciation Fund is trying to disappear; it has disappeared. The Development Fund stood at a very high figure during 1948-49 and it is now completely wiped out. It had to be admitted that our re-

sources had to be augmented by borrowing from the General Revenues. And, it is from the General Revenues that we are now running the railways. It is a pity that no attention has been concentrated on this factor.

We have been increasing day in and day out our fares. The fares were first increased on the basis of passenger tax. That gave us an increase of nearly 10 per cent. Then, again, there was this new coinage which gave us a good yield of another 10 per cent. And, now, we have another 10 per cent. So, within a period of 5 years, we have an increase of 30 per cent. If the hon. Minister cares to look into the fares that were obtaining in the years 1908 to 1931, for third class travel, he will find that for travelling a distance of 150 miles which came to Rs. 1:16 then the fare now stands at Rs. 5:10¹-. He will realise that this increase in fares is nearly 5 times more than what it ought to be. It is the same fare which we used to pay for special second class or second class or first class. Have we got the same amenities? Is the increase in fares justified? It shows that the Railway Budget is merely a ruse for extra taxation in our country. It is not a commercial undertaking; it is merely taxing machinery which is being showered upon us. It is true that the monopoly that exists in our country so far as railways are concerned gives a strong hand to the Railway Ministry to have its own way in this matter.

But, we have to look back not only to the financial position of our railways; but we have also to look into what we have done to the country. Have you calculated the number of persons whom you kill every day? In India we are killing about 15 men per day through the railways. Their own figures indicate that 5502 men are killed by you in one year. Divide it by 360 and you will find that 15 men are being killed every day.

Mr. Speaker: The hon. Member is an old and experienced Member. He should not be charging me with all that.

Shri U. M. Trivedi: I am sorry. I was looking at the Minister.

Mr. Speaker: He should look at me because I am looking at him always.

Shri Tyagi (Dehra Dun): Even in the case of the Minister, he has not killed them. It is wrong; it is not deliberate killing of anybody.

Shri U. M. Trivedi: It is the railways which have killed.

Shri A. C. Guha (Barasat): Is the figure correct, that 15 persons die every day due to railway accidents?

Shri U. M. Trivedi: These are the figures that have been taken from the book; and the hon. Member also can have a look at it. I have just calculated the number per day.

Mr. Speaker: He is a very experienced Member. Even if he has to say something he may use the other expression that so many have been killed and not that the Minister has killed or 'You have killed'; 'this man has killed' or 'that man has killed'...

Shri U. M. Trivedi: I do not think the hon. Ministers are so touchy.

Mr. Speaker: I am; they may not be. I am just asking the hon. Member because he will have to address me and all these implications are there.

Shri U. M. Trivedi: I will take your advice, Sir. We will go a little further.

You will be pleased to find that the number of persons injured every year is as large as 32,600. That gives us the figure of 90 persons being injured every day. Fifteen are killed—or meet their death; let me use that expression, if the Minister does not relish the other—and 90 persons are

injured every day. What steps have we taken?

We remember one of our Ministers going out of office suddenly because a serious accident took place in the south. Accidents have been a galore during the last Minister's regime in as much as 1888 accidents took place during 6 months and no statement of regret even was forthcoming. Are we going to add to the number of accidents like this?

This morning a statement was read out. Whether it was 16 persons who were killed or 30 persons who were killed, it is immaterial. But the patent fact remains that in the shunting operations that are going on, which we watch standing as laymen, at junction stations, we find the greatest carelessness on the part of the railway employees. And, it is due to this carelessness that such accidents take place.

Sir, I was saying that the administration of our railways....

Shri Bado (Khargone): On a point of order, Sir. There is no Minister here.

Mr. Speaker: It may be a point of order raised by somebody else.

श्री रामसेवक यादव (बाराबंकी) :
प्रध्यक्ष महोदय, बहुत से माननीय सदस्य मिनिस्टर्स को पहचानने नहीं हैं। अगर किसी वक्त पहचानने का रीहर्सल करा दिया जाये, तो इन प्रकार की कठिनाई पैदा नहीं होगी और ऐसे पल नहीं उठाने जायेंगे।

प्रध्यक्ष महोदय : ऐसा रीहर्सल तो हर राज होता है। अगर मेम्बर साहबान ध्यान दें कि कौन मिनिस्टर बोल रहा है, तो यह तकलीफ़ न हो।

Shri U. M. Trivedi: While drawing the attention of the hon. Minister to this state of affairs about accidents, let me also inform him that on read-

[Shri U. M. Trivedy]

ing the White Paper it struck me that proper attention has not been paid personally by him to the real facts. Fulegy has been paid to departmental catering. Perhaps, the hon. Minister or none of them have ever tasted that departmental catering. I would like the Minister to go over to Ratlam station, where there is departmental catering, and try to eat the food that is being offered there. No one worth his salt, much less a man with some taste in life would like to eat the food that is being supplied there. It is useless. To tom-tom this type of food which is being supplied is no good. It has not become popular; it is no use putting it in the White Paper that it is growing in popularity. It has not grown in popularity. You can take it from me or from all those who have the misfortune of travelling by the Western Railway and eating that type of dirty food.

In the report that has been presented to this House we find that ticketless travel has been on the increase. May I point out that the hon. Minister should try to find out whether it is ticketless travelling that has actually increased or it is merely the figures that have been obtained from E.F.Ts. There is a paper form known as the E.F.T. which is given at wayside stations. Passengers are not issued purposely tickets to their destinations because the travelling ticket checking staff request the station masters and the booking clerks not to book tickets to the final destinations but to give tickets to stations short of the destination. These ticket checking staff approach the passengers and say, 'we have to show our quo'a; so please give the tickets to us and we will make out the tickets to the destinations'. It is in this way that the E.F.Ts. are issued; and these E.F.Ts. inflate the figures of ticketless travel. I would submit that you would have to cut not 10 per cent or 20 per cent nor even 50 per cent but at least 80 per cent from the figures that are given. That wide give

you a clear picture of what this ticketless travel is.

It is a stigma on our nation to say that so many people are travelling without tickets. People are not travelling without tickets. This thing must be properly investigated whether the impression that I have got is correct or not. The figures that I am giving will give you an idea of what ticketless travel is; and it will show that ticketless travel is on the decrease and not on the increase as this report says. This has resulted in certain loss to the country. Where there used to be one T.T.E., now, you find a whole bunch of them. One is known as the CCS gang; some are known as the Railway Board's gang. There is then the divisional gang and another is the ordinary CTI gang. Gang after gang of these people are employed to go on travelling and disturbing the passengers. It is no use increasing the staff of T.T.E's. Actually the staff must be increased only for the purpose of ticket collecting and they will be able to serve the country and the Railways better.

The railway staff is not very happy about the amenities that are tom-tommed about. Under the new rules the Railway Ministry has started charging rent from the station masters. So many wayside station masters feel it. They are made to live in the quarters built there. Formerly they were living free in these quarters, even in the company days. If they so want they may get a quarter for one rupee or eight annas per month or even for the mere asking; the villagers are prepared to give them houses free. But they are now being charged rent at Rs. 12 or Rs. 15 or Rs. 20 on the percentage basis. Why should it be charged from these people who are made to live there in the interest of the railways and not in their own interest? It is for the convenience of the railways. If that is so, they cannot certainly be charged rent at the same

rates at which rent can be charged from those who live in Ahmedabad or Bombay or Ludhiana or such places.

I shall refer to another matter amendment of Establishment Code, rule 2044. It is entirely *ultra vires*. It is trying to hit the railway employees. Formerly when a railway employee was suspended on account of some criminal offences, the only question that was to be found out was whether he was guilty or not. If he was acquitted he would be entitled to his salary for the period for which he was suspended. Now, there is a roundabout method. The healthy provision of articles 310 and 311 of our Constitution has been given a go-bye. Now it is left to a railway officer to decide whether an employee should be given his salary or not, after his acquittal. Without finding one way or the other, without giving any opportunity to the railway employee, the rule contemplates that it is the sweet choice of the railway official to give him his pay or not to give him and punish him doubly. This is causing very great hardships. Some unions have taken up this matter and I do not know whether their voice will be heard at all.

We say that we are progressing in our country and I will talk about this progress at some other stage. But if the hon. Minister cares to look into the time-tables—a complimentary copy of the All India time-table has been supplied to me—he will find that the speed of trains has gone down. The Malwa section, the Ajmer—Khandwa section—393 miles—is an instance. In 1908 the speed in that area was 25 miles; in 1931 it was 30 miles per hour and it increased to 40 miles. Now in the year of Grace 1962, from 5th January 1962, the speed of the trains has been reduced to 23 miles per hour, with YP engines, capable of a speed of eighty miles per hour. The reasons which have reached my ears are that we are lacking in sleepers. Where are the sleepers? My friend who spoke before me said that we are not getting

sleepers. I have noticed to my utmost regret that whatever sleepers we gathered in Kashmir are, through the machinery of some of our friends, allowed to be flooded to Pakistan and we do not claim a farthing from Pakistan. We had a huge bonfire of all our sleepers in the depot at Dhillwan. The net result is that the sleepers are not there.

We are talking of planning. We must not merely talk. We must have presumed that so many sleepers were required and we ought to have made provision for these sleepers. The net result of all this is that the trains which used to run from Bombay to Delhi in 21 hours in 1931–32 are now taking 23–24 hours. Trains which used to run 400 miles in about 20 hours are now made to run in 28 hours. I do not think that it will indicate to any man, any sensible man that any progress has been made in our country about the running of the railways.

Now, we are going to do re-laying work. We have said that it is advantageous to put heavy rails. Every country has tried to do it. But what have we done? When we changed the rails from 50 lbs. we jumped to 75 lbs. and then to 90 lbs. All along the British railways which are of smaller gauge, that is 4 feet 6 inches, they are having 105 lbs. rails, but with our heavier engines and bigger gauge, 5 feet 6 inches, we are still having 90 lbs. When re-laying work is done, why not do it to the same extent as is obtaining in other countries. Our report says that we want to do it. Our report further says: We want to try having longer rails, welded rails of 210 feet. But are we carrying out the experiments? Or are we putting it down only on paper? Actually whenever work is undertaken by us we do not have a complete picture of what we have.

There are areas in Madhya Pradesh where no man has seen a rail in 15,000 square miles at one place and 14,000 square miles in another place; they are completely devoid of rail-

[Shri U. M. Trivedi]

ways. We say we are progressing. In 14 years of our independence we ought to have at least doubled the present length of our mileage. What have we progressed? At one time we have put down so many miles. Now we say we have increased the railways by 654 kilometers. The inflated figure of 654 km will come to about 500 miles. That is in broad gauge. In metre-gauge, the corresponding figure is 611 kms. Is that progress? We cannot call it progress. We can have the satisfaction of saying that we are doing something.

The most important thing to be looked into is this to which I will again adumbrate. The hon. Minister should personally look into the working of the railway with men by his side—not well-paid Secretaries drawing 1200 rupees and stenographers drawing 900 rupees. He must have some TIs and class II officers from the railways as well. They have their own information about all these and about the way things should be improved. The Railway Administration is not what it ought to be. It is not advantageous to the country that it should borrow money to make both ends meet. They have not been able to make proper contribution to the general funds also. It is a shame that with such a great administration we are not able to meet the needs quickly.

The other topic to which I will very cursorily allude is the question of the road transport and the increase in rates. The original idea was that there must be some sort of a co-ordination between the road transport and the railways. That has now disappeared. We are having a sort of a rivalry with the railways. Notwithstanding the amendment to the Motor Vehicles Act, there are certain States which even today do not think in terms of nationalisation but in terms of satisfying the whims of their party members and supplying them any number of permits, with the net result that the exchequer suffers. The State exchequer suffers and the Gov-

ernment of India also suffers. The railways suffer the most.

Mr. Speaker: The hon. Member's time is up.

Shri U. M. Trivedi: One minute more, Sir. Without considering all these aspects, the railways have gone on increasing their freight. They have not been applying their mind to the transport over smaller distances which is going into other hands. We have unnecessarily levied a passenger tax on distances travelled for 15 miles and more. Why have we not at least restricted it to distances over 50 miles? It is the shorter distances wherein the competition from road transport is going on, and it is doing us very much harm. If we do not pay any attention to the introduction of telescopic rates and return fares for such distances as are shorter, our exchequer will suffer to a very great extent.

I would like to make one point at the end. What I would like to bring to the notice of the hon. Minister is this. Wasteful expenditure must be avoided in our country. I find that a new system of signalling is being introduced on the main lines of our railways. This was introduced in England about 60 years back. It has not fulfilled the object for which it was introduced. I do not see any reason why we should waste crores and crores of rupees by introducing this new signalling system which is not going to do any good to us. We should not do any such thing until the whole thing has stood the test of time.

Shri A. C. Guha: Mr. Speaker, Sir, the railway is not only the biggest nationalised industry and the biggest employer but it is also the biggest carrier. It carries 80 per cent of our goods traffic and 60 per cent of our passenger traffic. So, it has its own importance in the general economic development of the country, as also in providing certain social amenities to the public and to its own employees. It will not be quite correct to say that

the railways are just a commercial department or concern.

13.23 hrs.

[*Ms. DEPUTY SPEAKER in the Chair*]

They have their commercial aspects surely, but the railways are also a social service concern. This will be apparent from the fact that a considerable portion of the traffic carried by the railways is carried at a rate which is not remunerative for the railways. The proportion of the low-rated goods has been increasing year after year and I think at present it stands at more than 45 per cent of the total traffic carried by the railways. The Railways have to do this because of social service aspect. So, while considering the condition of the Indian railways, we should see both the financial aspect and the aspect of service which they are expected to render to the nation.

It is known to the country and to the people that during the last two years there has been a crisis in the transport system of India, and the railways must have a major share in having that crisis in the transport system of the country. Even the Prime Minister had the frankness to admit in a public meeting that there had been a crisis in transport, coal and power. But, while going through the papers supplied along with the budget papers, you will not find any indication that the railways have any appreciation of the position, that the railways have failed to discharge their functions properly and that to a very great extent the railways have been responsible for contributing to this crisis in our transport system.

Not only the crisis in transport, but the crisis in coal and power also, to a great extent, is due to the failure of the railways. It is regrettable that in all these papers, we find only the achievements of the railways and hardly any mention about the failures of the railways. I admit that the

Indian railways have made a great achievement, and they occupy a place of pride in our national economy. But while making its own assessment before the Parliament, the railways should make a frank statement of affairs and should have mentioned the failures that have occurred in the recent past. From that point of view, I feel that the White Paper or even the speech of the Railway Minister should have given an indication of the failures.

Both in 1961 and 1962 the railways had a shortfall of about 7 million to 8 million tons of goods compared to the targets fixed. It has been explained that the shortfall is due to some shortfall in production in the steel factories and also due to the general strike. The shortfall in production in the steel factories and some, other spheres is then to be interpreted as a boon for the railways! There is a suspicion that production has been deliberately curtailed; even now it is being kept deliberately behind the target so that the transport crisis may be avoided or may not be accelerated.

The Minister of Railways (Shri Swaran Singh): I would say that that is not correct, because I have been in charge of steel.

Shri A. C. Guha: That means it was not deliberately kept like that.

Shri Swaran Singh: That was never a consideration there.

Shri A. C. Guha: I have not said it was a consideration. I said it was only a suspicion, and even some financial journals mentioned this thing.

Shri Swaran Singh: He should accept my word as of greater authority than what appears in the journals.

Shri A. C. Guha: Surely, I accept his word. In administrative matters, there should have been some scope for greater improvement. I find that there has been a general increase in

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the empty journey time of wagons and engines. I think there is sufficient scope for improvement in that respect. In addition to the empty journey time, the wagon turn-round time has also increased. It is now a little over 11 days, during which a wagon remains stationary either in the terminal station or in some intermediate yard for nine days. Of these 11 days, only for two days is the wagon on the move. I am sure the Railway Minister will agree that there is much scope for improvement in this idle stay of the wagons in some terminals or intermediate yard for nine days out of 11 days, of which only for two days are the wagons on the move.

The Railway Minister has mentioned in his speech that according to the recommendation of the Railway Freight Structure Enquiry Committee, the railways have now accepted the responsibility of a common carrier and due to that, the compensation claims are expected to increase by over Rs. 2 crores. Several crores of rupees are given every year by way of compensation for goods either pilfered or lost in transit. Only recently I saw a cartoon in some paper where two people were discussing and one was shown to have said that it is better that they booked a certain articles by the railways and somehow got it lost so that they could get something more than the real value of the article. In this, Sir, I think much is due to the corrupt practice amongst the officials, and everybody will admit that so much loss and pilferage of goods sent by railways could not have occurred except with the connivance of the staff engaged in the transport of goods. Not only from the point of view of preventing corruption but also from the point of view of effecting economy, this matter should be seriously tackled; of course, the Minister in his speech has mentioned that they will try to tighten up the machinery to prevent pilferage and loss of goods.

While speaking of corruption, I think there was an enquiry committee set up some four or five years ago to enquire into the question of corruption in the railways, but I do not know if the position has improved in any way after the report of that enquiry committee. I would ask the hon. Minister to look into the contract and purchase systems. I think much economy can be effected if corrupt practices in these departments could be stopped.

Coming to smaller things, not so much from the point of money but from the point of view of harassment to the general public, it would be difficult for any person to book even a small railway parcel without paying some tips to the official concerned. If he does not give the tip he will have to wait for not one day only but even two days for getting his small parcel booked. These are things which are really irritating for the public and should receive the stern attention of the department.

Turning to the broader view, I find that there has not been a proper plan nor a proper policy for the railways. During the Second Plan the capacity of the railways was planned on a basis which proved inadequate. At least one member of the Planning Commission put his note of dissent and that was put at the end of the report of the Planning Commission. But the Planning Commission expected that that position might not arise. But I think the present Railway Minister as Minister in charge of coal should have had his bitter experience of how the railways failed to carry the goods offered to it. But in the Third Plan also they have planned on an inadequate basis. The target for general goods in the Third Plan has been fixed at 85 million tons in 1960-61 and 109 million tons in 1965-66. It is generally apprehended that this will prove a very inadequate figure and the goods offered to the railways will be very much more than that.

Sir, we are working under a plan and whatever railway transport capacity we may envisage for the Third Plan must be commensurate with the production target for the Third Plan. The Railway Minister, I hope, will realise that this 109 million tons of general goods in the last year of the Third Plan would fall very much below the production target. The increase envisaged is only 5 per cent annually during the Third Plan. But I think the annual increase in production would be near about 10 to 12 per cent. The experience of the Railway Board during the Second Plan will itself show that the annual increase in traffic carried by the railways was to the tune of 8 per cent. Therefore, I do not know on what basis they have planned for an annual increase of 5 per cent only during the Third Plan for general goods—of course, coal and other things are kept separate.

If the production increases by 10 or 12 per cent annually and the railways have planned to carry only 5 per cent increased traffic I do not know how they can arrange for the transport of the remaining goods.

Sir, about two or three years ago a report was submitted to this House and it was seriously debated also. The report was about road transport. It was been apprehended that road transport had come as a rival to railway transport, and there was almost open canvassing and lobbying on both sides in the Parliament. But now it is not a question of any rivalry between the railways and road transport, it is only a question of co-ordination between the railways and road transport.

From that, I would refer to the lack of any transport policy. The Neogy Committee was appointed in July 1959. One of the terms of that Committee was to determine the various means of transport in the country during the next 5 to 10 years. Of these 5 years, 3 years have almost gone and we do not know when the Neogy Committee will be able to submit its report. There has been a serious allegation

that the Railway Board practically is not co-operating with the Committee. Whether that allegation is correct or not, at least the Railway Board should have an early report about the immediate future. The Committee was to submit a report for 5 to 10 years from 1959. We cannot wait for another three or four years for the Committee to submit its report. I hope they will try to have an early report about the transport policy, about co-ordination between the various forms of transport—railway, road, sea and other things.

Sir, I now come to the question of coal. It has been debated in this House on many occasions. The previous Speaker—he sometimes got irritated over this question—suggested several measures of joint discussion and conferences between the two ministers in charge of the railways and coal production. He also suggested that the Estimates Committee might look into all these things. But the fact remains that even in 1962, as yet the position has not improved at all. The Coal Controller, in 1961 asked for 6150 wagons daily for Bengal-Bihar area which produces 80 per cent of the coal of India. But the average supply was only 4768 wagons, which means about 20 per cent less than what the Coal Controller thought necessary for the proper transport of coal from the Bengal-Bihar area. This year the allocation is 5,496 wagons daily but so far they have been able to supply only 4,732 wagons during the first two months of the year. Perhaps there may not be much improvement in the third month either. The Railway Minister, who has rich experience as Minister in charge of coal production, should put in greater energy into the Railway Board and see that something is done for the transport of coal. Coal is a very important item in the development of a country as it affects the production of everything else.

Coming to the financial position, in this budget there is an increase in the

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freight and fare. And when we consider the needs of the railways we feel there is good justification for that. But that should not be the only criterion for increasing the freight and fare. The Railway Board should also take into account how the increase in freights and fares will affect the cost of production and the cost of living. We should not move in a vicious circle. Due to rise in cost of living, there has been an increase in the dearness allowance and salaries. To meet that increased expenditure they have increased the fares and freights. This will again lead to some increase in the cost of production and cost of living, and that may again lead to demand of an increase in dearness allowance. This morning also there was a question about the price policy. I suggest that all these things should be considered from the broader point of view of the economic condition of the country as a whole.

The hon. Member who preceded me stated that the railways have practically become bankrupt, the reserve fund, depreciation fund and development have practically been wiped out and the railways have been borrowing from the general revenues. Two days ago, some hon. Members from the opposition suggested that the railways should not contribute to these funds and should go on borrowing from the general revenues. That is not good budgeting for borrowing from the general revenues would mean greater taxation by the Finance Ministry. So, I think it is quite proper that the railways should contribute to the development fund, depreciation fund and the reserve fund. An industrial venture with an investment of about Rs. 2,000 crores should have these reserve funds and should be in a position to contribute to these funds.

Mr. Deputy-Speaker: This is the third time that I am asking the hon. Member to conclude his remarks.

Shri A. C. Guha: I will conclude just now.

It is a good thing that the railways have wiped out all the loans that they took during the Second Plan period and started with a clean slate without any loan from the general revenue. This year also the loan that was shown in the interim budget has now been converted into a contribution from its own revenue. So, there would not be any loan from the general revenue. With these words, I conclude my remarks.

Shri Birendra Bahadur Singh (Rajnandgaon): Mr. Deputy-Speaker, Sir, after hearing the speech of the Railway Minister I feel that there is lack of planning and co-ordination and the first thing is not attended to first in the Railway Ministry. Even if priorities are fixed, I feel that they are not being observed properly. I can quote several instances where the work that has been started is stopped suddenly and the whole material is carried to another place for starting another work. There are so many reports which recommend that once a work is started, it should be completed before taking up another work. Here I want to refer to the doubling of lines in Madhya Pradesh. A work was started in full swing some three years ago and suddenly last year, for reasons best known to the railway authorities they stopped the work and took away the materials to some other place. Now what has happened is that the work that should have been completed in proper time remains incomplete, some money has already been wasted in the venture, some more money has been spent elsewhere and now when things are more costly the work has to be started again. So, once priorities are decided upon, I would rather suggest that they should stick to them. They should not change the priorities merely because certain areas have been told to be taken up. I do agree that there are certain urgent things which have to be attended to without loss of time

and they should be attended to. But then, it should not be at the expense of the existing works. They should be over and above the existing works.

In this budget the railways have increased the freight rate and fares by about 10 to 15 per cent. At the same time, what are the facilities that are provided to the passengers, particularly in the backward areas? Here I have again to refer to Madhya Pradesh, the State I hail from. Time after time, it has been repeated in this House for the last five years that there must be adequate trains from the capital of Madhya Pradesh, Bhopal, to the other places. but nothing has been done in that direction. When hundreds of trains are run to the capitals of various States, I do not know the reasons why in the case of Madhya Pradesh alone the capital has not been linked with any of the areas in that State. Now if a person has to travel from Bhopal, he has to come all the way down to Itarsi, go up to Jubbulpore, then again to Katni up to Bilaspur before reaching the eastern portion of the province taking more than 48 hours, the time within which you can travel from the east to the west of India. If you at least attach special bogies to the various trains, it will partly solve the hurdle or problem. I do not know why it has not been done so far.

We speak about so many things in House and everything is being noted down. I would rather like that after we have spoken there must be some kind of reply given to every point that has been raised in the speeches by the hon. Members, stating the points on which the suggestions have been accepted and the points on which the suggestions have not been accepted with reasons therefor.

The hon. Railway Minister paid a visit to my area some two months ago and he came to the station Dongargarh. There we had asked for a very small thing. Many accidents have taken place in the shunting area

near the outer signal of the station and the only thing which we require to avoid that is a gate which would not cost the railways more than Rs. 500 to 600. Many persons have died there because of the railway shunting and nothing has been done in that direction though the request has been made several times.

Then I come to the wastage in the railways and the work done by the Railway Protection Force. Murders and looting have increased in the trains. Have the Railway Protection Force done anything to improve the situation? If they have done something, how many thefts have they detected and how many were convicted? What is the amount of goods recovered? The whole thing looks as if it is a force meant only for the benefit of the employees of the railways. When the railway officers go from one place to another, they parade in the stations with nice uniforms. When the General Manager goes on tour, he is given a guard of honour by this force. It looks as if this force is meant only for them. Previously, the Watch and Ward used to do better work than the present Railway Protection Force. If only you could make some saving in that direction, all this increase in fare and freight could have been very well avoided.

Then I would come to the personnel of the Railway Protection Force. Who are they? Dismissed constables, dismissed persons who are not wanted by the army, persons who are not wanted by the police. Only such people are employed by the Railway Protection Force. Why should they take retired officers? If they want good people, let them take fresh people and train them. There is no harm. What is the point in appointing unwanted people of the police or army?

Coming to the question of amenities, I will first take catering. It is certainly better in places beyond Hyderabad or beyond Nagpur. But,

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so far as northern India is concerned, catering is very bad.

Take, for example, the food that is supplied in the Grand Trunk Express—especially the rice is bad.

Some hon. Members had suggested a couple of days ago that there must be a high-power commission to go into it. I do admit that it is high time to see to these things. I must say that the Railway officials who have been there for years together could see that as long as catering was done by contractors there was some check, but now you may travel from Howrah to Delhi and see that at times the food served is not good. Passengers experience a lot of difficulty.

Last time I had suggested that from the point of view of the foreign tourists it would be better if there was a special train from Delhi to Agra and back. It was very kindly noted down by the hon. Deputy Minister of Railways. Even though the proposals was good, it has not been implemented. It would not only give income, but it would facilitate the tourists because then they could go in the morning and return by the same train in the evening.

I feel very sad about the staff. There have been so many supersessions among the staff, specially of the TTIs, etc. Senior officers who have been there for years together have been superseded by their juniors for no rhyme or reason. There is no harm if a selection is made, but there must be certain criteria. But officers who have worked for a number of years being superseded by junior officers is not good. There is of late this thing going on in the Railways.

An Hon. Member: This is so in all ministries.

Shri Birendra Bahadur Singh: A very senior General Manager for no

fault of his had to be superseded only due to a railway accident when the fault was that of transportation. But that is a different thing. I am more concerned about the lower staff. If selections are there, there is no harm in them, but senior officers who have worked for 10 or 15 years should not be superseded because a man happens to come and know someone.

Similarly, in Kanpur in the month of May there is a mass transfer of TTIs who have been posted there. No one knows where they would go and where accommodation for them is arranged. Once the transfer takes place they do not know where they are to be posted, so much so that new ones come immediately and the old ones do not know where they are transferred to. Inconvenience is caused to them. I do hope that the Railway Ministry will look into that.

If you go to the New Delhi Station, you will find that there is no arrangement as to how the passengers will have to go and how the luggage is to be delivered. There is so much of commotion that either the passenger has to fight with the coolies carrying luggage or vice-versa. There is no proper arrangement made there. If there is a proper place where the luggage would be shifted away from the passenger exit, lot of trouble of fear of being lost will be saved.

Coming to the question of freight, manganese and a few other articles have been exempted. I personally make a plea for tea and other exportable articles. If there is also to be a charge on tea, coffee and other things which are being exported, it would only cause harm and ruin our own income. Export promotion will suffer. I do hope that the Railway Ministry will see to it that these exportable articles which would fetch more money and which are dollar earners are at least exempted from these freight rates.

Regarding the running of railway trains, I am very sorry to say that no improvement has been made in that regard. I also feel very sorry to say that in one case only on the 7th of this month an important train was pulled up for nearly 1½ hours because a certain Governor had to catch that train. That I consider is not correct and should not be done. I can name the train but I do not want to reveal the personality. The train arrived in time at Itarsi and everyone was looking for its departure but suddenly it was pulled up at the platform for nearly two hours because the Governor was to catch the train to go somewhere else. What happened was that several passengers missed their other connections.

Shri Warier (Trichur): Without his giving some data, how can the hon. Minister check up on that? Without giving some clue how can the hon. Minister check up?

Shri Swaran Singh: He has given clue. He has said 'Itarsi'.

Shri Birendra Bahadur Singh: I have given the date and if the hon. Minister wishes to know more, I can give him the details afterwards.

You can take the Grand Trunk Express or any other train. Either the engine is not working properly or something is wrong with the rolling stock. I am saying all this because the question of passengers' comforts and other things come. You can certainly charge 100 per cent. You can double it or treble it, but let there be proper facilities given to them.

Take the Frontier Mail. Three days ago the Frontier Mail left here in time and arrived at Gangapur City on perfect time. New engine was attached. That engine was a WP. By the time it reached Ratlam the train was 1½ hours late. I went and asked the stationmaster as to what was the cause for this. He said that

the engine was bad. Because of that two hours were lost and the Frontier Mail never reached Bombay in time because again the engine from Baroda failed. It was 2½ hours late when it arrived at Bombay because of engine trouble. This happened only three or four days ago.

Not only that, during the period when the new Ministry was being formed and the old hon. Minister had given up the charge not one railway train in the whole of India was running on time. I can take that as a challenge. During those particular six or seven days not one train was on time; every train was running late. I happened to go to Allahabad and other places and I was really surprised to find this. I went to the station master and told him about this.

These are the things that are happening. Certainly, charge the passengers Re. 1/-, Rs. 2/- or Rs. 10/- but give them minimum facilities at least. But, instead of that, trains are not running on time, rolling stock is not good—these are the things that are happening. I hope the hon. Minister would see to it that the passengers at least get the minimum amenities.

About Madhya Pradesh, the re-organisation scheme when it was formed he suggested that there must be a through train between Bilaspur and Gondia joining Mandla, Jabalpur and Bhopal. It has been there for over six years. I have heard that the survey had been done or is being carried out. It is high time that the railway authorities take up the matter because it is very necessary.

Similarly, there was the proposal of linking Hingoli and Khandwa by a through train from Delhi. Today we have got a lot of difficulties in travelling between north and south because actually there is only one train that is running, that is, the

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Grand Trunk Express. But if on this line which has already been made a train starts from Delhi through Khandwa-Hingoli to Hyderabad and down south, we will be having two trains, one meter gauge and one broad gauge. That will help very much from the point of view of goods as well as passenger traffic. I do hope that this proposal will be considered. A meter gauge through train must start from Delhi to South India as early as possible.

Previously the procedure was that the Railway Ministry used to give an opportunity to all the hon. Members to meet the different Railway officers. I hope that the procedure will continue because it is very helpful and at least those hon. Members who do not get time to speak here will be able to suggest ideas and speak there whenever an opportunity is given.

14 hrs.

And, lastly, I wish to make this point. It is not by way of complaint. Where the doubling work is going on the Railways make use of the village tanks. It happens in-between Gondia and Raipur at Baratalao. They make use of the village tanks for water and other purposes. But when the villagers go and ask for the co-operation of the Railways in maintaining the tanks, the railway authorities refuse to help them either by money or in kind. When such things are there, like community development work which the Railways also make use of, I do hope that the Railways will help villagers either by money or in kind and help such projects.

Dr. U. Misra (Jamshedpur): Sir, the industrial workers and the middle classes are perturbed over this increase in the third-class railway fare. They are also perturbed over the freight rates, especially about foodstuffs. They have not had any real increase in their wages, but now

they will have to pay more in the form of railway fare and for foodstuffs, because the prices of foodstuffs will go up. There is not sufficient housing in the industrial areas, and the result is that many people come from long distances in the industrial areas. So they are really perturbed over this increase.

I know that in spite of our protests the fares will be increased. But I would like to request the hon. the Railway Minister at least to leave the third-class passenger unhurt. That much he can do and adjust his budget in some other way.

As regards the amenities provided, they are really not felt and there is overcrowding. There are, no doubt, a few third-class express trains; there are, no doubt, a few air-conditioned third-class express trains; and there are, no doubt, a few big stations that have been built. But what is all this compared to the overcrowding in the third-class trains?

The problem of the third-class passengers has been there for a long time, even before Independence, and so many stories have been narrated about it in this House also. But the amenities that are provided are so small that they cannot even be felt.

In the industrial areas like Ranchi and Tatanagar the number of trains has not increased. From Patna to Tatanagar there is only one train, and that also is not a full train. From Ranchi also there is not a full train—from Patna to Ranchi or Patna to Tatanagar and vice versa.

Then, take the station at Tatanagar. It is a fine station built only a few months back. But how is it kept? It has become very dirty because enough sweepers are not employed. Whereas they go on adding to the number of higher officers, when it comes to a question of the sweepers there is the economy drive.

Moreover, even when the sweepers are employed, they do not react to the dirt. How can they do so when they live for sixteen hours in a hovel which is completely and absolutely dirty. The psychological make-up of the sweepers cannot react to the dirt. They cannot sweep the dirt in the stations in their duty hours. So long as the quarters provided to the sweepers, the Harijans, everywhere are not remodelled and so long as our attitude towards the sweepers is not changed, we cannot expect any cleanliness, however much we may spend on buildings and other things.

Another matter to which I would like to refer is safety. Today we have heard about one accident. One of the causes of the accidents is the troubled state of mind of the running staff. The driver or the fireman works for more than twelve hours. And when he goes home he has not got a place to sleep in. As a visiting doctor I have seen the houses of these firemen which were built forty years ago for the "native coolies" as they called our people. There are no amenities there. As for the rent, from Rs. 3-8-0 it has gone up to Rs. 24 without any amenities. I have seen the drivers and firemen working for twelve hours with not a place to sleep in. So how can we put our safety in the hands of those troubled workers? The Railways have built certain hospitals. One has been built in Tatanagar from where I come. The building is all right. But what does it cater, except *aqua pura* and medical certificates for their earned leave? There is not much of facility for clinical investigation. The medical officer becomes helpless. The hospital looks magnificent from outside. But go inside, there is no apparatus for investigation.

The Railways are the biggest employers. But have they ever thought of industrial diseases, occupational disease and of investigation of the occupational diseases amongst their

employees? The fireman or the driver deals with coal. He may be suffering from silicosis. Have they got any provision or any arrangement for the investigation of occupational diseases? I have seen the incidence of pulmonary tuberculosis, it is increasing among the railway workers. Although they are the biggest employers the Railways have not got any provision for mass X-ray check-up. They can do it. They go on increasing the fares but they cannot do anything for their employees.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): We do have it in several hospitals. What hospital is the hon. Member particularly referring to?

Dr. U. Misra: I am referring to mass X-ray check up to investigate the incidence of pulmonary tuberculosis among the workers and also the occupational diseases from which they might suffer due to their handling coal and other things. It is not about the hospital, it is a matter of the public health. It is a preventive measure to which I am referring. And in the hospitals I want that provision should be made for modern clinical investigation.

Then, if we want to promote labour relations, this nepotism and double standards must stop. I know of one examination for wireless operators. Because somebody to somebody else's liking could not pass, the whole examination was cancelled. Even though the employees who passed, got their increment, the examination was cancelled because somebody's somebody could not pass that examination. That should stop.

My hon. friend on the other side belong to the I.N.T.U.C. suppose many things yesterday. I do not want to go into the controversies. There is a double standard for the unions. I can cite cases; I have got photos. The railway building of the I.N.T.U.C. union was used as Congress election office and railway employees were going on with their badges as Con-

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gress campaigners. I do not suggest, I may not be misunderstood, that some action should be taken against them. I do not suggest that. Compared with the cases that were cited by my hon. friend Dr. Ranen Sen, yesterday, there are double standards. This double standard, one for the sarkari union and the other for the other unions should stop.

Shri C. K. Bhattacharya (Raiganj): May I draw attention to this? The other unions get the most favoured treatment: not the sarkari union.

An Hon. Member: Where?

Mr. Deputy-Speaker: Order, order.

Dr. U. Misra: About complaints, public complaints go un-heeded and they are overlooked. Not only that. Even they are looked negatively. If mismanagement about an amenity is reported, that amenity itself is withdrawn, just like to cure headache the head is chopped or amputated. I have my own experience. I complained about mismanagement in seat reservation from Tatanagar to Howrah. I wrote letters to Members of this House and they were also forwarded to the Railway Ministry. Instead of going into the complaint, they abolished that amenity. That is how we are treated; that is how complaints are treated.

Very few Class III or Class IV employees get promotions. How can we judge? Unless they have got a big backing, they cannot go to higher posts. There are many people with qualifications. They enter a small service, a Class III or Class IV service. If their claims are looked into, they can get promotions. Here, in this Government, a Deputy Minister wants to be a Minister and a Minister of State registers his protest because he is not raised as a Cabinet Minister. But, a Class III or Class IV employee has no claim for any promotion. That is quite unjust, I should say.

I will not repeat the other points covered by hon. Members. I will conclude with one or two suggestions. Firstly, I should appeal to the Railway Minister that he should leave the third class passengers without any increase in the fares. He should exempt foodstuffs at least. That would really give relief to our working class people and also to poor peasants. For the industrial areas, I suggest that more and more trains should be provided. Where there is only one train such as from Tatanagar to Patna, third class sleeping arrangement should be made. As regards air-condition expresses, I should say that there is a lot of difficulty from Howrah to Bombay via Nagpur and from Howrah to Madras. I should request that two air-condition express trains should be provided in those lines.

With these words, I conclude and I thank you.

श्री० महादेव प्रसाद (महाराजगंज) :

उपाध्यक्ष महोदय, मैं इस सभा के नये सदस्य के नाते नये रेलवे मंत्री को पहले बधाई देना चाहता हूँ ।

मैं ऐसा मानता हूँ कि स्वतंत्रता प्राप्ति के बाद सरकार ने रेलवे यातायात में काफी उन्नति की है, किन्तु फिर भी यह नहीं कहा जा सकता है कि हमारे इस पिछड़े हुए देश में, विशेषकर मैं जिस निर्वाचन क्षेत्र से निर्वाचित हुआ हूँ उस पिछड़े भूभाग में, रेलवे यातायात में जितनी वृद्धि करने की आवश्यकता है, उतनी हो सकी है। बहुत से माननीय सदस्यों ने किराये और फ्रेट की वृद्धि के विषय में ऐतराज किया है। इस में कोई सन्देह नहीं कि जब कि रेलवे के बजट में, जैसा कि हम को बतलाया गया है, काफी लाभ की मुंजाइश है, उस में किराये और रेट की वृद्धि पर ऐतराज हो सकता है। लेकिन फिर भी मैं अत्यन्त विनम्रतापूर्वक कहना चाहता हूँ कि

दूसरे देशों में रेलवे के किराये और फ़ूट के रेट की जो स्थिति है, उस के मुकाबले में हमारे देश में उस को बढ़ाने की कहीं ज़रूरत गुज़ाईश है।

एक बात में अवश्य कहना चाहता हूँ कि जहाँ तक रेलवे फ़ूट और किराये में वृद्धि का प्रश्न है, यह एक व्यापारिक स्थिति को ध्यान में रख कर करना चाहिये। व्यापार का तरीका यह होता है कि जिस प्रकार की सुविधा हम कस्टमर को पहुँचाते हैं उस के अनुसार ही उस के किराये में हम कमी या वृद्धि किया करते हैं। मुझे कोई ऐतराज नहीं है यदि सरकार ने फ़ुट या सेकेंड क्लास के किराये में वृद्धि की है, लेकिन हमें ज़रूर आपत्ति है कि थर्ड क्लास के किराये में वृद्धि की जाती है, जब कि हम जानते हैं कि थर्ड क्लास में चलने वाले जो यात्री हैं उन को काफी मुसीबतों का सामना करना पड़ता है। मैं आप का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ—खास तौर पर मीटर गेज पर जो गाड़ियाँ चलती हैं, उन की स्थिति अत्यन्त शोचनीय होती है। मैं विशेष रूप से जो गाड़ियाँ कटिहार से अमीनगांव की ओर जाती हैं उन की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। अगर रेलवे अधिकारी थर्ड क्लास के डिब्बों में इस लाइन पर सफर करते तो उन को यह तज़ुर्बा होना कि उस में क्या परेशानियाँ होती हैं।

एक माननीय सदस्य : वे मैलूनों में चलते हैं।

डा० महादेव प्रसाद : हाँ, चूँकि वे सैलूनों में चलते हैं इस लिये उन को इस बात का ज्ञान नहीं हो पाता है।

जहाँ तक भारत की स्वतंत्रता प्राप्ति के बाद हमारे इस पिछड़े भू भाग के रेलवे यातायात की उन्नति का प्रश्न है, मैं सरकार का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ कि मुद्दत से इस पिछड़े इलाके

में बहुत कम लाइनें रही हैं। मुझे यह बतलाने की आवश्यकता नहीं है कि अंग्रेजी राज्य के जमाने में अंग्रेजी हुकूमत ने लाइनें उन्हीं तरफ निकासी ज़िधर उन को लाभ होता था। उन के लाइने निकालने का खास मकसद यह होता था कि हमारे स्वतन्त्रता आन्दोलन को किम तरह से कुचला जा सके। उन्होंने इस का कभी ध्यान नहीं रखा कि जनता को मुख्य सुविधा पहुँचाये ताकि व्यापार को उन्नत किया जा सके। जो कुछ थोड़ी बहुत लाइन है हमारे यहाँ वह मीटर गेज की है। मीटर गेज होने से ब्राड गेज लाइन से उसका सीधा सम्बन्ध नहीं है इस कारण ट्रांशिपमेंट में जो दिक्कत होती है उसमें व्यापार की वृद्धि में काफी कठिनाई उपस्थित होती है।

यह बात ज़रूर है कि आज सरकार उन हिस्सों में ही रेलवे लाइन बनाने के बारे में सोचती है जहाँ कोई किमी तरह का औद्योगीकरण हो रहा हो, जहाँ उद्योग के नाते कुछ सुविधा पहुँचाने की आवश्यकता होती है। यह एक बौद्धिक सरकार है। जिस हिस्से में औद्योगीकरण होता है वहाँ रेलवे लाइन बनाने की ज़रूरत समझी जाती है। इसका एक यह पक्ष भी होता है कि जिस हिस्से में औद्योगीकरण नहीं हुआ है वहाँ रेलवे लाइन की सुविधा न होने के कारण कठिनाइयाँ उत्पन्न हो जाती हैं। इस सम्बन्ध में मैं आपका ध्यान एक खास उदाहरण की ओर दिलाना चाहता हूँ। यद्यपि अभी इस बात का ज्ञान स्पष्ट नहीं है, लेकिन पता चला है कि हमारी सरकार ने कृपा करके गोरखपुर में एक फरटीलाइज़र फैक्टरी खोलने का विचार किया है। कुछ दिन पहले मैंने मुना था कि फरटीलाइज़र फैक्टरी खटाई में पड़ गयी क्योंकि हमारी तरफ मीटर गेज लाइन है ब्राडगेज नहीं है जिस कारण हेवी प्लांट वहाँ नहीं पहुँचाया जा सकता। मुझे यह भी मालूम हुआ है कि एक-आध हफ्ते पहले कुछ उच्च अधिकारी फरटीलाइज़र फैक्टरी की साइट देखने के लिए वहाँ गये थे। वहाँ कई साइट्स

[डॉ० महादेव प्रसाद]

हैं। उन में से एक साइट मेरी अपनी कांस्टी-ट्यूएन्सी में है। यह कहा जाता है कि उस साइट में और सब कुछ ठीक है लेकिन एक सब से बड़ी दिक्कत है। यह साइट गोरखपुर बे: आगे भानन्द नगर बे: पास है और उसमें और गोरखपुर बे: बीच महेसरा का ब्रिज है जिस पर हेबो प्लांट नहीं ले जाया जा सकता। यह कितने अफसोस की बात है कि एक पिछड़ा हुआ इलाका, जो बहुत दिनों से पिछड़ा हुआ है और जिसकी कोई उन्नति इस आजादी बे: जमाने में नहीं हो सकी है, इतनी बड़ी योजना से मुस्तफ़ीद नहीं हो सकता क्योंकि रेलवे बे: यातायात की दिक्कत उसके सामने आ जाती है। मैं रेलवे मंत्री का इस तथ्य की ओर ध्यान आकर्षित करना चाहता हूँ और प्रार्थना करता हूँ कि यह कोशिश होवे कि हमारी तरफ मीटरगेज की जगह ब्राडगेज की व्यवस्था की जाये। मैं यह नहीं कहता कि यकायक यह कार्रवाई की जाये, लेकिन उस दिशा में प्रयास होना चाहिए।

हमें यह जानकारी हुई है कि लखनऊ और गोरखपुर बे: बीच में जो चौकाघाट का ब्रिज बदला जा रहा है उस पर काफी रुपया खर्च हो रहा है। लेकिन अफसोस होता है कि उस ब्रिज को हम बदल रहे हैं केवल मीटर गेज स्टैंडर्ड बे: लिए कि ब्राड गेज स्टैंडर्ड बे: लिए। मैं नम्रतापूर्वक निवेदन करना चाहता हूँ कि जब इतना रुपया खर्च हो रहा है तो उसको ब्राड गेज स्टैंडर्ड का बनाने की चेष्टा करनी चाहिए। इसी प्रकार महेसरा ब्रिज में भी सुधार हो रहा है इसकी बात सुनी जाती है। इसमें भी ब्राडगेज स्टैंडर्ड का ही बनाने की कोशिश होनी चाहिए।

दूसरी बात मैं यह कहना चाहता हूँ कि हमें यह जानकारी है कि लखनऊ से बुढ़वल तक तो मीटर गेज के अलावा ब्राडगेज भी थी। किसी कारण से बाराबंकी से बुढ़वल तक से उसको हटा दिया गया। इसलिए

अगर चौकाघाट का पुल ब्राड गेज स्टैंडर्ड का बनाया जाए तो उस लाइन को से जाने में सुविधा हो सकती है।

इधर समस्तीपुर तक ब्राडगेज आ गई है और अगर गोरखपुर से बरौनी को कनेक्ट किया जाए तो गोरखपुर से बुढ़वल को कनेक्ट किया जा सकता है।

जहां तक रेलवे की क्षमता का प्रश्न है यह अत्यन्त अफसोस बे: साथ कहना पड़ता है कि इसमें काफी उन्नति की गुंजाइश है। अभी हम ज्यादा काम उधर नहीं कर पाए हैं। अभी हमारे देश में आर्थिक उन्नति की रफ्तार काफी तेज करने की बात जरूर होती है लेकिन उसमें जो बाटिलनेक उपस्थित होता है वह रेलवे बे: कारण उपस्थित होता है। यह बड़े अफसोस की बात है कि १५ वर्ष हमें आजाद हुए पूरे होने को है। लेकिन अभी तक हमारी मालगाड़ियां दिन भर में ज्यादा से ज्यादा ३५ मील चल पाती हैं, यानी मीटर गेज पर उनकी रफ्तार ५ मील प्रति घंटा है। ब्राड गेज पर शायद उनकी रफ्तार दस, वाग्न मील फी घंटा की है। मैं आशा करता हूँ कि रेलवे मंत्रालय रेलों की इस क्षमता पर ध्यान देगा और उसको उन्नत करने की चेष्टा करेगा।

इस सिलसिले में एक बात और कहना आवश्यक है। जब हम ऐफीसेंसी की बात करते हैं तो ऐफीशेंसी की एक एडमिनिस्ट्रेटिव साइड भी है। मुझे यह जानकर खेद है कि जब आवश्यकता इस बात की है कि नए लोगों को जिनमें योग्यता और ऐफीशेंसी होवे, जिनकी जिन्दगी में कोई जीवन होवे, एडमिनिस्ट्रेशन का काम दिया जाए, हमारे रेलवे बोर्ड में, जो कि एडमिनिस्ट्रेशन चलाने की सब से ऊपर की संस्था है, पांच में से चार आदमी सुपरएन्टेड हैं। अगर ऐसा करने का औचित्य सिद्ध करने के लिए आप अनुभव की बात करते

हैं, तो मैं पूछना चाहता हूँ कि यह नियम आप जनरल मैनेजर्स के लिए क्यों नहीं लागू करते। यदि यही नियम उनके बारे में भी लागू किया जाए तो परेशानी होती है।

अब मैं आपका ध्यान अपने क्षेत्र की कुछ छोटी-छोटी समस्याओं की ओर भी आकर्षित करना चाहता हूँ।

मैं महाराजगंज लोकसभा क्षेत्र से निर्वाचित हुआ हूँ। आपको यह सुनकर ताज्जुब होगा कि महाराजगंज का बड़ा हिस्सा उस स्थान पर है जहाँ भारत और नेपाल की सीमाएं मिलती हैं, पर उस सीमा पर यातायात की इतनी दिक्कत है कि जिसका कुछ कहना नहीं। मैं कहना चाहता हूँ कि एक समय जब माननीय लाल बहादुर शास्त्री जी रेलवे मंत्री थे तो उन्होंने कदाचित् इस सदन में ही हमारे एक सहयोगी के प्रश्न के उत्तर में यह आश्वासन दिया था कि महाराजगंज में रेलवे लाइन ले जाने की चेष्टा की जाएगी। लेकिन दुख है कि आज इतने वर्ष हो गए पर उधर का ध्यान नहीं दिया गया। मैं आशा करता हूँ कि इस समय जो हमारे वर्तमान रेलवे मंत्री हैं वह उस पर उधर ध्यान देंगे और जनता को इस कष्ट से मुक्त करेंगे।

दूसरी बात जिसकी ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ वह यह है कि हमारी तरफ जो गोरखपुर से नौतनवा या गोरखपुर से गोंडा के लिए लूप लाइन है उस पर जो गाड़ियां चलती हैं उन पर उनकी तादाद नाकाफी है। मैं आपको बतलाऊँ कि गोंडा को चार बजे शाम को गाड़ी चलती है और उसके बाद रात के पौने दो बजे दूसरी गाड़ी जाती है। अगर किसी को चार बजे की गाड़ी न मिले तो उसको शाम के चार बजे से लेकर रात के पौने दो बजे तक गोरखपुर स्टेशन पर बैठा रहना पड़ता है। इसमें उसका कितना नुकसान होता है और कितनी परेशानी होती है। यही हाल नौतनवा जाने वाली ट्रेनों का है। मैं उम्मीद करना कि रेलवे मंत्री उस पिछड़े भूभाग के लोगों की

मुसीबत को ध्यान में रखते हुए उस लाइन पर गाड़ियों में वृद्धि करने की बाबत कुछ सोचेंगे।

इन बातों के साथ मैं एक बार फिर रेल मंत्री को उनमें संतुलित बजट के लिए बधाई देता हूँ और यह आशा रखता हूँ कि मैंने जो कुछ निवेदन उनमें सामने किया है उस पर उनका ध्यान जायेगा और उसको पूरा करेंगे वह हमारे पिछड़े हुए भूभाग के लोगों का आशीर्वाद ग्रहण करेंगे।

Shri Jaganatha Rao (Nowrangpur): Several hon. Members have criticised the working of the railways, their operational efficiency, their failure to provide amenities to third class passengers, and finally, the increase in railway freight and passenger fares. I, for one, do not share that view. I feel that the railways have done their part during the year under review.

The performance of the railways generally reflects the economic activities in the country. The railways, a the biggest carriers of the nation's goods, have continued to play an important role in the planned economic development of the country, by undertaking the movement of the bulk requirements of many of the industries, such as steel, cement, coal etc. The industrial production of our country rose by over 12.1 per cent over that of the previous year, and agricultural production also has recorded a significant rise. The agricultural production has risen to a figure of 80.5 million tons.

By and large, the railway freight traffic on the whole kept pace with the increase in the industrial and agricultural production under different commodities. The Second Plan fixed a railway freight target of 162 million originating tons. The railways moved about 154 million originating tons. There was a backlog or a shortfall of 8 million originating tons. What was it due to? Was it due to

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the failure of the railways, or were there any inherent difficulties attendant on the railway freight system?

There is a definite pattern in railway freight traffic. Firstly, the coal-fields are located in the eastern region of the country. Secondly, all the steel plants are also located in that part of the country. So necessarily there is bound to be long haulage of empty wagons from all parts of the country, which results in less movement of loaded wagons. And above all industries are also growing in that region because of the availability of coal. As it is there is a steady increase in traffic demand as a result of planned development and this increasing capacity has to be achieved in difficult circumstances. The capital at charge of the railways from the year 1952-53 to 1960-61 rose by only 3 per cent. whereas with this increase the railways have been able to lift more than 17 per cent. of tonnage.

Similarly, in respect of passenger traffic the Second Plan estimated an increase of about 15 per cent. of passenger traffic, but the railways have been able to move more than 25 per cent. of increase in passenger traffic. It is not a small achievement. We have to look at the performance of the railways from the point of view of capital invested and the available resources. If we take them together, it cannot be said that the railways have failed in the discharge of their duties.

The Third Plan estimates that in the final year of the Third Plan the railway freight traffic would go up to 245 million originating tons. This appears to be a gross under-estimate. This was pointed out by the previous Railway Minister, Shri Jagjivan Ram in his speech. He said:

"The Third Plan as finalised provides for an upward revision in the quantities of coal movement, the setting up of Bokaro

Steel Plant and the construction of a port at Haldia in West Bengal. The target of freight movement, placed at 245 million originating tons in the Third Plan, will be materially exceeded on account of movement of coal from collieries to washeries preceding their movement from the washeries to their final consumers. The question of increasing the Railways' Capital programme in the Plan—which at present is Rs. 1,325 crores—is now under consideration. This amount includes Railway's own contribution towards expenditure on Capital works chargeable to Revenue, and to Depreciation Reserve Fund and Development Fund."

Therefore, this aspect has to be considered by the Planning Commission. Unless the capital investment is increased, I am afraid the railways may not be able to play their role in the Third Plan because of the rising industrialisation in the country. Otherwise there will be transport bottlenecks which will impede necessarily the growth of industrialisation in the country.

Several hon. Member have questioned the propriety of increasing the railway freight. As I said at the outset, I do not share that view. There is a definite pattern of railway freight traffic: there are high-rated commodities and low-rated commodities. What the merchants generally do is that they send low-rated traffic to the railways and the high-rated traffic goes by road. I can give an instance. Oil from Kurnool goes by road to Madras and the empty barrels are sent back to Kurnool by rail. The merchants feel that by road transport they can transport their goods more quickly and also at cheaper rates whereas it is not profitable for them to send these empty barrels by road; so they take to railways. Railways being a common carrier cannot refuse any goods that is offered, whether it is high rated traffic or low-rated traffic. The railways have been carrying this

low-rated traffic like good-grains and other necessities at very low rates. How long can this happen?

Secondly, there is the road-rail competition. That is why an embargo is put on low-rated traffic and for short distances also. It may be that as a result of this increase merchants may take to road transport for short distances and for low-rated traffic which would remove congestion to a certain extent. As explained by the hon. Minister in his speech, this is also one of the recommendations of the Committee on Transport Policy and Coordination. This will also remove the disparity in freight rates between low-rated traffic and high-rated traffic.

Similarly, Sir, the increase in passenger fares: it is said third class passenger fares have been increased. Well, there is an increase. But what about amenities? Amenities are also being given. All the amenities cannot be given in a day. To meet the growing passenger traffic a number of third class coaches are being attached to trains. In some trains even the dining cars are being removed. But there is a limit for the haulage. No engine can haul more than fourteen coaches. So, we have to look to the practical difficulties which stand in the way of the railways to offer all the amenities that have to be given to passengers.

I have a suggestion to make. There is a consistent decrease in earnings from passengers who travel by second class. In 1958-59 passengers who travelled by second class were 11.9 million; in 1959-60 passengers who travelled by second class were 11.5 million in 1960-61 it came down to 11.1 million. Likewise earnings also have steadily come down. In 1958-59 earnings from second class fares were Rs. 598 lakhs; in 1959-60 the earnings came down to Rs. 587 lakhs; in 1960-61 they came further down to Rs. 574 lakhs. So, second class travel does not appear to be very popular with the public; passengers travel by third class or first class. I also think that

most of the second class passengers would be railway pass holders. I feel that a further scrutiny should be made into this, with a view to seeing whether the second class should not be removed altogether. There should be only first class and third class, so that we can have additional third class bogies attached and better amenities provided for passengers.

Year after year I find that railway pay a huge amount towards compensation for loss of goods consigned to the railways. In the year 1960-61 the railways paid Rs 3.61 crores. What is it due to? Cannot the railways do something to see that there is no pilferage? This pilferage occurs at station-yards and also in running trains. Now the Railways Act has been amended and railways have taken up the additional responsibility as common carrier. They have to shoulder the burden and see that there is no pilferage of goods consigned to the railways. Because of this pilferage which commonly occurs people generally take to road transport, because there is no risk of loss of goods in transit; there is quick delivery; there is also delivery at the place where the consignor or consignee resides. I know of an instance. A motor transport company from Bizwada carries goods upto Cuttack, a distance of more than five hundred miles. It is true that the railways at present have about 36,000 running miles. But they have to improve the conditions and see that they enjoy better confidence among the public.

Also, I find that ticketless travel is increasing year after year. So also is the incidence of alarm chain pulling. We find that steps are taken to do away with this evil. But as yet we find no abatement of it. One reason for this—in spite of the measures taken by the railways on their side—is the lack of public co-operation. In this matter, public co-operation is highly necessary. Recently there was a committee on public co-operation appointed by the Ministry. I was a member of that committee. I feel it is the duty of every member of the public to assist the railways, their

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officers, whenever such instances occur. But we find that even educated people and students travel without tickets. The co-passengers do not take notice of cases of ticketless travel, much less take any action. There is a sort of indifference on the part of the public who feel that they have nothing to do with this evil. They do not feel any sense of national loss when there is loss of railway property. These are regrettable facts and these are mainly due to lack of patriotism among people in the country today.

As regards operational efficiency, I find there is a slight improvement, with respect to speed of goods trains, wagon miles per day etc. But still much more has to be done. There is no limit to the attainment of efficiency. Every attempt should be made to improve the operational efficiency year after year. By past experience the railways come to know what their defects are. They should try to rectify them.

Then there is the question of rehabilitation of overage rolling stock. The percentages of overage rolling stock are given. The total stock in service as on 31-3-61 is as follows:

| | | | |
|--------------|--------------|-------|----------|
| Locomotives: | Broad gauge | 25.38 | per cent |
| | Meter gauge | 18.98 | " |
| | Narrow gauge | 33.99 | " |
| Coaches: | Broad gauge | 35.62 | " |
| | Meter gauge | 29.00 | " |
| | Narrow gauge | 61.00 | " |
| Wagons: | Broad gauge | 29.00 | " |
| | Meter gauge | 12.25 | " |
| | Narrow gauge | 50.23 | " |

Because of this overage rolling stock, accidents also occur. Also passengers complain of lack of amenities. It is true that several coaches are very old. we do not find even lights or fans in them. Even the berths in first-class compartments are not worth travelling in. So the railways should accelerate replacements of overage rolling stock as early as possible.

As regards new lines, I have got to make a suggestion. In Orissa, there are rich coal fields at a place called Talcher. Recently the deposits were estimated at 15-20 million tons. The distance from Talcher to Rourkela where a steel plant is located is about 65 miles. If this distance is covered by railway, it will connect also Northern India through the Eastern Railway. Thus it would not only serve the movement of coal from Talcher, but it will also help the movement of coal from Bihar Coalfields to South India without taking the longer route via Howrah. Via Talcher coal can be mould to Visakhapatnam port and reduce congestion on the main line.

Talcher has also a special importance in that we are now going to have a thermal plant there with US collaboration. It will be one of the biggest such plants in South-East Asia. So I would request the Railway Ministry and the Minister in particular to consider this matter and take up survey.

There is one subject which has become a hardy annual for me every time I speak on railways. This is about the Light railway. Shri S. V. Ramaswamy knows very well about the Light Railway line which runs from Nowpada to Gunupur in Orissa, a distance of 56 miles. The time allotted for covering this distance is 7 hours. I would be happy if the train reaches destination in 7 hours. But it never reaches destination before 12 hours, and no one is sure whether it would reach its destination at all. This railway was opened by the then Maharaja of Parlikemedi in 1900. The engines are as old as the Puranas. The names of the engines are Rama, Sita, Hanuman and Parasuram. They really belong to the puranic age. They are not replaced. We cannot call it a railway; it is worse than a tramway. At least the tramcar moves quicker and faster. The coaches have no lights, what to speak of fans. There is no

water provided in the latrine. As the train moves, passengers get down and then get into the trains.

What is this due to? In the South-Eastern Railway we have got broad gauge all over. I have been repeatedly requesting the Ministry through letters and by speeches in Parliament in these six years that if they cannot replace these Light railways by Broad Gauge, they should at least replace the old engines by diesel engines. Something has to be done. These Light Railways are also part of the railway system. As they are, even the old Delhi tramways are, I feel, much better than these Light Railways. I wish my hon. friend, Shri S. V. Ramaswamy, will once travel by this light Railway.

As regards wagon building, there is a back-log. It is said that for want of matching steel, wagon building is not going on according to schedule. This may be true. But I find that tenders are called for and they are not accepted. Tenders for the same materials, steel and certain other components, are called for four or five times. What is it due to? Does it mean that the parties who tender have not the capacity to fulfil the contract? Or is it that the Railway Board finds that their specifications are not adhered to? I do not know what is wrong when tenders are called for the same materials time after time. The Railway Board could be more vigilant. They should not simply go on complaining that there is a back-log because of want of matching steel.

Of course, defects are there and are bound to be there in a developing economy like ours where we have a railway system which has a length of 35,000 running miles or even more. By and large, they are doing their best. But they should do better.

Shri Seshayan (Perambalur): I am thankful to you for the opportunity given me to speak on the Railway Budget. As a new Member and one 196(A) LSD—3.

who is not conversant with the intricacies of the statistics supplied by Government, I beg to be excused and to be corrected wherever there is a flaw in my observations and conclusions.

In the reports submitted to us, we have been flooded with figures and tables dealing with kilometres, miles etc. These are impressive figures to look at. I find there is an upward trend in the gross earnings, in the number of passengers travelling and in the freight tons carried over the railways. But the question is whether these figures, impressive as they are, impress the common man, the actual user, whether he is satisfied with the performance of the railways. That is the question we have to look into. He is not concerned with the figures; he is not concerned with the tables, the long array of figures given therein. We have to see how far he has been satisfied, how far amenities have been provided to him, how far the grievances expressed and shortcomings pointed out in this House and outside have been redressed. How far railway journey has been made more comfortable and more attractive and more popular to the common man, the actual user of the railway. With the growth of the population, there is bound to be an increase in the number of passengers and the gross earnings of the railways, but the real test will be how much and how far the passengers are travelling nowadays.

If you look at the figures, the statistics of the average distance travelled by the passengers, that will give you a revealing position, but actually, Table I of the Report supplied to us by the Ministry is silent on this particular point. We can calculate the average distance travelled by the passengers easily because it is a simple division of the passenger kilometres by the number of passengers. We find that in 1956-57 the average distance was 49.1 KM; in 1957-58 it fell to 48.8 KM; in the next three years, 1958-59, 1959-60 and

[Shri Sezhiyan]

1960-61 it was 47.4, 48.5 and 48.4 respectively. That is, there has been a downward trend in the average distance travelled by the passengers. With the increase in the economic and industrial development of the country, people are bound to travel more, and they are actually travelling more, but they are using the railways less. That means the passengers are not satisfied with the state of affairs obtaining on the railways.

If we go back to 1939-40 we find the average distance travelled by passengers on the Indian railways was 56 KM. The corresponding figure in 1950-51 was 52 KM. From 56 in 1939-40 and 52 in 1950-51 we have come to 48.4 now. That shows how unpopular the Indian railway is with the passengers. That also means that passengers are resorting to other modes of transport which are more comfortable. That means we have failed the common man in providing him the amenities required and in making the railway system more comfortable, more attractive and more popular with the masses. We have not redressed their grievances, looked into the shortcomings of the railway system. That is why passengers are not travelling more by Railways as they should have done.

When we look into the question of the average distance travelled by the passengers, it is not only a question of five or eight kilometres, because that is only the average. The actual users of the railways, it is known, are more than 150 crores. So, if you multiply by that, you can imagine how colossal, how huge the loss that is incurred by the Government in passenger earnings. Had there been more amenities, had the system been more comfortable and attractive for the common user, the railways could have amassed more earnings, but that is not the case. When the grievances of the passengers have not been redressed, when the shortcomings have not been looked into and overcome,

I do not know how we can charge an extra fare from the passenger. From the passenger's point of view, what right or justification have we got to demand an extra fare from him, for whom we have not done anything at all these years? Together with the taxation proposals in the General Budget, we are adding an extra burden on the common man by the enhancement of the fares.

Now, let us take a general view of the increase in the fares and freights now proposed in the Railway Budget. These increases in fares and freights are bound to touch off a series of increases, increases in the cost of commodities, in the cost of living, entailing also scarcity of articles in certain areas. If some commodity is sent by rail, the freight charges will not be borne by the seller. The burden will be passed on to the customer, the actual user of the commodity. Therefore, it is the common man who will have to bear these freight charges.

Actually, in practice, what happens is this. If on a certain commodity, the freight charges come to 3½ or 4½ naye paise, what the seller actually does is that he simply rounds it off to five or ten naye paise and passes it on to the customer or buyer, who has thus to pay two or three times the actual increase.

Also, we have to look into one other question, that is the food articles that are sent through the railways, especially rice and paddy, gram and gram flour, pulses, wheat and wheat flour, fruits and fresh vegetables, sugar, salt, vegetable and edible oils, milk and milk products. The railway is the chief means of transport available. Especially in times of floods and droughts, in times of scarcity and famine, we have to rush foodgrains and food articles from one place to another. There are also certain areas which are perpetually deficit in food, to which we have to constantly move foodgrains and food

articles. So, when you increase the freight charges, in effect it will mean that you are actually increasing the price of the foodgrains, and the common man has to bear the brunt of this taxation or increase in freights. Therefore, I request the hon. Minister of Railways, through you, Sir, to take a merciful view and exempt foodgrains and food articles from the severity of the increase now contemplated in the Railway Budget.

At this point, I would also like to invite attention to the general demand in the country to exempt foodgrains and food articles from sales tax. When there is a demand like that, it is not proper to put an additional burden like increased freight charges which will be transferred to the common man. The poor man will have to pay for all this.

This increase in fares and freights will have repercussions on the road transport industry also. In consonance with the increase in rail fares and freights, the bus and lorry operators will also begin to demand more fares and freights. Already they are minting money like anything. A bus or a lorry owner, especially in the South, is becoming more and more powerful with the easy money that he is making. The present proposal comes as a boon to the bus and lorry operators. Unless the Government keeps a check on their rates, it is bound to have an inflationary effect on the fares and freight charges on the roads also.

Coming to the formation of new lines, in South India we have got vast areas and important towns where there is industrial potential, and which are not in the reach of the railway lines now. Industrialisation has been retarded, if not stunted, by the paucity of railway lines. Whenever a new industry is to be located in a particular area, if we approach the Planning Commission or some other high authority, we are told there is no communication, no proper transport facilities in that place, and so

the scheme is set aside. If we appeal to the Ministry of Railways, they say that a railway line is not feasible, will not be profitable in the area, as there is no industrial activity in that place. Therefore, we in the South, are caught in a vicious circle. There is no transport, therefore no industry is possible; there is no industry, therefore it is not feasible to have a railway line in that area. The net result is that a backward area is left backward by both the Ministries.

In a socialist pattern of society with a planned economy, the prime motive should not be the quantity of profit, but it should be the usefulness to the people. We should not go into the question how much profit can be amassed by an industry or a scheme. We should see how much benefit it would bring to the people of the area. Therefore, the prime factor should be usefulness, not profit motive. I do not say that when an industry is established or a scheme is drawn up, you should simply squander the money or incur a permanent loss. In the beginning the scheme may not give you a profit, but in course of time, in five or ten years, it may work out fully and satisfactorily. Whenever a backward area is asking for some railway line it should be considered sympathetically and necessary aid and encouragement should be given.

15 hrs.

I may be allowed to quote a very high and responsible person who once stated that—

"There can be no difference of opinion on the view that South India is far backward in industrial development. It is not a political slogan raised for propaganda purposes; it is a solid fact."

So said a person of high eminence, who has been a Minister in the Madras State and who now occupies a very important position in the Cabinet here also—I mean Shri C. Subramaniam. Now, I hope the Minister of Railways will do something in view of this

[Shri Sezhiyan]

remark about the backwardness of South India.

In the first two Five Year Plans, the hon. Members who have been here from the South joined together, irrespective of their party affiliations in demanding more railway lines and more industrial schemes for the South. In the First and Second Five Year Plans, they were disappointed not to get much, nor even the quantity which we would expect for the proper development of South India. Even in 1961-62, when 6 or 7 new lines were opened, not a single line has been given to South India. In the Budget for 1962-63, for new constructions, Rs. 56.07 crores have been allotted; but, out of this the Southern Railway has been allotted only Rs. 3.35 crores. I submit how meagre and how paltry the sum allotted to the Southern Railway is. Especially, the Manamadurai-Virudunagar metre gauge line, the whole scheme is estimated to be Rs. 250 lakhs, out of which, up to 1961-62, Rs. 5 lakhs only have been spent. In 1962-63, about Rs. 10 lakhs have been allotted for the purpose; and the probable date of completion is given as 1963-64. I do not know how the hon. Minister of Railways is going to complete the scheme leaving a balance of Rs. 235 lakhs to be spent in 1963-64. He would have to provide for this Rs. 235 lakhs in the 1963-64 Budget and finish the project also in 1963-64.

In the South, we require also so many other lines for the development of the country. It has also been voiced by our predecessors here. To mention only a few, they are—

Tirunelveli-Kanyakumari-Nagercoil-Trivandrum, Trichur-Kollengode,

Tellichery—Mysore,

Karwar—Hospet,

Rayadrug—Chitaldrug,

Kottur—Harihar,

Satyamangalam—Chamarajanagar,

Kazipet—Gudur,

Bhongir—Macherla (via) Nalgonda,
Tirupattur—Krishnagiri—Dharmapuri.

I am giving only a few of the lines that we have been asking for for so many years without any effect.

We have also to see some of the industrial set-ups that are coming up in South India, especially, the Neivelil Lignite project, the Trichy Boiler plant, the Salem Iron and Steel Mills, and also the Tuticorin port, which make advance claims for constructing and doubling the broad gauge line connecting these 4 important centres of South India.

Coming to accidents, only this morning we have been given the tragic news of a very serious accident. It is a very sad and tragic event. I would submit that many of the accidents could have been avoided if proper maintenance and check-up of the lines and bridges had been undertaken as also the renewal of the old lines and replacement of the old engines had been done in time. It seems that the Railway Ministry and the Railway Board have not been looking into the question because in the latest Audit Report, it is given that as against a surplus of Rs. 18.43 crores anticipated in the Budget Estimates for the year 1960-61, the actual surplus amounted to Rs. 32.01 crores. That means that as against a certain anticipated surplus they have made a larger surplus; the most important reasons for these variations are given as "shortfall in working expenses, less expenditure on repairs and maintenance, postponement of periodical overhaul of wagons" etc. That is, the Railway Board and the Railway Ministry are having a false sense of economy. They are penny wise and pound foolish. They save some money by postponing periodical overhaul, repairs and maintenance. Therefore, more chances for accidents are given by the old-age engines and the non-repair of railway lines.

I have to bring one more point to the attention of the House. I have been given to understand that there is indiscriminate dismissal of railway employees on charges of political party activities. But the tragedy of it is that these charges are not being substantiated; and there is no right of appeal for the aggrieved parties. In a democratic set-up anybody who is dismissed from service should be given a reasonable chance of appeal and a reasonable chance to exonerate himself from the charges made against him. But the present policy and procedure of the Railway Ministry seems to be to take whatever action they want against the person without giving him any right of appeal.

With these words I conclude.

Shri Liladhar Kotoki (Nowgong): Mr. Deputy-Speaker, Sir, I appreciate the difficulty which the new Railway Minister had to face, while presenting the Budget enhancing the rates of fares and freights in order to save the railway finance from sure disaster. Sir, the net surplus in 1960-61 was Rs. 32.01 crores which came down to Rs. 18.48 crores in 1961-62. In the interim Budget presented by his predecessor, Shri Jagjivan Ram, the net surplus was calculated as Rs. 13.16 crores only. Then, it was pointed out that an amount of Rs. 12.20 crores would be necessary during the current year to meet the dearness allowance to the railwaymen; and, therefore, the net surplus that would have been left, unless the resources were augmented, would have come to only Rs. 96 lakhs. Therefore, it was a predicament in which the Railway Minister was placed. I admire his boldness in attempting to save the situation.

At the same time, I am constrained to raise my voice of protest against the raising of the fares of third class passengers and also against raising the freight rates in the case of essential civil supplies, particularly in such areas where there is no other mode of transport than the railways. I refer to the north eastern region comprising

of Assam, NEFA, the Naga Hills and Teensang area, Manipur and Tripura.

It is known to the House that as a result of the Partition the railway communication between this region and the rest of India was totally cut off. A new rail link had to be constructed. At the beginning for several years the rail link was subject to disruption by monsoons as it had to traverse through the foothills of the Himalayas. The bulk of the supplies have to move from Calcutta, North and Western India and this supply includes food grains, salt, etc. and various consumer goods and building materials like cement, iron etc. As regards building materials which are so vitally necessary for the plan projects all these things have to be brought by railways from Calcutta and other parts. The enhancement of freight will very adversely affect the economy of this region, particularly the implementation of the plan projects.

Sardar Swaran Singh: For the information of the hon. Member, I may point out that so far as steel and cement are concerned they are supplied at all rail heads at equalised prices.

Shri Liladhar Kotoki: Even so the increase of freight on other consumer goods also will affect the implementation of the plan projects to a very large extent and I will request the Minister to examine this aspect and see what relief could be given on account of the impact of the enhanced freight.

I shall now confine myself to certain peculiar problems of the North-east Frontier Railway. Ever since the zone was created in January 1958, considerable progress has been made in improving operational efficiency, stabilising the rail link and constructing the much needed road-cum-rail bridge over the Brahmaputra which is nearing completion and several other improvements for the modernisation of the stations and construction of modern marshalling yards at Gauhati

[Shri Liladhar Kotoki]

and other places. Another important thing that this railway has done is the construction of the new line from Rongopara North to North Lakhimpur. It is a very backward area. This line is proposed to be extended further by 100 miles to Murkongselek touching the foothills of the NEFA region. When completed, this line will open out new vistas for the economic development of this region. I congratulate the North East Frontier Railway for having done all this with great speed and efficiency.

But I would like to point out some very urgent things that this Railway has to examine and implement. The first thing is the urgency for extending the broad gauge line from Siliguri to Gauhati. I am glad that the construction of the broad gauge line from Khijuriaghat to Siliguri is nearing completion. This will enable direct consignment of goods from Calcutta to Siliguri, although there is a ferry crossing between Khijuriaghat and Farakka. As soon as the Farakka barrage is completed we will have a direct movement from Calcutta to Siliguri. But the total traffic between Calcutta and Siliguri is one third of the total traffic that generates at Calcutta; the other two-thirds move further into Assam and the neighbouring areas. To serve the main area which has been cut off from the rest of India as a result of Partition, this broad-gauge line should be extended further as far as Gauhati and thence to Tinsukia.

I have certain figures for suggesting this course. The inward requirement of wagons towards this region is 830 wagons a day. As against this the capacity, even after the CTC and other improvements are effected, will be only 720 wagons a day. That means that even after the centralised traffic control is introduced, which is not yet done, it may not be able to meet the needs of the wagons during the Third Plan. Again, of the total inward traffic of goods about one third is borne by the inland water transport system. But during the last few years

the traffic is being gradually diverted from the inland water transport to railways. The reasons are firstly that the railway freight is cheaper than the steamer, secondly, the steamer is run by foreign companies and there is no certainty how long they will carry on or when they would stop or when they would increase their rates and lastly, it has to pass through Pakistan and we do not know what attitude they would take at any time and they may even prevent any transport in their portion of the river Brahmaputra and that happened several times during this period and it may happen any time again. For all these reasons the traffic that was being carried by the inland water transport is gradually being diverted towards the railways. In 1956 the traffic that was carried by the steamer was 8,28,085 tons. In 1957 the increase was 8 per cent.; in 1958, 18 per cent. and in 1959, 13 per cent. On the other hand, in 1956, railways provided 87,354 wagons; next year it increased by 12 per cent., in 1958, by 50 per cent. and in 1959, by 33 per cent. So, the railway will have to be prepared to carry additional traffic which may not in future be carried by the inland water transport system.

There is yet another thing—overcrowding. We have heard so much from all sides inside and outside this House that the railway has not been able to combat this. We have only two outlets from Assam: one *via* Mariharighat to Calcutta and the other *via* Barauni and Lucknow to Delhi. The number of trains is so small and the capacity of the line is so weak that the number of trains cannot be increased. Therefore, there is a heavy overcrowding on each and every train.

Therefore, if these matters are looked into and given proper weight, the only solution that can be thought of is the extension of the broad gauge line from Siliguri onwards to Gauhati, and beyond. In this connection, I would also suggest that the broad

gauge line between Naitihar and Barapuni should be connected which will then give a direct broad gauge connection between the eastern region and the rest of India.

Having said this, I would submit for the consideration of the Railway Ministry several suggestions, some of which were raised by me during the general discussion of the railway budget last year. The hill section which is connected only by rail via Lumding serves the district of Cachar, the State of Tripura and the Mizo Hills district. There is no road connection even between these regions and the rest of Assam. The railway line on this hill section is in such a bad condition that it is better imagined than described. The trains do not run regularly; the line is blocked during the monsoon by landslides. The connections from Lumding and other aspects connected therewith require a lot of careful consideration and improvement.

The other suggestions that I want to renew are these: the construction of a new line from Pandu to Garo Hills, connecting Goalpara. I understand the traffic survey for this line has been completed, and the construction should, therefore, be taken up as expeditiously as possible.

Then, there is the construction of the line from Kalkalighat to Dharma-nagar in Tripura. It is a distance of 20 miles but the progress does not seem to be very encouraging. This line should be extended right up to Agartala. The State of Tripura was totally cut off from any rail connection or communication after the Partition. This is the only line which can serve this State which is very backward. Therefore, I would urge upon the Railway Minister to take up this line also with a sense of urgency.

I shall conclude after making one more point. It is with regard to the construction of an alternative line from Upper Assam via Silghat. Then it may be extended connecting the

missing link with the Chaparmukh-Mairabari line and thence connecting Jagi Road and Gauhati. This alternative line will serve various purposes. It will not only raise the economy of the area but open out the Kaziranga game sanctuary where the rare rhinoceros is found and which attract the foreign tourists. That will help us to earn more foreign exchange. Therefore, I would urge on the Railway Ministry to examine this question also.

With these words, I conclude.

Shrimati Lakshmikanthamma (Khammam): Mr. Deputy-Speaker, Sir, I support the railway budget presented by the Railway Minister. We were listening to the discussion on the budget since the past few days, and from the Opposition benches we heard hon. Members asking for more amenities for passengers, more staff and a better administration. They have been asking for all these things. At the same time, they have been criticising the increase in freight. Hon. friends in the Opposition benches want the music all right, but they do not want to pay for it! They want free music. But I want to ask this question: how is it possible?

Anyhow, let me not enter into a general discussion, having in view the time-factor before me. Let me first of all place before the Minister my own grievances. The Andhra Government has been agitating, and the Andhra people have also been perturbed, because there has been a cut in coal up to 45 per cent. Andhra Pradesh is supposed to be the granary of India. The kisan of Andhra is a very hard worker and he produces untiringly from his land and supplies to the entire country. There is, of course, the wagon shortage in the country, but I think special attention should be paid to Andhra State especially, the State which is supposed to be the granary and which supplies the needs of the country, in the matter of supply of more wagons. Of late, we have not been able to get even the fertilisers required for the use of our kisans. In

[*Shrimati Lakshmikanthamma*]

Sindri there were stocks, but due to lack of wagons the fertilisers could not be taken to the people. So, that way, it is going to affect the production of foodgrains in our country.

Apart from this, there are huge coal fields in Andhra. The Singareni collieries are there, producing about 25 lakh tons of coal every year. Then, in the third Plan also, the Government is going to invest another Rs. 20 crores to increase the production to 30 lakh tons. What is the use of investing so much and increasing the production unless you have the wagons to carry the commodity to the places necessary, especially when the industry in Andhra is backward?

There was a cut in power supply also. If we have to correct the imbalance between the different States—it has been our aim to do so—we have to see that more facilities are given to Andhra Pradesh, especially in the form of supplying coal which can supplement the needs. When there is a cut in power, at least it can be substituted by the supply of coal which could be used. So, I request the Ministry to keep this point in view.

In 1961, actually, the allotment of wagons was 2,040, but the actual delivery was only 1,782. It was now proposed—I do not know how far it is true and I think the Minister will assure me that there will not be such a reduction in the supply of wagons—to reduce it to 1,100. It will seriously handicap the industrial advancement of that State. Even the present 2040 wagons that are supplied is very inadequate to maintain the present level of production and development of the State. I would therefore request that, keeping in view all these things, they should be liberal in giving more wagons to Andhra Pradesh.

I have got a small suggestion to make as regards extension of broad gauge to a particular place which is one of the biggest pilgrim centres not only of Andhra Pradesh but of the

whole country. Pilgrims from all parts of India flock there. That is yielding a lot of revenue to the railways because the average number of pilgrims going to the temple at Tirupathi is about 6000 and the railways are getting a good revenue. Up to Renigunta, a place six miles from Tirupathi, there is broad gauge. From Renigunta it is only six miles to Tirupathi. They can as well connect it with broad gauge. Now there are no direct trains from any part of the country to that particular place. Pilgrims have to stay at Gudur, a place 70 miles from Tirupathi, for very long hours. They can only catch a train in the evening to go to that place. If it is connected by broad gauge, special bogies can be attached for the convenience of the pilgrims.

I have also a personal request to make. At Khammam, the district headquarters, the constituency from where I have been elected, the Grand Trunk Express does not stop. Though it is the district headquarters and there are two Members of Parliament, one in Rajya Sabha and one here—that is, myself—

An Hon. Member: Therefore the train must stop there.

Shrimati Lakshmikanthamma: Apart from that—I am not saying that the train should stop there just for the sake of two Members of Parliament—it is also a business centre. At the same time, we can also save time. I say that the time of Members of Parliament is also precious.

An Hon. Member: Yes.

Shrimati Lakshmikanthamma: We have to save our time. We have now to go to the next station, Dornakal, to catch the Grand Tunk Express to go to Delhi or to go back to our constituency headquarters. I hope the hon. Minister will keep this in view and see that orders are issued immediately.

to see that the Grand Trunk Express stops at Khammam.

Coming to more general matters, our hon. friend Shri Jaganatha Rao has enlightened us much about the justification for the increase in fares and freights. I think it also implies an increase in the trade. I can understand the arguments of the hon. Members from the other side, because it has become a habit with them whenever Government comes forward with fresh proposals of taxation. We have also, in a democracy, to educate the people of their responsibilities. We should not only talk of providing more amenities for the passengers, providing more facilities, providing more staff, providing them more pay and allowances and all these things, but we should also, at the same time, consider as to who is to bear the burden of all these things. Somebody has to pay for it. Many of them have said that perhaps we need not for five more years go to our constituencies for getting the votes of our people. But I do not believe in getting mere votes from my people. I want to educate them as well of their responsibilities which they have to shoulder in a democracy. When 90 per cent of the revenue of the railways comes from the thirdclass passengers, how can the Minister help taxing the third-class passengers? Only 10 per cent of the revenue is from the upper-class passengers. Even there, I think, some sort of a socialistic approach has been introduced, because there is an increase of 15 per cent in the case of upper-class passengers whereas there is only 10 per cent increase in the case of third-class passengers.

Shri Nambiar (Tiruchirapalli): There was a 50 per cent cut previously. At second-class rates we are now sending them by first-class.

Shrimati Lakshmikanthamma: Sir, in 1950-51 the capital-at-charge was Rs. 827.04 crores as far as the railways were concerned, whereas the actual profit was only about 5 per cent.

In 1960-61, I think, whereas the capital-at-charge was Rs. 1,520 crores, the profit was only about 6 per cent. Therefore, you can also keep in view the rupee value. There was a fall in the rupee value by 1960-61, but still the percentage of profit that the Government is getting is only 6 per cent. Therefore, if you actually calculate it, it will be less than what the Government were getting in 1950-51.

Shri Jaganath Rao has also said about replacement of old engines and bogies by new ones. Where are we to get the money for replacement of all these things. There is also the question of wagon shortage about which we have been talking. We want more steel, more wagons, more Chittaranjans. How can we get all these things unless the tax-raper pays the taxes.

Then, there are two kinds of goods for transport: one is the high-rated goods and the other is the low-rated goods. The income from goods traffic is dependent on the total goods traffic and the proportion of high-rated goods traffic in the total traffic. If one analyses the flow of goods traffic in 1951-61 there is no change in the flow of low-rated goods traffic compared to the total production of those goods. In 1950-51 the railways carried 94 per cent of coal production. In 1960-61 they carried 95 per cent of the coal production. There is an appreciable increase in the volume of goods like iron and steel, cement etc., But the high-rated goods such as sugar, cotton, textiles, oilseeds etc., have shown an appreciable decrease in the volume of freight carried on Indian Railways. For cotton, in 1950-51 it was 80 per cent of the total production whereas it was only 38 per cent of the total production in 1960-61. For sugar it was 89 per cent in 1950-51 whereas it was 50 per cent in 1960-61. For oilseeds it was 72 per cent in 1950-51 and it was only 45 per cent in 1960-61. So the freight is bound to increase keeping in view the fact that there is a decrease in the high-rated goods being carried by the Indian Railways.

(Shrimati Lakshminathanma)

Sir, I have a few suggestion to offer to the Government. In a planned economy the scarce resources should be invested in those avenues where the return is the highest. In a developing country like India where the rate of realisable return ranges anywhere between 10 per cent to 16 per cent, to remain satisfied with a return of 6 per cent as the Railways are deriving now, appears as a state of affairs where the management is having less than necessary wisdom. Under these circumstances, it will be ridiculous not to allow the railways, the biggest public enterprise in India, to increase their net revenues. When the operating expenses are displaying an increasing tendency and when the volume of services are scarce, it is only a matter of wisdom which compels us to increase the price of service without which it may not be possible to raise the necessary net revenue, and sufficient return on the capital invested. In short, we really want the railways should charge a sort of shadow price for their services. In order to charge a shadow price and to establish a rational relationship between the cost of the service and the price of the service, we suggest that the railway authorities should undertake detailed cost studies of transporting different commodities over different distances.

Shri S. V. Ramaswamy: Mr. Deputy-Speaker, 29 speakers have participated in the debate so far, many of whom were new. Many hon. Members have referred to many matters of local importance, some of general importance; some of them criticised us and a good many of them passed remarks favourable to the railway administration. So, it would not be possible for me to deal with the criticisms made by each hon. Member and to reply to each one of those points. Broadly, I wish to reply subject-wise. I would like to deal, first of all with certain economic and financial matters, then matters relating to operation; then matters relating to

staff and, finally, some miscellaneous matters.

It has been suggested by hon. Members who participated earlier in the debate that there should be a special committee to go into the question of the performance of the railways. As you are well aware, Sir, there is a Committee of Parliament called the Railway Convention Committee whose work synchronises with the proposals for the Five Year Plan, as this is the time when the whole situation is reviewed. Apart from this regular and detailed review of railway finances which is made at the time of the framing of each Plan as well as for the purpose of the successive Railway Convention Committee, the question of efficiency of railway working was also examined in the last Convention which met in 1960, as you are all aware, and amongst others by the Railway Freight Structure Enquiry Committee of 1956-57 under the chairmanship of Dr. Ramaswami Mudaliar, consisting of three Members of Parliament, in addition to experts and one representative each from Commerce and Industry and Railway Ministries. This Committee came to the conclusion that the most important of the physical assets of the railways are being used much more efficiently in 1957 than they were even as compared to 1952-53. The position is also brought out clearly on pages 52-53 of the review which was circulated along with the budget papers. These reviews which are now being published as a regular feature shall *inter alia* mention the important aspects of the working of the railways in detail. Probes into the performances of the railways and their finances have also been made from time to time by teams of experts deputed by the International Bank for Reconstruction and Development (the World Bank). The Mission of the Canadian Railway experts toured throughout India in March/April 1961 and made exhaustive investigation into the working of the railways and their finances. It was evidently on the

strength of the satisfactory report of this Mission that a further loan of the World Bank was given to the Indian Railways in 1961. The Committee on Transport Policy and Co-ordination under the chairmanship of Shri K. C. Neogy is also currently conducting an examination *inter alia* of the performance of the railways. An interim report of this Committee incorporates the results of the examination in regard to railway finances and railway working generally. The Estimates Committee have also made a detailed enquiry into all aspects of railway working. With all these channels of enquiry into the working of the railways, the results of which come to the notice of Parliament in the ordinary course, there is no occasion yet for any special committee. The position was quite different when the Railway Enquiry Committees were set up in the past in 1947, in 1937 and earlier, as there was then no close and continuous examination of the Railways' performance such as is done in the present context of co-ordinated and planned development.

Then I would like to deal with certain financial matters dealt with by my hon. friend, Shri Nambiar. I do not know on what authority my hon. friend says the railways are likely to collect more than Rs. 21.26 crores this year on account of increase in freights and fares. These are the estimates that we have and our Statistical Department is so efficient that I feel the figures are almost correct, though there may be a slight margin this way or that way. Also, Shri Nambiar suggested that the gross surplus of Rs. 178.50 crores should continue. That is not the desire. The present estimated gross traffic receipts of Rs. 545.36 crores and ordinary working expenses of Rs. 356.8 crores would leave a gross profit of Rs. 188.56 crores and not Rs. 178.5 crores. There is this additional surplus of Rs. 10 crores. It is this additional surplus of about Rs. 10 crores which

is required to obviate the loan to General Revenues of about Rs. 10 Rs. 10 crores for the Railway Development Fund.

As regards the distribution of the gross profit, my hon. friend Shri Harish Chandra Mathur drew attention to the report of the Railway Convention Committee. In para 10 of the report in 1960 it has laid down as to what should be done. Here I may submit that this Railway Convention Committee is a Committee of Parliament and the report of that Committee was debated upon and accepted by a Resolution by both Houses of Parliament. In para 10 at page 6 it has stated how the gross surplus has to be divided. Dividend to general revenues should be at 4.25 per cent on the capital at charge, which would be Rs. 387 crores; secondly, a expenditure of Rs. 60 crores on open line works revenue and, thirdly, Rs. 350 crores as appropriation to the Depreciation Reserve Fund to cope up with the anticipated level of withdrawals from this Fund in the Third Plan period. In addition, an expenditure of Rs. 115 crores is contemplated as works chargeable to the Development Fund which will have to be found from the net surplus. To the extent that net surplus available is found to be inadequate, it will be necessary to resort to the expedient of taking temporary loans from general revenues. This is what is contained in para 10 of the Convention Committee Report of 1960.

Shri Nambiar: My argument was that you can draw loans but you cannot increase the freight and fares.

Shri Jaganatha Rao: He never pays back his loans. !

Shri C. K. Bhattacharya: They teach people not to repay.

Shri S. V. Ramaswamy: It is true that the report of the Convention Committee of 1964 provided for loans being taken from the General Revenues for financing the railways' Development Fund and for repayment of

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such loans in more prosperous years. But the point is that even on the forecast of increasing traffic, there is no prospect whatever that the net surplus at the present rates and fares will ever be sufficient even to meet currently the expenditure chargeable to the Development Fund, not to speak of repaying the loans. This is just the point which was made clear in the Budget speech wherein it was stated that the taking of loans as a regular feature year after year was neither practical nor desirable. It is obvious that such continued burden on the general exchequer will inevitably have its own repercussions on the national economy.

Shri Nambiar, again, referred to Rs. 45 crores being taken towards the annual Depreciation Fund. This was done in 1955.

Shri Nambiar: You are taking Rs. 70 crores.

Shri S. V. Ramaswamy: I will come to that. My hon. friend suggested that it should not exceed 2.5 per cent. This Rs. 70 crores is just that and nothing more.

Shri Nambiar: May I submit that the capital at charge is Rs. 1,700 crores up-to-date? So, at 2½ per cent it will work out to Rs. 42½ crores. It is wrong arithmetic.

Mr. Deputy-Speaker: The hon. Minister is not yielding to him.

Shri Nambiar: That is all right, but in mathematics two plus three must be five only.

Shri S. V. Ramaswamy: Then the question of Revenue Reserve Fund was raised. With a present balance of Rs. 55 crores, which my hon. friend said might be raided, to meet the railways' increasing commitment this amount in any case will not be sufficient to meet the anticipated expenditure on the works chargeable to the

Development Fund in the Third Plan period. Moreover, it would not be correct to draw on a fund which was expressly set apart in the 1949 Convention to bridge the budgetary gap and ensure the payment of dividend to General Revenues even in lean years. This provision was reiterated in paragraph 19 of the Report of the Railway Convention Committee of 1960. The balance of Rs. 55 crores in the Revenue Reserve Fund in fact is very much less than one year's dividend at the present level. That is about Rs. 70 crores.

As regards the question of over-capitalisation, that has been dealt with in the report of the Committee of 1954 and provision has been made in the Convention Committee's Report of 1960 which the hon. Member may kindly read through.

With the additional commitments of the Third Plan the net surplus of the Railways in 1961-62 was expected to dwindle down in the revised estimates to Rs. 16.48 crores which, together with the small effective balance in the Development Fund at the commencement of the Third Plan period, could just meet the programmed expenditure of Rs. 23 crores on works chargeable to the Fund in 1961-62. The surplus for 1962-63 according to the tentative estimates of March, 1962, based on existing rates and fares and without allowing for the increased dearness allowance which has only since been sanctioned, was still less, namely, Rs. 13.18 crores, with no balance left in the Development Fund, the charge against which will continue to be annually Rs. 23 crores in the Third Plan period. The Development Fund meets the expenditure on passenger amenities, as the hon. Members may be aware, as also the staff welfare works including housing and safety and other operating improvements not directly assessable as being remunerative. The funds required at least

for expenditure on these essential works have to be found. The funds in existence, how they would be fed, what charges would be allocated to each head, has all been laid down by the Parliament itself in approving of the Convention Committee's recommendations; the precise implementation of these is also carefully watched by the Comptroller and Auditor-General. There is, therefore, *prima facie* no basis at all for the suggestion that there is no straight budgeting or that there is manipulation of figures to understate or overstate the surplus.

It was also suggested—I think it was by Shri Nambiar—that as the proposed increase in freights and fares are small they may not as well be levied. The increase in freight is only 4 *naye Paise* per maund and that in suburban fares barely 1 *naya Paisa* per day for a season ticket holder. But the Railways haul much more than a crore maunds per day and need the additional revenue. If by such a small *per capita* charge, the Railway can raise the revenues required for the developmental works, surely no one will suggest that the very smallness of the charge is an argument for foregoing it.

15:56 hrs.

[MR. SPEAKER in the Chair]

Nor is it a practical proposition to declare a moratorium on the dividend payable by the Railways as has been suggested by an hon. Member to the General Exchequer.

I would in passing mention that the fares on the Indian Railways are the lowest in the whole world.

An Hon. Member: The *per capita* income also

Shri S. V. Ramaswamy: Hon. Members can mention that in their speeches. Hon. Members may kindly refer to the memorandum submitted for the Railway Convention Committee for 1960 by the Ministry of Railways. At page 101 it will be seen that where-

as the fare per passenger mile on the Indian Railways is only 2.76 nP., the fares on the Japanese national railways is of the order of 3:21, on the British Railways it is 10:1, on the USA Class I railways it is 14, on the Canadian Pacific Railways it is 15 and on the Canadian National Railways it is 15:8.

Shri Nambiar: The British Railways do not give a profit and in many cases are running on a loss. Not only that, the comparative figures of national income of these countries may also be placed side by side so as to give the correct picture and to appreciate the point.

Mr. Speaker: That is what the hon. Minister said, namely, that Shri Nambiar has put the one side and he is putting the other.

Shri Nambiar: The national income and the wage bills of these countries—all these factors should go together so that we get a correct picture; otherwise, it is misleading.

Shri S. V. Ramaswamy: I am happy that Shri Nambiar mentioned the British Railways. They have been continuously raising the fares and even then are not a paying proposition. Therefore a slight rise in the lowest fares in the world, I submit, should not be minded. There may be other reasons for hon. Members for urging that *pari passu* they might think of increasing the amenities also while they are taxing. But that is a different proposition altogether to which I shall come later.

Shri S. M. Banerjee (Kanpur): Surrender your pass and travel third class.

Shri S. V. Ramaswamy: About the moratorium Shri Frank Anthony said that it may be effected so that the Railways may have more resources. Such a proposition will lead to certain difficulties. If the General Exchequer is to waive the interest on Railways' Capital, how is the country to meet

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the interest charges on the capital raised for railway purposes? It will only mean, as the Railway Freight Structure Enquiry Committee pointed out and attention was drawn to this in the Budget speech, that taxation measures will have to be devised instead of raising fares and freights. The point is that additional resources will have to be raised in one form or the other, towards meeting the cost of increasing commitments.

16 hrs.

I will now turn to certain matters pertaining to operation which have been urged. Shri Frank Anthony mentioned about wagon turn-round. I would like to draw the attention of hon. Members to paragraphs 21 to 24 on pages 38 to 43 of the Review circulated along with the Budget papers. That deals with this particular matter. It is explained there how, in order to get a reliable indication of the operating efficiency, the turn-round must be viewed in relation to other allied factors. The wagon turn-bound time represents the interval in days between two successive loadings of a wagon on an average, and this index takes into account the time spent by a wagon both on the train run and also in loading, unloading and at other terminal and intermediate yards. In the progressively altered pattern of goods traffic during the last decade, under the impact of the planned development of the country, coal and raw materials for steel plants and heavy industries necessarily occupy a dominant position in rail transport.

The operational improvements designed to quicken the wagon turn-round time include progressive movement, in bulk, of coal from the coal fields to the consuming centres or coal dumps, and of raw materials to steel plants by means of high capacity bogie wagons in closed circuits, as well as the movement of iron ore for export purposes to the ports by block rake thereby eliminating the deten-

tions in intermediate yards. Similarly . . .

Shri Nambiar: Sir, on a point of order. I submit that the hon. the Deputy Minister is only intervening in the debate, he is not replying. He is expected to speak. But he is now reading out a brief prepared and submitted to him. Excuse me, Sir, this is a point of order. I am in your hands.

Mr. Speaker: It is not a point of order of that kind. Ministers have to make responsible statements and they can utilise their notes, prepared by themselves. I am not concerned with it as to who prepared it. He is responsible for it, and I presume that it is his own. Ministers have that privilege of preparing a statement and then reading it.

An Hon. Member: What about Members?

Mr. Speaker: When they become Ministers, they have the same privilege.

Shri S. V. Ramaswamy: Obviously, Sir, one cannot carry all the figures and percentages in one's mind.

Mr. Speaker: The hon. Minister may now continue.

Shri S. V. Ramaswamy: Similarly, provision of adequate terminal facilities, mechanical handling in steel plants, and coal and ore mines, completion of line capacity works and electrification and dieselisation, should progressively counteract the effect of increasing wagon turn-round in the present traffic pattern.

Then the question of rates for export traffic was raised. The position is this. There is an Inter-Ministerial Standing Committee of the Commerce and Industry Ministry, the Ministry of Railways and the Ministry of Finance which goes into the question of granting concession for the purpose of export. In respect of goods other than

manganese ore, the question will be considered when a case is made out for the grant of such concession. Apart from manganese ore, there are about 54 other commodities which have been given concession in freight for encouraging export. If there are other cases they will be duly considered and placed before the Inter-Ministerial Standing Committee.

With regard to the loading of cement about which certain points were made, it is almost current. The loading at the cement factories on the metre gauge during the period August 1961 to February 1962 was satisfactory except in the case of Kistna Cement Works. There was some difficulty about that. There we had to give priority to the loading of rice and paddy at the Vijayawada Division on the Southern Railway. Also, the loading in the cement factories situated on the South-Eastern and Eastern Railways was somewhat affected due to certain other considerations. Priority was given to coal, and traffic to and from the steel plants was necessarily given preference. Otherwise the position with regard to loading of cement is fairly satisfactory.

Then the question was raised with regard to the conversion of metre gauge into broad gauge. It is a very big question. In 1957 a special officer was appointed to go into this question. His terms of reference were "to investigate into the question of conversion of the existing Metre gauge into Broad gauge with the object of reducing the number of transshipment points". There were two other points of reference which I need not read here. But in that report the expert ruled out the possibility of wholesale conversion of the entire metre gauge into broad gauge. But he suggested other remedies which we are pursuing, for instance, raising the track standards from 60 lb. rail to 70 lb. or 75 lb. rail on the metre gauge. Then, the metre-gauge wagons should hereafter be of the bogie type so that they may carry more quantity. That is why the Railway Board have decided that in

the case of metre-gauge also the future builds should be bogie wagons but with an axle load of about 10-11 tons, the carrying capacity of such a bogie wagon being about half the carrying capacity of the broad-gauge bogie wagon. We are making other improvements also to see that the haulage of goods on the metre-gauge is also kept up at an economic level. The Railway Board have already placed orders for a number of 12-ton axle load diesel locomotives with a hauling capacity of 1,500 tons, which can also be coupled together to haul 3,000 tons and thus make even the metre-gauge economic.

The mechanisation of transshipment points is also under consideration.

Although the wholesale conversion of metre-gauge is not contemplated, a particular branch, if it deserves such conversion, is taken into consideration. On this basis some lines have been converted, as for instance the Bhimavaram-Gudivada section as also the Gudu-Renigunta section. We are thinking of converting some more also. So, conversion will depend upon the merits of each case.

Another point was made, about the Inspectorate of Accidents on the Railways. Prior to 1940 the Government Inspectorate was functioning directly under the control of the Railway Board. It was then thought that it was not a satisfactory state of affairs that a government employee belonging to the Railway Board itself should go and examine railway accidents. It was thought that an independent body should function, and that was the reason why the Inspectorate was placed under the Ministry of Communications. And so far, the Inspectorate under the control of the Ministry of Transport and Communications has acted very independently. They ask for information. We furnish them with all the details, and their examination and their reports have been thorough.

Then I come to certain staff matters. Shri Nambiar, again, was saying that:

[**Shri S. V. Ramaswamy**]

people were working for long hours, much more than twelve hours, and that the time of duty in the case of running staff is not counted from the time of 'signing on' to the 'signing off'. It may be mentioned in this connection that no change in the rules has recently been made in this matter. The rules in force are based of Justice Rajadhyaksha's recommendations made ten years ago. It has been recommended by the Adjudicator, that is Justice Rajadhyaksha, that running duty at a stretch should not exceed 10 hours and the staff should be entitled to claim relief after 12 hours, provided they have given 2 hours notice for relief to the Controller. For the purpose of computing duty at a stretch, time should be calculated from the actual departure of the train.

The correct position is that while the time from 'signing on' to 'signing off' is taken into account for the purpose of statutory limit of the hours of work in a week, that is 54 hours per week on the average in a month in the case of continuous worker, for the purposes of counting duty at a stretch time is calculated from the actual departure of the train. We are strictly following the rules laid down by that Adjudicator, and there is nothing new.

Then there was the other question about the recognition of labour unions. And it was stated that the Ministry was partial to some. There is no partiality at all. Certain norms have been laid down, certain criteria have been laid down for the recognition; and provided any group or any union satisfies those norms and conditions we have no hesitation in recognising it.

Shri S. M. Banerjee: May I know why in the Chittaranjan Locomotives that union has not yet been recognised? That is the only union there.

Shri S. V. Ramaswamy: There are certain other reasons why it is not recognised.

Shri S. M. Banerjee: What are those reasons?

Shri S. V. Ramaswamy: For security reasons also.

Shri S. M. Banerjee: There should be no union in that case.

Shri Nambiar: Security demands no union.

Shri S. V. Ramaswamy: The hon. Member can kindly write to me and I will reply.

Shri Frank Anthony and Shri Harish Chandra Mathur said that there would be personal attention to the grievances represented by the staff. We have in the Railway Board and in the several Railway Administrations and lower down at the Division level, an establishment which deals with these grievances, enquires into them and deals with them at various levels. **Shri Frank Anthony** suggested that the hon. Minister himself should hear individual grievances. It would be impossible and it would be a super-human task for any Minister where he has to deal with 11 lakh employees to deal with these questions personally. At various levels these are dealt with. Appeals come to the Railway Board. Sometimes, they come to the Minister and they are thoroughly examined and disposed of.

One other hon. Member, I think it is **Shri Priya Gupta**, was not quite happy about the working of the Permanent Negotiating machinery. I am afraid, I must differ from him, because the Permanent Negotiating machinery has done very good work. I think the figures that I give now will satisfy the hon. Member.

An Hon. Member: The Member is not here.

Shri S. V. Ramaswamy: That does not matter.

Shri Priya Gupta: I am here. I wanted an answer on two points.

First, there are three tiers of Negotiating machinery, first tier in the Railway Zones, second in the Railway Board level and the third, the Tribunal. The Tribunal never functions. That is my complaint number one. My second complaint is . . .

Mr. Speaker: Let us have an answer.

Shri Priya Gupta: One minute, Sir.

Mr. Speaker: Let us have an answer now.

Shri Priya Gupta: He has said that it is functioning nicely. I wanted another thing. I wanted to take stock of the total P.N.M. meetings held and see how many items have been agreed to and implemented. I wanted figures for five years. It is not very difficult. Four meetings in a year in the Railway Board level and four meetings in a year with the General Managers, with eight Railways: five years' figures may be taken. You will find that in the P.N.M. meeting either the answer is "being looked into" or "being looked after". Things are not implemented even if decided over here.

Mr. Speaker: Order, order; he may kindly resume his seat.

Shri Priya Gupta: The hon. Minister may kindly reply to these two questions.

Mr. Speaker: Order, order.

Shri Priya Gupta: Thank you.

Shri S. V. Ramaswamy: I find from the data before me that as many as 11,857 subjects were discussed during the year 1960-61 at various levels at the P.N.M.s on the Railways and 85 per cent of these matters have been settled. Possibly what Shri Priya Gupta is referring to fall under the other 15 per cent and he is not satisfied I think it has been working satisfactorily. Also there are certain criteria laid down as to what subjects can be discussed. Unless a

matter comes within the ambit of these restrictions. It cannot be discussed. For example, disciplinary matters and subjects like promotions and transfers cannot be discussed here.

Shri Priya Gupta: What matters can come? White washing of office building and painting of trains and nothing else. All the others are individual cases according to them.

Mr. Speaker: Order, order; he should have the patience to listen also.

Shri Priya Gupta: I have asked for the replies.

Mr. Speaker: He is giving so far as he can.

Shri Priya Gupta: It is a vague reply.

Mr. Speaker: He should wait for some time till he has finished it.

Shri Priya Gupta: I do follow your Orders.

Mr. Speaker: He never does it.

An Hon. Member: He never follows in practice.

Shri S. V. Ramaswamy: Then, there was the question of victimisation of people who participated in the strike. As you know, more than 2 lakh people were involved in this. Final figures of action taken are as follows: number of staff dismissed 12.....

Mr. Speaker: The hon. Member is feeling restless about one or two questions that he has put. If the hon. Minister can give that answer directly and pointedly and specifically to those things he may do it.

Shri S. V. Ramaswamy: Not now, Sir.

Mr. Speaker: All right.

An Hon. Member: That means no answer.

Mr. Speaker: He has said that he cannot give it now. He will have another opportunity. That finishes the matter. Why should there be any other question?

Shri S. V. Ramaswamy: We removed 51 and discharged 3. There are six cases pending. That is all the action that has been taken against the strikers in the 1960 strike. Much has been made of it. As you know, the Government took a very very liberal view and took the stand that there should be no bitterness thereafter.

Then, I come to certain miscellaneous points, such as new lines. Almost every hon. Member has urged new lines for his constituency or his district or State. As you are well aware, the report of the Third Plan has mentioned certain lines and allocated certain funds for these lines. It is also stated there in that the funds are limited to that extent. Unless more funds are provided, with all our sympathy, genuine sympathy for the several requests made from all over the country, we would not be able to fulfil them. We shall examine when necessary these claims. But, as at present, the funds provided under the Third Five Year Plan being limited, it may be a difficult proposition to consider any line apart from what the Planning Commission have been good enough to tell us. There was the question of Alwar-Dandeli line. Two or three hon. Members spoke about it. It is a forest railway line which is the property of the Mysore State Government. Nothing can be done to improve that line unless it comes into our hands as our property. The matter has been under negotiation for a fairly long time and no conclusion has yet been arrived at. When this passes into our hands, we shall see what improvement can be done.

Shri Jaganatha Rao also was mentioning about a line in his area. These are all narrow gauge lines. Even in

the narrow gauge, there are different gauges: 2'6" and 2 feet. To construct diesel locos as he suggests for these narrow gauge lines will be rather difficult. Because, we are hard put to it to get diesel locos even for metre gauge and broad gauge. Anyhow, the matter will be considered and whatever improvements can be made will be duly done.

I am thankful to hon. Members.

Shri Bade: Sir, on a point of order,

रेलवे बजट के सिलसिले में यह जो दो किताबें दी गई हैं जिनमें से एक तो व्हाइट पेपर और दो रेलवे बजट १९६२-६३ है और दूसरी किताब एग्जिस्टिंग टु दी सप्लीमेंट टु दी एक्सप्लेनेटरी मेमोरैंडम और दो रेलवे बजट १९६२-६३ है। पहली किताब के पेज १०० पर नार्थ ईस्टर्न रेलवे के स्टेटमेंट ग्रीफ रेवेन्यू ऐंड एक्सपेंडीचर के लास्ट कॉलम में ८ करोड़ १७ लाख २३ हजार रुपये का लौस दिखाया गया है। इसी तरह दूसरी किताब के पेज ३६ पर स्टेटमेंट ग्रीफ रेवेन्यू ऐंड एक्सपेंडीचर के लास्ट कॉलम में लौस ७ करोड़, ६५ लाख और ६३ हजार रुपये का दिखाया गया है। इसी प्रकार से व्हाइट पेपर के पेज १०२ पर स्टेटमेंट ग्रीफ रेवेन्यू रिसीट्स ऐंड एक्सपेंडीचर के लास्ट कॉलम में ११ करोड़, ६० लाख ६६ हजार रुपये का लौस दिखाया गया है जब कि दूसरी किताब अर्थात् एग्जिस्टिंग टु दी सप्लीमेंट टु दी एक्सप्लेनेटरी मेमोरैंडम और दो रेलवे बजट के स्टेटमेंट ग्रीफ रेवेन्यू रिसीट्स ऐंड एक्सपेंडीचर के लास्ट कॉलम में लौस ११ करोड़, ७६ लाख २३ हजार रुपये का दिखाया गया है। इसी तरह की गलती सब रेलवेज के बारे में है। अब मैं जानना चाहता हूँ कि दोनों किताबों की फीगर्स में जो फर्क है तो मिनिस्टर साहब हमें यह बतावाएँ कि कौन फीगर गलत है और कौन सही है। क्योंकि हमें सही स्थिति मालूम हो सके।

अध्यक्ष महोदय : मैं मिनिस्टर साहब से कहना कि वह इसको अपने फायनल रिप्लाय

में एक्सप्लेन कर दें।

श्री बड़ै : दोनों किताबों में अलग अलग फीगर्स दी गई हैं और हाउस को यह पता नहीं है कि कौन गलत है और कौन सही है . .

अध्यक्ष महोदय : मैंने कहा तो कि मिनिस्टर साहब इसको देख लें कि कौन सही है और कौन गलत है और हाउस को इसकी इत्तिला दें। वह इस बारे में अभी देख लेंगे। माननीय सदस्य जरा सब्र करें।

Shri U. M. Trivedi: But the question will be this. How will be the Demands for Grants be voted upon? These are based on the figures that have been given in the Explanatory Memorandum and the White Paper. If both of them do not tally, how can be the Demands be voted upon? So, the correction must be made now rather later on. If the correction is not made, how will the Demands be voted upon?

Mr. Speaker: If the hon. Member has got any apprehensions that there are really some mistakes, then, as I have just observed, the hon. Minister will explain it, and after we get the explanation, we shall see whether we can vote on the Demands or not, and whether there is really a discrepancy or not.

Shri A. P. Sharma (Buxar): On a point of information, arising out of the reply of the Deputy Minister.

Mr. Speaker: There is nothing of that sort in any of our rules.

Shri A. P. Sharma: Just now, the Deputy Minister has stated . . .

Mr. Speaker: That is another method for interrupting the proceedings, which is not proper. What is it that the hon. Member wants to say? He appears to be a new Member.

Shri A. P. Sharma: The Deputy Minister has said that the permanent negotiating machinery is functioning

all right. Does it mean that there is no scope for improvement at any level, including set-up of the tribunal at the top level?

Mr. Speaker: Nobody would say that. There is always room for improvement, so far as human agency is concerned.

Shri Bateshwar Singh (Giridih): I have heard with attention the speeches delivered by the hon. Members of this House. I associate myself with the hon. Members of the Opposition Benches, and agree with them in the views expressed by them. I join with them in lodging a strong protest against the increase in fares and freights. To my mind, the reasons given by the hon. Minister for the increase of fares and freights are not tenable and are not justified.

The railways in India are a commercial concern, and if they have before them a budget which shows that there is a deficit, then they have every right to increase fares and freights. But the hon. Minister should keep in mind that they are not merely a commercial concern, but they are run by the Government, which is a Government by the people and for the people.

Before the hon. Minister pounces upon the measures to augment the resources, he should think thrice whether these burdens should be imposed upon the travelling public at all. I would suggest that if there is a deficit at all, there are thousand and one ways of meeting it. The railways have so many avenues which can be explored, to make up the deficit. From the statement of the hon. Minister, it appears that there is a deficit of Rs. 22 crores only. This can be met in various ways, if serious thought is given to making up this deficit not by increasing the fares but by taking recourse to other methods. I say that if the working cost is reduced, the saving on that item alone can bring several crores of rupees to the railways. If there is a modification in

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the depreciation charges, that alone will bring several crores to the railways, and there will be no need for increasing the fares and freights. The deficit can be met, even by borrowing, as has been suggested by the outgoing Minister himself. It can be met even by subsidies from the Central Government.

The Railway Ministry has sent to us so many books that it is not possible for us to go through them in such a short time. I have given only a cursory reading to them and have had only a glimpse of the contents thereof. But I have before me the statements of the two hon. Ministers, the outgoing Minister as well as his successor in office.

On an analytical and comparative study of these two speeches, I can say, and it can safely be said by anyone that the increase in fares and freights can very well be avoided. I crave the indulgence of the House to permit me to read a few extracts from these two statements, and I shall try to show with the aid of these extracts themselves that the data given for the increase of fares and freights are not tenable and are not justified.

I rely upon the statements made by the hon. Ministers themselves for my arguments. Shri Jagjivan Ram in his statement on the 13th March, 1962 has said at page 1, paragraph 2 as follows:

"The Honourable Members are aware that the voting of the Demands for Grants for the year 1962-63, as a whole, is being left to the new Parliament which will shortly meet. I propose, therefore, to ask this House to vote only such supplies as may be necessary for meeting the estimated expenditure for the first three months of the coming financial year. As is done, however, in such years, the financial statement has been prepared so as to incorporate the estimates

for the whole year as foreseen at present, on existing rates and fares and on the present costs."

I should like to lay stress on this phrase 'on existing rates and fares and on the present costs', because these are the data on which the present Minister also bases all his figures.

In paragraph 3 of his statement, he further says:

"During the year 1960-61, which is the latest year for which the complete accounts are available, the revenue surplus was Rs. 32.01 crores."

Then, he goes on to say how this sum of Rs. 32.01 crores has been made up. At page 2, he then says that:

"The entire amount of the Surplus, as in previous years, was credited to the Development Fund."

So, the outgoing Minister has left a legacy of Rs. 32.01 crores, which he says, has been credited to the Development Fund. I should like to have a statement from the present hon. Minister on the point whether this sum of Rs. 32.01 crores credited to the Development Fund has already been spent, and if so, whether it has been rightly spent or not.

Then, he goes on to say that in the current year also, there is expected to be a surplus of about Rs. 13 crores. In regard to the Gross Traffic Receipts, he says at page 3, in paragraph 5 of his statement, that:

"Turning now to the estimates of the Budget Year (1962-63), the total Gross Traffic Receipts have been placed tentatively, at this stage, at Rs. 524.10 crores."

Then, he proceeds to say how there has been an increase in the working costs. Towards the end of this paragraph, he says:

"Notwithstanding these increases in working costs in 1962-63, the net receipts will improve over 1961-62."

I would invite the attention of the hon. Minister to this particular statement of the outgoing Minister. If even in spite of the increases in working costs, there will still be an improvement in the net receipts, can he have any justification for increasing the fares and freights? I shall pause here for a moment and request the hon. Minister to find out ways by which the working costs could be reduced, rather than increased, so that there can be a surplus which can be credited to the Development Fund.

The outgoing Minister then proceeds to say:

"Taking the figures before payment of contribution from Revenue to the Depreciation Reserve Fund and payments to the General Revenues on account of dividend on Capital and in lieu of passenger fare tax, the net receipts are expected to increase from Rs. 157.18 crores in 1961-62, to Rs. 162.01 crores in 1962-63."

So, here also there is an improvement expected, and the present Minister is going to get more funds than what the outgoing Minister could receive during his regime.

Here, I may point out that the present Minister does not question the figures and the statements made by the outgoing Minister, on the other hand, he is relying on those very figures and on those very statements made by his predecessor in office.

Towards the end of paragraph 5, the outgoing Minister says:

"In the result, the Surplus will be about Rs. 13.16 crores, which is proposed to be credited entirely to the Development Fund."

The present Minister also admits that there will be a surplus of Rs. 13.16 crores, but the outgoing Minister has said, that as usual, as in the previous years, this should be credited to the Development Fund. But our present Minister says that it will be wiped out by payment of dearness allowance. The outgoing Minister says, about the surplus of Rs. 13.16 crores.

"This will be very much short of the expenditure that will have to be incurred in 1962-63 on works chargeable to the Fund. Unless the Railway resources are augmented, a temporary loan from General Revenues of such magnitude as will be able to finance the Fund, will be unavoidable".

So the outgoing hon. Minister had suggested that if there were more expenditure to be incurred, his successor in office would have to resort to either augment his own resources, as the present hon. Minister is going to do by increasing the freight and fares, or it would be unavoidable for him to take a loan. I think the better course would be to borrow or to have a subsidy from the Central Government and not to tax the travelling public who are already over-burdened with so many taxes.

I shall now take up the statement made by the present Minister. On the first page, he says:

"My predecessor, Shri Jagjivan Ram, when presenting the tentative estimate for the full year 1962-63 so as to facilitate, as far as possible, the grant of proportionate supplies for the first three months of the year, made it clear that the estimate was 'on existing rates and fares and on the present costs'".

I have already drawn the attention of the House to the phrase in quotes.

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This is a thing on which both Ministers agree, namely, that the estimate is on existing rates and fares and on the present costs.

"He indicated, on this basis, surplus for the year of about Rs. 13.16 crores for credit to the Development Fund; he added that as this would fall very much short of the expenditure that will have to be incurred in 1962-63 on works chargeable to the Development Fund, a temporary loan from General Revenues was unavoidable unless the Railway resources were augmented".

So the hon. Minister agrees with his predecessor in office that there will be a surplus for the year of about Rs. 13.16 crores. The outgoing Minister had suggested that it should be credited to the Development Fund. But he says, No, it will be wiped out by payment of dearness allowance to lower-paid Central Government employees'. He says about the loan:

"The amount of this loan, according to the foregoing estimate, was shown in the Explanatory Memorandum on the Budget as Rs. 9.88 crores. Since then, there has been a substantial increase in the working expenses of the Railways as a result of the recent decision of the Government enhancing the dearness allowance payable to lower paid Central Government employees. The payment covering the period from 1st November 1961 from which date the commencement of the dearness allowance is to take effect, will amount to Rs. 12.20 crores".

So the payment of dearness allowance, about which much has been said, amounts to Rs. 12.20 crores against a surplus fund of Rs. 13.16 crores.

"The increased expenditure, with the earnings on present rates

and fares, will virtually wipe out the surplus of Rs. 13.16 crores".

The present Minister agrees that this surplus will be wiped out, meaning thereby that the payment of dearness allowance to the lower paid Central Government employees will be met from this surplus which he expects during the current year. Then he says further:

"... will wipe out the surplus of Rs. 13.16 crores anticipated in the tentative estimates for 1962-63 and thus increase the temporary loan from General Revenues, to finance the Railway Development Fund, to over Rs. 22 crores".

The argument boils down to this, that the surplus of Rs. 13.16 crores will be utilised in paying dearness allowance amounting to Rs. 12.20 crores. Then the only deficit that has to be met is that of Rs. 22 crores with which the hon. Minister wants to finance the Railway Development Fund. I ask the House to consider whether it is necessary to credit to the Railway Development Fund by increasing the freight and fares. Had it been the case that there was no fund to pay the dearness allowance, that would have been one consideration. This is another consideration, whether this deficit of Rs. 22 crores to finance the Railway Development Fund should be met and whether it is at all necessary to increase fares and freight. My submission will be that it should stand over or if it is necessary to finance the Railway Development Fund at all, it may be spread over a few years. Or, if it is at all necessary, it may be met by borrowings or by a subsidy from the Central Government.

The outgoing Minister has said in page 4 of his statement:

"In my last Budget speech, I referred to the tentative allocation for the Railways' Third Five Year Plan, of Rs. 1,255 crores".

If he thought of a tentative allocation for the Third Plan of Railways at Rs. 1,255 crores, an astronomical figure, why do we care for Rs. 22 crores for the Development Fund? It may be merged into the Third Five Year Plan without taxing the travelling public who have been, as I said, a ready over-burdened with all kinds of taxes. The travelling public have to pay taxes both to the State Governments and to the Central Government. This will be another burden which, I think, will be the last straw on the camel's back.

I now turn to the statement of the present Minister at page 6. It deals with coal transport. Coal is a very essential commodity and we have to be very careful about its movement. He says:

"As regards movements planned during 1962-63, it is programmed to meet in full the demands of the steel plants and washeries, and to provide initially for a daily movement of not less than 3,646 wagons for other consumers from the Bengal and Bihar fields, as compared to 3,580 wagons in 1961-62 and 3,398 wagons in 1960-61. In the latter part of the year, it would be possible to improve on this figure. No difficulties are anticipated in meeting the requirements of the outlying fields in full. Government's objective in the Third Plan is to step up production from these fields. In the result, consumers of coal in general may expect, and will receive, more supplies than during the last year".

I have made calculations about the daily movement. The addition of 66 wagons daily is too inadequate to meet the requirements of the nation. I am sorry to state that the hon. Minister has made no mention about the private sector in this connection. He has taken care only of the steel plants and washeries with which Government are directly concerned, and

not of the private sector. There is great shortage of wagons. I represent a company of Calcutta which runs collieries in the district of Hazaribagh. We have sanction of 50 wagons per day, but we get on the average only 20 or 25 wagons per day. At present, we are raising 30,000 tons per month; we can step it up proportionately at least in meeting the target for the whole country if we receive adequate supply of wagons. But I am sorry to say that we do not get the wagons at the required number.

At this stage it will not be out of place if I draw the attention of the House to a company establishment by the Government of India, The National Coal Development Corporation. As a representative of the private sector, I would say that the NCDC is acting as a stumbling block to the progress of coal at the disposal of the private sector.

Shri S. M. Banerjee: No, we do not agree.

Shri Bateshwar Singh: You may not, but I must have my say.

The NCDC is doing good work, that cannot be gainsaid. I am not saying that it should not have been established, but the Government has its antipathy towards the private sector. The Government of India has delegated powers to the NCDC to acquire properties having coal-bearing lands in the country. For this purpose the Government has enacted a legislation called the Coal Bearing Areas Act. I shall refer to only one or two sections of this Act and draw the attention . . .

Sardar Swaran Singh: The hon. Member is a new Member. I did not want to intervene, but I think he is going beyond the scope of the present discussion, because sections of the Coal Bearing Areas Acquisition Act have got little to do with the railways.

Shri Bateshwar Singh: I know that. I was apprehending whether I would be allowed to speak on the subject but I want to link it up.

Mr. Speaker: Then the better discretion would be, since I have also rung the bell, to stop here.

Shri Tyagi: He will get another chance.

Shri Bateshwar Singh: All right. Thank you, Sir.

श्री ग० सिंह मुसाफिर (अमृतसर) : माननीय अध्यक्ष महोदय, बहुत से मेम्बरान ने रेलवे बजट पर बहुत सी बातें कह दी हैं। मैं कोशिश करूंगा कि उनको दोहराऊं नहीं। एक बात तो मेरी नई होगी ही कि मैं अपनी जवान में बोल रहा हूं, दूसरी स्पीच जो हुई है वह तकरीबन सारी अंग्रेजी में हुई है।

रेलवे एक चलती फिरती चीज है, यानी यह चलना फिरना उसकी जिन्दगी की निशानी है और इस डिपार्टमेंट का असर तकरीबन हर शोबे पर पड़ता है। एकानामिक डेबेलपमेंट, सामाजिक तरक्की, कौमी एकता के काम में, देश की तामीर के लिये जितनी जरूरी बातें हैं वह सारी की सारी रेलवे चलाती है और यह सारी बातें उसी के गिर्द घूमती हैं। यह ठीक है कि रेलवे डिपार्टमेंट ने आजादी के बाद बहुत तरक्की की है। यह कोई मामूली बात नहीं है कि हमारे यहां अच्छे-अच्छे बैगन बनने शुरू हुए हैं या इंजन बनने शुरू हुए हैं। इस लिहाज से रेलवे के प्रफसरों, रेलवे बोर्ड के मेम्बरों और खास कर उसके काबिल इंजिनियर चेअरमैन की छाप हर एक बात के ऊपर नजर आती है, जो जो तरक्की हुई है उस के सिलसिले में। मैंने खुद चित्तरंजन और दूसरी जगहों पर जाकर देखा है यह चीज खाली जाकर देखने की ही नहीं है, जो बैगन और इंजन आज चल रहे हैं उनमें यह चीज सामने नजर आ रही है। इसमें कोई शक नहीं कि रेलवे ने काफी तरक्की की है। बूँक इस दम्याँन रेलवे डिपार्टमेंट ने बहुत तरक्की की, बहुत से काबिले तारीफ काम किये हैं, इसलिये जो कमियां हैं उन की

तरफ भी होसले से तवज्जह दिलाई जा सकती है ताकि वह भी दूर की जा सकें।

जैसा मैंने धाज किया, एकानामिक डेबेलपमेंट में धाज कल हमारा सारा जोर जो है वह इंडस्ट्री पर है। हमारा देश इंडस्ट्री की तरफ बराबर तेजी से जा रहा है। मैं चाहता हूं कि पंजाब के मृतालिक और पंजाब के साथ लगे हुए इलाकों जम्मू और काश्मीर की तरफ और साथ ही हिमाचल प्रदेश की तरफ भी तवज्जह दिलाऊं। पिछले दो सालों से कोयले की बहुत शार्टेज रही है। जो भी इंडस्ट्रियल टाउन्स हैं, खास तौर पर मेरी कॉन्स्टिट्यूंसी अमृतसर, जब कभी वहां जाने का अवसर मिला है तो हमेशा इस बात की शिकायत रही है कि वहां के लोगों को कोयला नहीं मिलता है। उस वक्त कोयले की शार्टेज नहीं थी, कोयला काफी था, लेकिन बैगन्स की शार्टेज की वजह से कोयला पहुंच नहीं सका। मुझे खास तौर पर अमृतसर का पता है कि कि वहां पर बहुत सी स्माल स्केल इंडस्ट्रीज की फैक्ट्रियां और कारखाने बन्द हो गये हैं, जिससे हजारों लोग बेकार हो गये हैं। इसकी वजह सिर्फ कोयला न मिलना ही रहा है। यह तो एक बात हुई कोयला न मिलने की।

पंजाब में और खास तौर पर अमृतसर में यह मानी हुई बात है कि इंडस्ट्रीज की बहुत तरक्की हुई है, खास तौर पर स्माल स्केल इंडस्ट्रीज की। लुधियाना जैसे शहर भी जो हैं वह इस काबिल हो गये हैं कि वह सीने की मशीनें या होजरी का सामान बनायें और वहां से एक्सपोर्ट करें दूसरे मुल्कों को भेजें। अमृतसर आज एक इंडस्ट्रियल सेंटर है। वहां पर जो इतना सामान पड़ा है उस के सिलसिले में खास तौर पर यही शिकायत रही है कि बैगन नहीं मिलते जिस से कि वह अपना सामान पहुंचायें और उस का जो भी फायदा उठाया जा सकता है वह वक्त पर उठाया जाये। मैं समझता हूं कि इस तरफ ध्यान देना बहुत जरूरी है।

पंजाब में एक और खास बात हुई है कि वहां रोड्स बगैरह की बड़ी तरक्की हुई है,

बहुत प्रोमिस हुआ है। बहुत सी सड़कें बनी हैं और इस सिलसिले में जो रोड ट्रान्स्पोर्ट का काम है वह ५०—५० बेसिस पर चलता है। वाली ५० परसेन्ट गवर्नमेंट चलाती है और ५० परसेन्ट प्राइवेट लोग। मुझे मालूम है और मैं बिना संकोच के यह कह सकता हूँ कि जो ट्रक वगैरह हैं उन्होंने सामान वगैरह पहुँचाने में और लाने में बड़ी साल पैदा की है। उतनी साल हमारे रेलवे ने भी पैदा नहीं की है। मुझे खास तौर पर एक दो कम्पनियों का पता है कि क्लेम्स के सिलसिले में और हिफाजत के सिलसिले में उन्होंने बहुत काम किया है। मैंने पिछले बजट के वक्त पर भी इस बात की तरफ इशारा किया था कि भ्रमूतसर के जलियान वाला बाग में हम ने एक नेशनल मेमोरियम बनवाया है साढ़े नौ लाख रुपये की लागत का पिछले बिसाली के दिन ही वह खत्म हुआ है। इस के सिलसिले में हमें भरतपुर से यह डेढ़ डेढ़ सौ मन के पत्थर मंगवाने पड़े : हम ने महसूस किया कि वह ट्रकों पर बहुत आसानी से और थोड़े पैसों में पहुँच सकते थे बजाय रेलवे के। अगर रेलवे इस काम को जल्दी बहीँ कर सकती तो फिर रोड ट्रान्स्पोर्ट को एनकरेज करना पड़ेगा जिस से कि पब्लिक को आसानी हो और आराम से हम अपने सामान को जहाँ चाहें वहाँ पहुँचा दें। एक बात तो मैं यह कहना चाहता हूँ। दूसरी बात चण्डीगढ़ के मुताल्लिक है

डा० मा० श्री० अग्ने (नागपुर): यह काम रेलवे से करने को कहते हैं या यह काम खोश ही कर लें ?

श्री गु० सिंह मुसाफिर : रेलवे ही करेगी मैं रेलवे की तबज्जह इस तरफ दिला रहा हूँ कि जिस तरह उसने दूसरी तरफ ऐफीसेंसी के काम किये हैं इस तरफ भी थोड़ा सा ध्यान दें ताकि ये कमियाँ भी पूरी हो जाये। यही मेरे कहने का मतलब है।

दूसरी बात चंडीगढ़ के मुताल्लिक है। चंडीगढ़ के बारे में आज से दो तीन चार साल पहले तो शायद तसल्ली नहीं थी कि वहाँ कुछ बनेगा। इस वजह से शायद रेलवे डिपार्टमेंट ने भी इस तरफ ज्यादा तबज्जह न दी हो लेकिन अब तो पंजाब गवर्नमेंट ने चंडीगढ़ को एक खूबसूरत शहर बना दिया है और वहाँ बड़ी बड़ी इमारतें खड़ी करवी हैं, वहाँ छावनी भी बन गई है, हवाई भट्टा भी वहाँ बन गया है। इस लिये इस वक्त इसमें कोई शक नहीं कि चंडी गढ़ एक शानदार कीपीटल पंजाब का बनना है। चंडीगढ़ के नजदीक पंजीर में हैवी इंडस्ट्री मशीन टूलज की फैक्टरी लग रही है। इन सारी बातों की वजह से यह बहुत जरूरी है चंडीगढ़ को जितनी जल्दी हो सके मेन लाइन से लुधियाना के साथ मिला दिया जाये।

जी० टी० रोड पर दिल्ली से भ्रमूतसर तक के रास्ते में बहुत से रेलवे क्रॉसिंग आते हैं। इन पर बड़ा रश रहता है। मैं कई दफा पहले भी उस तरफ तबज्जह दिला चुका हूँ मगर इस तरफ कोई ब्याल नहीं किया गया। जब तक चंडीगढ़ को मेन लाइन से नहीं मिलाया जाता, राजपुर का क्रॉसिंग ब्रिज बहुत जल्द बनाना चाहिये। यह मुझे दूसरी बात आप से करनी है

तीसरी बात की तरफ मैं खास तौर से आपकी तबज्जह दिलाना चाहता हूँ। उसका ताल्लुक जम्मू काश्मीर से है। इसकी इम्पारटें की तरफ सरकार की तबज्जह दूसरे मेम्बर साहिबान ने भी दिलायी होगी। जम्मू पहले अंग्रेजों के वक्त में रेलवे से कनेक्टेड रहा है। अगर इस वक्त जम्मू के बहुत जल्दी रेल से पठानकोट से न मिलाया जाए तो यह एक बहुत बड़ी कोताही होगी। यहाँ कालाकोट का जिक्र आया है। वहाँ एक बहुत बड़ी कोयले की कार्ने निकली हैं। इसलिये यह और भी ज्यादा जरूरी है कि पठानकोट से कालाकोट तक और अगर स्टेट की प्राप्ति के लिये और इंडस्ट्री के लिये जरूरी हो तो और आगे तक रेलवे के जाने की तरफ ध्यान देना जरूरी है।

[श्री गु० सि० मुसाफिर]

एक और छोटी सी बात है, लेकिन छोटी बातों से ही रेपुटेशन बनती है, इसलिये उसकी तरफ तवज्जह दिलाना मैं जरूरी समझता हूँ। अमृतसर एक अहमियत वाला शहर है, इसलिये नहीं कि वह मेरी कांस्टीट्यूएन्सी है, बल्कि इसलिये कि वह हमारे गुरु महाराज की नगरी है, वहाँ पापुलेशन भी काफी है, इंडस्ट्री भी वहाँ बहुत है, वहाँ जलियाँवाला बाग भी है। तो हर लिहाज से अमृतसर पंजाब का एक बड़ी अहमियत वाला शहर है। हमारी बहुत कोशिश के बाद यह फैसला किया गया था कि फ्रंटियर मेल के साथ थर्ड क्लास की स्लीपिंग बर्थ्स लगाई जाएं। वह लगा दी गयीं, उधर से और इधर दिल्ली से भी। मगर अप्रैल से उसको हटा दिया गया है। शायद रेलवे के साहिबान का यह ख्याल है कि अप्रैल में लोगों को नींद नहीं आती या उनको सोने की जरूरत नहीं होती। मैं कहना चाहता हूँ कि ये स्लीपिंग बर्थ्स हमेशा रहनी चाहिये। इन में कुछ सीटें ऐसी हैं कि जिन पर ठीक से बैठा भी नहीं जा सकता। तो इन में सुधार किया जाये और थर्ड क्लास के मुसाफिरों के लिये इस गाड़ी में हमेशा स्लीपिंग बर्थ्स लगायी जायें। और वे सीटें सही मानों में स्लीपेबुल हों।

श्री रघुनाथ सिंह (वाराणसी) : लम्बी भी कम है।

श्री गु० सि० मुसाफिर : एक और काबिल तारीफ काम रेलवे ने किया है कि दिल्ली से अमृतसर तक एक डीलक्स ट्रेन चलायी है। यह एक बहुत अच्छा फैसला है और अच्छा काम है। इस में तो इतनी खूबियाँ हैं कि बाज दफा तो पार्लियामेंट के मेम्बरों का दिल भी जिनके पास फर्स्ट क्लास का पास होता है, इससे सफर करने का होता है क्योंकि इस में बहुत आराम है। इस सिलसिले में मैं इतना ही अर्ज करना चाहता हूँ कि यह डीलक्स ट्रेन हफ्ते में सिर्फ एक बार ही चलायी जाती है। मैं चाहता हूँ कि इसको हफ्ते में कम से कम दो

बार चलाया जाए।

इसमें एक और दिक्कत है समान की। मुसाफिरों को अपना समान ब्रेक में रखना पड़ता है और मंजिलें मकसूद पर पहुंचने के बाद उसको वापस लेने में मुसाफिरों को एक एक घंटा रुके रहना पड़ता है जिससे उनको बड़ी परेशानी होती है। मैंने उनकी यह तकलीफ देखी है। तो इस डीलक्स ट्रेन को हफ्ते में दो बार चलाया जाए और जो सामान की दिक्कत है उसको दूर किया जाए।

एक बात जिसकी तरफ मैं हमेशा तवज्जह दिलाता रहा हूँ, वह हमारे केटरिंग का सवाल है। यह तो मैं भी नहीं कहूंगा कि यह डिपार्ट-मेंटल न हो। मैं तो चाहता हूँ कि इस तरफ तरक्की हो, और ज्यादा इस तरफ बढ़ा जाए क्योंकि अखिर इस तरफ बढ़ना ही है। अगर यह कहने में मुझे कोई संकोच नहीं कि इसमें हमें बिल्कुल कामयाबी नहीं हुई है। जनता मील्स का जो सिस्टम चालू किया गया था वह तो बिल्कुल ही फेल हुआ है।

इस वक्त हम रेलवे की बहुत अच्छी अच्छी बातें देखते हैं। बहुत से अच्छे अच्छे प्लेटफार्म देखते हैं। उन पर अच्छी अच्छी बेंचें बिछी देखते हैं। वेटिंग रूम भी कुछ अच्छे बन गए हैं, स्टेशन भी कुछ अच्छे बन गए हैं। ये सारी बातें हुई हैं, अगर एक बात में कोई तब्दीली नहीं आयी है। जो लोग स्टेशनों पर छबड़ी वाले या रेढ़े वाले जो छोले और इस किस्म की चीजें बेचते हैं उनमें कोई तब्दीली नहीं आई है। ये कोई अच्छी चीजें नहीं होती सेहत के लिहाज से या और किसी लिहाज में। इसमें कोई इम्प्रूवमेंट नहीं हुआ न कोई तब्दीली आयी है।

दूसरी बात पानी की किल्लत है। गरमियों में थर्ड क्लास के पैसजिरों के लिये पानी की बड़ी किल्लत होती है। पानी की दुहाई हमेशा दी जाती है। हमारे बड़े-बड़े काबिल लोग, जिन्होंने रेलवे में बहुत से सुधार किये हैं, अभी इस बात का अन्दाजा

नहीं लगा पाएँ कि एक बर्ड क्लास के पैसिजर्स को गरमी के मौसम में पानी न मिलने की वजह से कितनी दिक्कत होती है और कितनी तकलीफ होती है। हालत यह है कि जब इंजिन स्टिप्स दे देता है, तो पानी वाला जाता है और किसी को पानी मिलता है, किसी को नहीं मिलता। इसकी तरफ ध्यान देना निहायत ही जरूरी है।

बाकी किराए की बड़ोत्तरी के मुताल्लिक बहुत से मेम्बर साहिबान ने कहा है। मैं उसके मुताल्लिक कुछ ज्यादा नहीं कहना चाहता। बर्ड क्लास के पैसिजर्स के किराए के बारे में भी मैं ज्यादा नहीं कहना चाहता क्योंकि उनके बारे में बहुत से मेम्बरों ने कहा है। अगर क्लास वालों के लिये तो कुछ कहने की जरूरत ही नहीं क्योंकि उनको तो कोई फर्क नहीं पड़ता। वे तो दस की जगह पन्द्रह और बीस या पच्चीस भी दे दें तो उनको कोई फरक नहीं पड़ता। अगर अगर क्लास और बर्ड क्लास के बीच चक्की के दो पुड़ों में एक तरह से मिडिल क्लास पिस रहा है। उन की हालत बहुत खराब हो रही है। आखिर हम ने सोशलिस्ट पेटर्न की सोसाइटी का निज़ाम बनाना है तो यह जरूरी है कि अगर क्लास थोड़ा नीचे आवे और बर्ड क्लास थोड़ा ऊपर उठे। इन दोनों क्लासों को हमें लाकर मिडिल क्लास में ही मिलाना है। और यही हमारा सोशलिस्ट पेटर्न बनने वाले है। इसलिये इस तरफ ध्यान देना बहुत जरूरी है। मिडिल क्लास के लिये इस वक्त काफी मसीबत है, काफी तकलीफ है। वह अपनी सफेद पोसी को कायम रखना चाहता है लेकिन उसकी हालत बर्ड क्लास से भी ज्यादा बदतर है। और यह अपनी सफेद पोसी में मारा जा रहा है।

मेरा यह ख्याल है कि हमें रूस की तरह जो चिल्ड्रेन-रेलवे का सिस्टम है उस को किसी न किसी तरह से यहाँ रायज कर देना चाहिये। यकीनन उस से एफिशिएंसी आती है क्योंकि शुरू से ही बच्चे को रेलवे के बारे में ट्रेनिंग मिलती है। रेलवे के हर एक काम के बारे में उसको ट्रेनिंग मिलती है। यह सिस्टम वहाँ रूस में कामयाब साबित हुआ है। सन् १९५४ में जब मैं रूस गया था तो उस वक्त यहाँ से रेलवे अफसरान का एक डेपुटेशन भी वहाँ गया था। उन्होंने वहाँ के हालत देखे थे। मुझे अब याद नहीं रहा कि उन्होंने क्या रिपोर्ट दी क्योंकि उसको काफी वक्त हो गया। लेकिन फिर भी मैं समझता हूँ कि यह चिल्ड्रेन रेलवे का सिस्टम अच्छा है और उसको यहाँ हिन्दुस्तान में अपर चलाया जाये तो मुझे यकीन है कि रेलवेज जो कि हमारा एक एम्प्लॉयड डिपार्टमेंट है और जिसके कि गिर्द हमारी सारी बातें घूमती हैं, एफिशिएंसी के बिहाज से यह चिल्ड्रेन रेलवे का सिस्टम जारी करना मुफीब साबित होगा और बाकी हर बिहाज से भी मुफीब साबित होगा। इन अफ्फाज के साथ मैं आपसी बात खत्म करता हूँ।

श्री कि० पटनायक (सम्बलपुर) : अध्यक्ष महोदय, नये रेल मंत्री महोदय का प्रारम्भ कुछ नापाक ढंग से हुआ है। एक तो किराये में वृद्धि हुई है और दूसरे उन का स्वयंसेवक करने के लिये इतनी बड़ी रेक-डुईटना हुई है।

अध्यक्ष महोदय : माननीय सदस्य आपका भाषण कल जारी रखें।

17-04 hrs.

17 hrs.

एक तजवीज और करके में अपनी बात को खत्म करूंगा। एफिशिएंसी के मुताल्लिक

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 25, 1963/Vaisakha 5, 1884 (Saka).

[Tuesday, April 24, 1962/Valsakha 4, 1884 (Saka)]

| MEMBERS SWORN | COLUMNS |
|---------------|---------|
| | 615 |

| ORAL ANSWERS TO QUESTIONS | COLUMNS |
|---------------------------|---------|
| | 615-59 |

| S.Q. | Subject | No. |
|------|---|--------|
| 132. | Non-ferrous metals | 615-18 |
| 133. | Export of pharmaceuticals | 618-19 |
| 134. | Industrial Estates | 619-21 |
| 135. | Exports of Indian Coffee | 621-23 |
| 136. | Television Station in Bombay | 623-25 |
| 137. | Code of Discipline | 625-29 |
| 138. | Price line | 629-32 |
| 139. | Retrenched Scheduled Caste employees | 632-34 |
| 140. | Indian tobacco for Russia | 634-37 |
| 141. | Plan publicity exhibition | 637-38 |
| 142. | Working hours of shops in Delhi | 638-42 |
| 143. | Yarn prices | 642-43 |
| 144. | Handloom Cooperative Societies | 643-47 |
| 145. | Kidnapping of a Member of the National Volunteer Force in West Bengal by Pakistanis | 647-50 |
| 146. | Raid by Pakistanis | 651-54 |
| 147. | Survey by Tea Board | 654-55 |

| S.N.Q. | No. |
|--------|--------------------|
| 2. | Shortage of cotton |
| | 656-59 |

| WRITTEN ANSWERS TO QUESTIONS | COLUMNS |
|------------------------------|---------|
| | 659-76 |

| S.Q. | No. |
|------|--|
| 148. | Inventions Promotion Scheme |
| | 659-60 |
| 149. | Indian labourers for Bhutan |
| | 660-61 |
| 150. | Refugees in West Bengal Camps |
| | 661 |
| 151. | Trade Unions |
| | 661-62 |
| 152. | Use of atomic energy in agriculture, industry and medicine |
| | 662-63 |
| 153. | Tea processing machineries |
| | 663-64 |
| 154. | Organisation of Asian Economic Cooperation |
| | 664 |
| 155. | Code of Efficiency |
| | 665 |
| 156. | Employees of the former Ministry of Rehabilitation |
| | 665 |

WRITTEN ANSWERS TO QUESTIONS—contd.

| S.Q. | Subject | COLUMNS |
|------|--|---------|
| No. | | |
| 157. | Coal Mines Provident Fund Scheme | 666 |
| 158. | Death of D.I.G. Police in Nagaland | 666-67 |
| 159. | Building for A.I.R. in Tiruchchirappalli | 667 |
| 160. | Working hours in Rayon factories | 667-68 |
| 161. | Wage Boards | 668 |

| S.Q. | No. |
|------|---|
| 127. | Lockers from West Pakistan |
| | 668 |
| 128. | Rural Industrial Estates in Punjab |
| | 669 |
| 129. | Khadi and Village Industries Board in Andhra Pradesh |
| | 669-70 |
| 130. | Khadi |
| | 670 |
| 131. | Indians killed by Pakistanis |
| | 670 |
| 132. | Woman killed by Pakistanis in Jammu and Kashmir |
| | 671 |
| 133. | Public Sector Enterprises |
| | 671-72 |
| 134. | Aid to Nepal Government for fire victims |
| | 672-73 |
| 135. | Arrears of Provident Fund to workers at Kanpur |
| | 673 |
| 136. | Aluminium plants in Madhya Pradesh |
| | 674 |
| 137. | Financial assistance to Educational Institutions etc. for D.Ps. |
| | 674 |
| 138. | Programme in Urdu |
| | 675 |
| 139. | Licences for new Industrial projects |
| | 675-76 |
| 140. | Firms blacklisted |
| | |

STATEMENT BY PRIME MINISTER

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru) made statements re : proposed resumption of nuclear tests by the U.S.A. and re: Airmen captured by Naga hostiles.

676-82

| COLUMNS | COLUMNS |
|--|--|
| CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE | 682-84 |
| Shrimati Renu Chakravartty called the attention of the Minister of Home Affairs to the continuing disturbances in the border areas of Maldah district in West Bengal. | |
| The Minister of Home Affairs (Shri Lal Bahadur Shastri) made a statement in regard thereto. | |
| PAPERS LAID ON THE TABLE | 686 |
| (1) A copy of Order No. 18(1)-CLIV/60, dated the 24th March, 1962, under sub-section (4) of section 89 of the Companies Act, 1956. | |
| (2) A copy of the Khadi and Village Industries Commission (Third Amendment) Rules, 1962 published in Notification No. G.S.R. 445, dated the 7th April, 1962, under sub-section (3) of section 26 of the Khadi and Village Industries Commission Act, 1956. | |
| | MESSAGE FROM RAJYA SABHA |
| | 687 |
| | Secretary reported a message from Rajya Sabha that at its sitting held on the 19th April, 1962, Rajya Sabha had passed the Drugs (Amendment) Bill, 1962. |
| | BILLS PASSED BY RAJYA SABHA—LAID ON THE TABLE |
| | 687-88 |
| | Secretary laid on the Table the Drugs (Amendment) Bill, 1962, as passed by Rajya Sabha. |
| | STATEMENT BY MINISTER |
| | 688-91 |
| | The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy) made a statement <i>re</i> : Railway accident at level crossing near Dhanbad on the 23rd April, 1962. |
| | RAILWAY BUDGET— GENERAL DISCUSSION |
| | 691-796 |
| | General Discussion on the Budget (Railways), 1962-63 was resumed and not concluded. |
| | AGENDA FOR WEDNESDAY, APRIL, 25, 1962/VAISAKHA 5, 1884(SAKA) |
| | General Discussion on Railway Budget to continue. |