

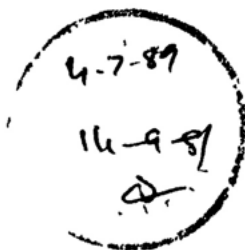
Tuesday, 25th February 1958

LOK SABHA DEBATES

SECOND SERIES

VOLUME XII, 1958.

(24th February to 10th March, 1958)



FOURTH SESSION, 1958

(Vol. XII contains Nos. 11 to 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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

LOK SABHA

Tuesday, 25th February, 1958.

Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

Mr. Speaker: I am sorry; some-
times watches differ. The House will
now take up Questions.

GENERAL ANSWERS TO QUESTIONS

Second Shipyard

- +
Shrimati Tarkeshwari
Sinha:
Shri Gajendra Prasad
Sinha:
*449. Shri V. P. Nayar:
Shri Mohamed Imam:
Shri Warlor:
Shri Punnoose:
Shri A. K. Gopalan:

Will the Minister of Transport and
Communications be pleased to refer
to the reply given to Starred Question
No. 303 on the 20th November, 1957
and state:

(a) whether the British Advisory
Team on the location of a Second
Shipyard in India have submitted
their report;

(b) if so, what are their recom-
mendations; and

(c) the decision taken thereon?

The Minister of State in the Minis-
try of Transport and Communications
(Shri Raj Bahadur): (a) No, Sir.

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

Shrimati Tarkeshwari Sinha: May
I know whether, before inviting the

team to survey the location of the
said project, the Government has
decided anything about the financing
of the project, what percentage of that
project will be financed by internal
resources, what percentage by external
assistance and where the external
assistance is expected to come from?

Shri Raj Bahadur: Originally there
would have to be the survey of the
selected site and then some prelimi-
nary action would have to be taken
so that in regard to the approximate
or estimated cost of the project, some
estimate can be made only after we
have taken decision in regard to the
location of the site and in regard to
other factors which are involved in
the matter.

Shrimati Tarkeshwari Sinha: May
I know whether the Transport and
Communications Ministry had any dis-
cussion with the Planning Commission,
whether the Planning Commission has
approved of the said project and also
whether the Transport Ministry put
up that the Permanent Port Develop-
ment Fund would be kept as financing
institution for this?

Shri Raj Bahadur: I think it would
suffice to say that so far as the ques-
tion of putting up another shipyard is
concerned, in principle a decision has
been taken that we should have a
second shipyard. But in regard to
actual cost and estimates, nothing can
be done before a decision has been
taken on the recommendations of the
Commission in respect of the various
sites surveyed by them.

Shri Panigrahi: May I know if the
committee visited any place in the
eastern coast of India?

Shri Raj Bahadur: Yes; they visited
in the east coast certain sites namely
those at Diamond Harbour, Goankhall,
Paradip and Tuticorin.

Shri B. S. Murthy: May I know whether the survey is complete and if so, why the report is being delayed?

Shri Raj Bahadur: The report will be made by the Mission which came from the United Kingdom. They have said that they would put up the report to us by the 31st March, 1958.

Price of Raw Jute

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*450. { **Shri Rameshwar Tantia:**
Shri Surendranath Dwivedy:

Will the Minister of Food and Agriculture be pleased to state whether Government are considering any proposal to fix a minimum price for raw jute to encourage the farmers to undertake jute production?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): In a commodity like jute, whose prices are mainly influenced by the supply and prices of raw jute in Pakistan and the world demand for manufactured jute, the fixation of a minimum price has its own difficulties. Other measures such as regulation of jute imports from Pakistan, adjustments in export duty on jute goods, ensuring that speculative elements do not unduly disturb the market, undertaking measures for improving the quality of jute and assisting cultivators by way of granting short term loans for purchase of fertilisers and encouraging the formation of co-operative societies for obtaining increased credit facilities have been taken to ensure that the farmer gets a fair return for his jute and thus encourage jute production.

Shri Rameshwar Tantia: May I know whether it is a fact that in some areas of Bihar and Andhra, the low grade jute prices are as low as Rs. 12 a maund, which is even lower than the cost of production?

Shri M. V. Krishnappa: Yes, Sir; this year the prices of the lowest variety—the *jungli* type are the lowest compared to the last three or four years, but not touched Rs. 12.

Shrimati Tarkeshwari Sinha: While the Jute Inquiry Committee ruled out the idea of fixation of minimum price of jute, they recommended the setting up of co-operative societies with the assistance of the State Board. May I know why this has not materialised so far and whether there is any hitch from the State Government?

Shri M. V. Krishnappa: There are a number of co-operative societies lending money to the farmer so as to increase his holding capacity at the time of the harvest.

Shrimati Tarkeshwari Sinha: I am referring to co-operative societies for the purchase of jute itself.

Shri M. V. Krishnappa: We will do our best to see that co-operative marketing is encouraged in jute, so far as processing and marketing of jute are concerned.

Shri Surendranath Dwivedy: Do the Government think of giving price support to the jute growers of Orissa who are getting a very low price just at the moment?

Shri M. V. Krishnappa: That we cannot assure. The prices of agricultural commodities as a whole go down at the time of harvest and the Ministry takes so many measures for that. Our warehousing scheme is mainly meant for that. So far as Orissa is concerned, we are trying to expedite the transport and to see that more wagons are supplied to them so that the movement may improve.

Shri Barman: May I know whether it is a fact that the quality of jute has suffered very much this year because of the paucity of retting tanks?

Shri M. V. Krishnappa: That is one of the reasons why the prices of jute are very low in Bihar and in some parts of West Bengal. Because of the drought, the quality of the jute has suffered considerably.

Shri Bangshi Thakur: May I know whether Government are aware that in Tripura, jute has been selling at

the rate of Rs. 8 a maund which is far below the production cost in the year 1957-58?

Shri M. V. Krishnappa: The problem of Tripura has always been so, because of its land-locking. Jute has to be air-lifted from Agartala to Calcutta. So, the price in Agartala has always been lower.

Shri Ranga: Is it not a fact that minimum price is fixed in Pakistan for jute?

Shri M. V. Krishnappa: They have not fixed any minimum price as such. At one time, year before last, they wanted to follow a price-support policy so as to prevent smuggling of jute from Pakistan to India, and they purchased all the jute in the border areas. But as far as I remember, they have not yet fixed a minimum price as such.

Shrimati Ila Palchoudhuri: May I know if the retting tanks have been subsidised to any greater extent because of the great difficulty involved in the process of curing or washing the jute?

Shri M. V. Krishnappa: We have a scheme to increase the retting tanks and improve the existing ones. This year, because of drought, the retting tanks themselves could not get more water supply and the quality of jute suffered.

As regards subsidy, it is being given for retting tanks.

Shri Rameshwar Tanti: May I know whether Government are contemplating starting co-operative societies to buy this type of jute as in Pakistan, instead of fixing a minimum price?

Shri M. V. Krishnappa: It has already been answered. We are going to expedite our warehouse schemes.

Yamuna Hydel Project

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- *451. { **Shri S. M. Banerjee:**
Sardar Iqbal Singh:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question

No 1157 on the 16th December, 1957 and state whether any further progress has been made to complete the second stage of Yamuna Hydel Project at an early date?

The Minister of Irrigation and Power (Shri S. K. Patil): The preliminary works for Yamuna Hydel Scheme, Stage II are proposed to be taken up during 1958-59 and necessary provision is being made in the State Budget (Uttar Pradesh) of 1958-59 for this scheme.

The Hydro-Power Station in Stage II of the Scheme will have an installed capacity of 1,20,000 K.W. and is expected to be completed in the Third Plan period.

Shri S. M. Banerjee: May I know whether adequate compensation has been paid to those peasants whose lands have been acquired for this purpose? If so, what is the total amount paid?

Shri S. K. Patil: I have not got the information, but in all these projects, adequate compensation is paid.

श्री भक्त बर्शन : यह जो यमुना स्कीम की दूसरी स्टेज है यह पहली स्टेज को रोक कर बनाई जा रही है और पहली जो स्टेज थी उसको रोकने की जिम्मेवारी केन्द्रीय सरकार की है तो मैं जानना चाहता हूँ कि उत्तर प्रदेश गवर्नमेंट का पहली स्टेज पर जो ५० लाख रुपये का नुकसान हुआ है क्या उसको पूरा करने की जिम्मेवारी केन्द्रीय सरकार लेगी ?

श्री स० का० पाटिल: पहली स्टेज के रोकने की जिम्मेवारी सेंट्रल गवर्नमेंट की नहीं है। वह तो उत्तर प्रदेश गवर्नमेंट, पंजाब गवर्नमेंट और हिमाचल प्रदेश गवर्नमेंटों की एक ज्वाइंट कान्फ्रेंस हुई थी उसमें एक रेजोल्यूशन पाम किया गया था। यह तो जाहिर है कि जब दूसरी स्कीम बन जाती है तो पहली निकम्मी हो जाती है और उस लिए केन्द्रीय सरकार की जिम्मेवारी नहीं है।

नजफगढ़ झील पर पिंग स्टेशन

*४५२. श्री नवल प्रभाकर: क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार दिल्ली राज्य में नजफगढ़ झील पर एक पिंग स्टेशन बनाने की योजना बना रही है,

(ख) यदि हा, तो इस कार्य के लिये कितने कर्मचारी भर्ती किये जायेंगे;

(ग) इस सम्बन्ध में सर्वेक्षण-कार्य कब प्रारम्भ किया जायेगा; और

(घ) इस पर सम्भवतः कितनी धन-राशि खर्च की जायेगी ?

कृषि उपमंत्री (श्री मो० बें० कृष्णप्पा) :
(क) से (घ). मभा की टेबिल पर एक विवरण रख दिया गया है। [बेस्विटे परिशिष्ट ३, अनुबन्ध संख्या १]

श्री नवल प्रभाकर : मैं यह जानना चाहता हूँ कि यह पिंग स्टेशन बनाने का क्या उद्देश्य है ?

श्री मो० बें० कृष्णप्पा : यह धमी गवर्नमेंट के विचाराधीन है। उस एरिया में पिंग स्टेशन इंस्टाल करने का उद्देश्य यह है कि सिंचाई के लिए पानी की सप्लाई का प्रबन्ध करना।

श्री नवल प्रभाकर : यह जो नजफगढ़ झील पर पिंग स्टेशन बनाने की स्कीम है, इससे क्या नजफगढ़ टाऊन के लोगों को पीने का पानी भी मिल सकेगा ?

Shri M. V. Krishnappa: It depends upon the availability of water in the lake. If we have more water, water will be supplied to all the areas there.

Rice Procurement in Madhya Pradesh

*454. Shrimati Ila Palchoudhuri: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of Madhya Pradesh have recently approached the Government of India for financial assistance in regard to their rice procurement scheme;

(b) if so, the extent of assistance sought; and

(c) whether the Government of India have agreed to give the grant?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c) The Madhya Pradesh Government have requested that in order to finance their procurement scheme a loan of Rs. 2½ crores may be granted to them. The matter is under discussion with the State Government.

Shrimati Ila Palchoudhuri: Is a price fixed in the rural areas when this procurement is made?

Shri A. M. Thomas: They have been authorised to procure coarse raw rice at Rs 15 per maund.

Shri Radhelal Vyas: When did the State Government approach the Central Government, and why has a decision not been taken as yet, especially when Government are keen to procure rice?

Shri A. M. Thomas: They have already started procuring with Rs. 1 crore which has been provided by the State Government. They have also asked for a minimum grant of Rs. 1 crore. We have stated that we would either advance it as a ways and means advance or we would make arrangements for a cash credit arrangement with the State of India.

Shri Radhelal Vyas: When did the State Government approach the Central Government?

Shri A. M. Thomas: The question itself indicates that whether any request was recently received. I do not exactly know the date, but it was recently received.

सेठ गोबिन्द दास : क्या माननीय मंत्री को यह बात मालूम है कि इस समय वहां की धान की फसल आ चुकी है और काफी धान वहां का बाजारों में आ रहा है। ऐसी हालत में जो निर्णय अभी तक नहीं हुआ है उसके कारण मध्य प्रदेश सरकार को वहां का धान खरीदने में काफी तकलीफ हो रही है और क्या मैं आशा करूं कि यह निर्णय अब बहुत जल्दी होकर उनके पाम पहुंच जायगा।

साहू तथा कृषि मंत्री (श्री अ० प्र० जैन) : कुछ तो राज्य सरकार अपने लिए खरीदना चाहती है। उसके लिए उनके पास पैसा भी है और उन्होंने शुरुआत कर दी है। कुछ हमसे कहा है तो हम भी उस पर विचार कर रहे हैं। इसलिए खरीददारी तो शुरू हो गई और उसमें अगर हमारा खरीदना पीछे भी हो तो भी उससे कोई फर्क नहीं पड़ता है।

Shri Mahanty: May I know whether any other State, where the impact of drought has been felt, has asked the Government of India for such grants? If so, at what stage the request stands at the moment?

Shri A. M. Thomas: The Orissa Government has asked. It is the State from which the hon. Member comes. That request is also under consideration.

Kandla Port

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*456. { **Shrimati Tarkeshwari Sinha:**
Shri Rameshwar Tanti:

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

(a) whether it is a fact that diversion of some of the ships to Kandla Port from Bombay would have saved considerable amount of our foreign exchange that has been paid as

demurrage charges to the ships at Bombay, Calcutta and Madras;

(b) if so, the reasons for not making such an attempt; and

(c) what steps Government are taking to use the Kandla Port to its full capacity?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Some saving in foreign exchange would have been possible by the diversion of ships from Bombay to Kandla during periods of congestion at the former port. Diversion of ships from Calcutta and Madras to Kandla would not be useful since the cargoes from those ships, if landed at Kandla, would have to be railed to destinations too far to be of economic advantage. During periods of congestion at the Bombay port a few food ships were diverted to Kandla.

(c) Government are arranging food import programme in such manner as to use the Kandla Port more effectively. Certain other cargoes on government account which can be landed at Kandla and sent by the metre gauge route to convenient destinations are also being diverted to Kandla. Other steps to attract more trade to the port of Kandla are under consideration.

Shrimati Tarkeshwari Sinha: May I know what is the actual installed capacity of this port and the capacity that is actually utilised at present?

Shri Raj Bahadur: The installed capacity is 1.2 million tons, and last year we utilised it to the extent of 8 lakh tons, that is, two-thirds of this capacity.

Shrimati Tarkeshwari Sinha: In view of the fact that Kandla is one of the most modern ports with mechanisation and everything, why have Government not thought it proper to utilise that port to the full capacity, rather than plan for the mechanisation of Calcutta and Bombay Ports?

Shri Raj Bahadur: Kandla port is yet to be fully mechanised.

Shri Rameshwar Tantia rose—

Shri Raj Bahadur: I think that should suffice for a reply to the hon. lady Member's question.

Shrimati Tarkeshwari Sinha: In view of the fact that Kandla is connected with the metre gauge system, what arrangements have the Transport Ministry with the Railways to divert all the metre gauge traffic to Kandla port?

Shri Raj Bahadur: We have approached the Railway Ministry from time to time to increase the number of goods trains from Kandla port. Apart from that, the National Harbour Board at its last annual meeting has recommended the taking up the proposal for a broad gauge link for Kandla.

Shri Rameshwar Tantia: May I know whether Government have applied to the World Bank for a loan for improving Kandla port just like Calcutta and Madras?

Shri Raj Bahadur: No, Sir.

Shri Damani: What efforts are being made for road development in the areas Jalore to Bhinmal, Sirohi to Bhinmal and Bhinmal onwards to Kandla side?

Shri Raj Bahadur: The construction of roads, which will link up these particular routes mentioned by the hon. Member with Kandla port, depends largely on the State Government concerned. We do hope that the hinterland will be developed by the States concerned, and full advantage will be taken of the existence of Kandla port.

Shri Ranga: Can we have an idea of the demurrage charges paid last year at Bombay, Calcutta, Madras and also Visakhapatnam?

Shri Raj Bahadur: The question hardly arises. I do not have full information. But I may say that in respect

of the two ports, Bombay and Calcutta, we have so far paid an amount of Rs. 68,122. That does not mean that the entire amount of dues on account of demurrage have been cleared. Some bills and claims in respect of demurrage may still be under consideration. What that would mean, it is not possible for me to state now.

Shri Ranga: Is it not a fact that the Railways have informed the Kandla Port authorities and the Ministry that they are not in a position to develop the broad-gauge link with Kandla?

Shri Raj Bahadur: I do not think that the Railways have said that they are not in a position. Immediately, at present they may not be in a position. I only said that the National Harbour Board has recommended....

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): It is true, as the hon. Member has said, that it is very difficult for the railways to find funds for the construction of this line; and they have expressed their inability. But, it is our intention to press the matter and go on pressing for more funds. In fact, I propose to write to the Planning Commission and through them approach the Railway Ministry for getting funds for the construction of this line.

The Minister of Railways (Shri Jagjivan Ram): I will welcome any additional allotment of funds.

Shri Harish Chandra Mathur: May I know if the main difficulty in the development of the Kandla Port is the lack of export material to that port; and, if it is so, what action Government is taking in that direction?

Shri Raj Bahadur: There is no doubt that without the development of export-import trade through that particular port we do not conceive of the development of the port itself. But the trends that have been revealed by the figures of traffic that have been given to us show that that port has done comparatively better in this

period of its existence than the Vizagapatnam port did in the first 10 years' time of its existence.

Study Team on Plan Projects

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*457. { Shri Panigrahi:
Shri Tangamani:
Shri E. M. Rao:
Shri Harish Chandra
Mathur:

Will the Minister of Community Development be pleased to state:

(a) whether the Central Committee on Community Development has considered the report of the Study Team on Plan Projects of the Community Development Programme; and

(b) to what extent the recommendations of the study team have been accepted by the Central Committee?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). Yes, Sir. Recommendations relating to basic questions of policy viz. democratic decentralisation, abolition of the distinction between N.E.S. and intensive stages and staggering of the programme etc. were considered at a combined meeting of the Central Committee and the Committee on Plan Projects on 8th January, 1958. They are now being processed with the State Governments. Other recommendations are also being studied by the Central and State Governments with a view to taking further action.

Shri Panigrahi: May I know whether this Committee recommended the slowing down of the C.D. programme, to extend the target date three years beyond 1962 so far as the N.E.S. is concerned and also suggested greater concentration on village level workers? Have those recommendations been accepted?

Shri S. K. Dey: So far as the staggering of the programme is concerned, it has been accepted with a certain modification; so far as the increase in the number of village level workers is concerned, we have not accepted it except to the extent that the State

Government has been empowered to increase the number if they can do so by pooling their existing personnel.

Shri Panigrahi: To what extent has this slowing down been accepted?

Shri S. K. Dey: According to the original Plan, the whole country was expected to be covered by N.E.S. by the beginning of 1961. According to the present Plan, the country would be covered by the C.D. programme by the middle of 1963.

Shri Surendranath Dwivedy: May I know whether the democratic decentralisation proposed by this Committee has been accepted by the States?

Shri S. K. Dey: It has been accepted on principle; but, the forms in which it has to be given effect to will have to be determined by conditions obtaining in different States.

Shri B. S. Murthy: Is it not a fact that the village development worker is not able to cope up with the task set to him; and, if so, why the option of increasing these workers has been left in the hands of the State Governments?

Shri S. K. Dey: Our desire is to see that we promote local institutions of people rather than multiply government functionaries.

Shri Raghubir Sahai: On the publication of this report, it was revealed that the U.P. and Bombay Governments were opposed to some of the proposals regarding democratisation of this organisation. May I know from the hon. Minister what is the position of these two Governments now; have they toned down their opposition?

Shri S. K. Dey: There was no opposition to the principle as such. The opposition was to the point at which a statutory institution was to be built up. The recommendation of the Balwantray Study Team was that there should be a statutory body at the Block level, whereas the U.P. and Bombay Governments were opposed to the setting up at that level. They

considered it desirable to set up the statutory body at the district level.

Shri Harish Chandra Mathur: May I know whether the hon. Minister is aware that the programmes drawn up and recommendations made by the District Planning Committee go uncared for? If it is so, what effective steps are being taken to see that the programmes and recommendations receive due attention at the State level?

Shri S. K. Dey: The final answer to this problem is the establishment of statutory bodies which can be charged with the full responsibility of the implementation of the developmental programme.

Shri Harish Chandra Mathur: I am talking about the district level. There is no provision at the present moment, nor any future proposal to have a statutory body. What is the practical position and what is intended at the moment?

Shri S. K. Dey: According to the Balwantray Study Team, there will be District Panchayat Parishads consisting of the Presidents of Block Panchayat Samitis; and they will have considerable powers to exercise

देशी चिकित्सा पद्धति

*४५८ { श्री भक्त दर्शन :
श्री स० चं० सामन्त :

क्या स्वास्थ्य मंत्री १६ जुलाई, १९५७ के सारांशित प्रश्न सख्या १६२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) क्या चिकित्सा व गवेषणा की स्वदेशी पद्धतियों के विकास के बारे में दवे समिति की रिपोर्ट पर इस बीच विचार किया गया है;

(ख) यदि हा, तो क्या समिति की सिफारिशों और उन पर किये गये निर्णयों का एक विवरण सभा पटल पर रखा जायेगा;

(ग) उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो विलम्ब के क्या कारण हैं; और

(घ) इस विषय में अधिक से अधिक कब तक निर्णय किये जाने की सम्भावना है?

स्वास्थ्य मंत्री (श्री करमरकर) :
(क) जी हा ।

(ख) एक विवरण जिसमें समिति की सिफारिशों दी हुई ह, सभा की मेज पर रखा दिया गया है । [देखिये परिशिष्ट ३, अनुबन्ध सख्या २] । केन्द्रीय स्वास्थ्य परिषद् ने ५ और ६ जनवरी, १९५८ की अपनी बैठक में इन सिफारिशों पर विचार किया था और यह विचार व्यक्त किया कि वर्तमान स्थितियों के अन्तर्गत सभी राज्यों के लिए एक सतोल-नीति निर्धारण करना संभव नहीं है तथा राज्य सरकारों से यह सिफारिश की थी कि आयुर्वेद एवं अन्य स्वदेशी दवा पद्धतियों के विकास के लिए वैसा व्यवहारिक और अभीष्ट समझें, वैसा कदम उठा सकती हैं । परिषद् ने यह भी सिफारिश की थी कि केन्द्रीय सरकार की ओर से आयुर्वेद, यूनानी और होम्योपैथी तथा अन्य स्वदेशी पद्धतियों में गवेषणा के लिए सक्रिय प्रोत्साहन मिलना चाहिए ।

दवे समिति की सिफारिश क्रमांक १४ के अनुसार स्वदेशी दवा पद्धतियों के व्यवसाय-विनियमन, व्यवसायिक आचार और अध्यापन को सन्निहित करने वाला केन्द्रीय विधान बनाना आवश्यक नहीं है ।

(ग) और (घ). ये प्रश्न नहीं उठते ।

Shri Karmarkar: I may read the English answer also because it is a rather important question.

(a) Yes

(b) A statement showing the recommendations of the Committee is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 2.] These

recommendations were considered by the Central Council of Health at their meeting held on the 5th and 6th January, 1958 and the Council was of the opinion that under existing conditions it was not possible to lay down a uniform policy for all States and recommended to the State Governments to take such steps as they considered practicable and desirable for the development of Ayurveda and other Indigenous Systems of Medicine. The Council further recommended that the Union Government should actively encourage research in Ayurveda, Unani and Homoeopathy and other Indigenous Systems.

According to recommendation No. 14 of the Dave Committee Central legislation involving regulation of practice, professional ethics and teaching on Indigenous Systems of Medicine is not necessary.

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

श्री भक्त वर्मन : श्रीमन्, क्या इस बात का अनुमान लगाया गया है कि दवे कमेटी की सिफारिशों को कार्यान्वित करने के कारण केन्द्रीय सरकार पर कितना खर्च का भार पड़ेगा और राज्य सरकारें इस पर जो खर्च करेंगी उस के लिये क्या उन्हें कोई सहायता दी जायेगी ?

श्री करमरकर : इस में खर्च का सवाल नहीं था । असल में चीज तो यह थी कि दवे कमेटी ने सिफारिश की कि कोई इन्स्टीट्यूट सिस्टम आफ डीपनिंग स्वीकार किया जाय । दूसरा पक्ष मुल्क में है जो कहता है कि इन्स्टीट्यूट पद्धति नहीं चाहिये, शुद्ध आयुर्वेद चाहिये । यही असली सवाल था । द्वितीय पंच वर्षीय योजना में १ करोड़ रुपये इन्वेज्मेन्स सिस्टम को प्रोत्साहन देने के लिये रक्खा गया है । यह जो चीज बनने वाली थी उस में इस १ करोड़ रुपये के सिवा सरकार पर खास तौर से कोई और बोझ डालने की बात नहीं थी ।

श्री भक्त वर्मन : इस समिति ने जो सिफारिश की है और जो कि अंग्रेजी संस्करण के उत्तर के पृष्ठ ५ पर संख्या १२ पर छपी हुई है उस के अनुसार जो तीनों चारों तरह की हमारी चिकित्सा पद्धतियां हैं उन में रिसर्च को खास तौर से प्रोत्साहन दिया जाना चाहिये । ज़्यादा में जान सकता हूं कि क्या गवर्नमेंट इस बात का प्रयत्न कर रही है कि जो अलोपैथिक डाक्टर्स हैं उन्हें आयुर्वेद और यूनानी की कुछ ट्रेनिंग दी जाय ताकि एक वास्तविक भारतीय चिकित्सा पद्धति का विकास हो सके ?

Shri Karmarkar: Since the question is of general importance, I would like to answer it in English also. As I said before, we have made some provision for encouraging indigenous systems of medicine. The encouragement takes mainly three forms. One is to encourage the research bodies and other institutions wherever they would like to have such research in Ayurvedic medicines. Secondly, to develop the growth of sound institutions in the system of indigenous medicines and thirdly, generally to make grants available wherever good work is being done. These are principally the three ways in which we have proposed to encourage Ayurvedic medicine. I regret very much to say that enough response has not come and we have not been able to spend as much as we would like to on this thing and therefore, we have to rely principally upon research institutions we have got, namely, the Jamnagar, the Central Drug Research Institute at Lucknow and thirdly another institution in Calcutta to try medicines on patients and we found the results useful. That is the present position.

Shri Patabhi Raman: Will the Government consider the documentation so far as Ayurvedic medicine is concerned—cataloging the publications, manuscripts and all that?

Shri Karmarkar: We are going through that at Jamnagar. The other day I had been there and I saw some good documentation being done there:

But that is a question of time. Essentially, research takes an amount of time. I can assure the House that some good work is being done there.

Pandit D. N. Tiwary: May I know whether in the medical colleges, research work has not been undertaken as yet and also whether the Government proposes to give help for doing research there?

Shri Karmarkar: Yes, Sir, certainly. We welcome all such proposals.

श्री भक्त बर्षन : इस कमेटी ने एक सिफारिश यह की थी कि जा पुराने वैद्य है और जिन्होंने बाकायदा किमी मर्यादा में शिक्षा नहीं पायी है, लेकिन जो अनुभवों के वैद्य हैं उनको भी रजिस्ट्रेशन की सुविधा दी जाये। क्या इस सम्बन्ध में स्टेट गवर्नमेंट्स को यह सिफारिश की गयी है कि वे यह ध्यान रखें कि कहीं ऐसा न हो कि ये पुराने वैद्य नीम हकीम खतरा जान हो जायें।

Shri Karmarkar: Our difficulty in this matter has been this. Different States have taken up different policies. We certainly like this question to be considered. Some States are going ahead and I understand that Bombay has a scheme to recognise Ayurvedic practitioners of a certain standing.

Shri S. V. Ramaswami: Is there any proposal to prepare a *materia medica* for Ayurveda?

Shri Karmarkar: It is already there in the various texts. I have explained a moment ago the difficulty in preparing an exhaustive *materia medica* that will be applicable to the whole country.

Dr. Sushila Nayar: What steps, if any, are being taken for the standardisation of Ayurvedic drugs in view of the fact that the same drug *Loh Bhasam* has a different percentage of iron, at one place than at another, which is the effective element of the drug and this difficulty has created considerable hardship in the use of such Ayurvedic drugs?

Shri Karmarkar: One of our difficulties has been the perfect freedom that people like to enjoy in this matter (Laughter). I am serious, Sir. In the research institutions, especially in Jamnagar, I say that they were trying to prepare medicines in the manner laid down in the old texts. There is another difficulty. Our experience has been that in addition to really genuine drugs, many times spurious drugs are also in the market. If they say that *neem bark* should be used in the process, something else which is handy and cheaper is passed on in that name and people who ought to know better go and buy these things. All this requires standardisation and to a humble extent we have been busy with that work.

Dr. Sushila Nayar: It is because of this very fact that the hon. Minister has stated that there is perfect freedom in these matters that I had asked him as to what steps have been taken or are proposed to be taken for a uniform standardisation of Ayurvedic drugs in the whole country. This is not the job of the research institutions. Does the Government contemplate any legislation or other measures to bring about this uniform standardisation?

Shri Karmarkar: No, Sir. At the present moment it is largely left to the States. It is very difficult, almost impossible at the present moment to standardise drugs and to enforce people to use them. One of our difficulties has been that in spite of great sympathies being expressed in the whole country, when it is a light ailment, people use ayurvedic medicines but when it is serious, they always go to allopathic system. We have to meet all these difficulties. That is my experience. So, it is premature at the present moment to think of standardisation on such a large-scale.

Shri Supakar: May I know if any special status is accorded to the graduates coming out of the institutes where both allopathic and ayurvedic systems of medicine are taught?

Shri Karmarkar: I understand that in those States in which ayurvedic instructions had proceeded apace—in Bombay and Madras—there have been efforts to give them a definite status. They have got an integrated system in their colleges. In a matter like this we cannot lay down one uniform rule binding on all the States.

हिमाचल प्रदेश में पावार नदी पर पुल

*४५६. श्री नेक राम नेगी : क्या परिवहन तथा संसार मंत्री २० नवम्बर, १९५७ के अतिरिक्त प्रश्न मख्या ४५० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश की रोहटू तहसील में पावार नदी पर पुल बनाने में इस बीच क्या प्रगति हुई है; और

(ख) यह पुल कब तक पूरी तरह बन कर तैयार हो जायेगा ?

परिवहन तथा संसार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) नक्सों और अनुमानित खर्चों का व्यौरा हिमाचल प्रदेश प्रशासन द्वारा तैयार किया जा रहा है।

(ख) पुल का निर्माण-साथ चालू याजना-काल के अन्तर्गत प्रारम्भ किया जायगा और प्राक्कलन स्वीकृत होते ही लगभग एक वर्ष में पूरा हो जायेगा।

श्री नेक राम नेगी : क्या यह सत्य नहीं है कि वहाँ पहले काम शुरू हो गया था और सामान भी वहाँ पहुँचा दिया गया था, यदि हाँ, तो किस कारण से सामान वहाँ से दूसरी जगह भेज दिया गया ?

श्री राज बहादुर : पुल किस जगह स्थित किया जाये इस बारे में मतभेद था और इसी कारण विलम्ब हुआ है जैसा कि माननीय सदस्य को भी मालूम है।

श्री भक्त वर्मान : क्या मैं जान सकता हूँ कि इस पुल पर कुल कितना खर्चा होने का अनुमान है ?

श्री राज बहादुर : लगभग पांच लाख रुपया।

श्री पद्म देव : पुल के स्थान का निश्चय सन् १९५६ में ही हो चुका था फिर भी अभी तक स्थापन के सम्बन्ध में बातचीत हो रही है यह मेरी समझ में नहीं आया ?

श्री राज बहादुर : जो सूचना मुझे प्राप्त हुई है उसमें तो यह ज्ञात होता है कि राज्य सरकार, जिसका माननीय सदस्य, एक सदस्य भी थे, फैसला नहीं कर पायी, और उसके बाद कुछ निर्णय किया गया है और उसके अनुसार प्राक्कलन यानी एस्टीमेट तैयार किये जा रहे हैं।

श्री पद्म देव : मैं आपसे यही कहना चाहता हूँ कि सन् १९५६ में इस बात का निश्चय किया जा चुका था कि जहाँ से पुल बह गया था वही पर पुल बनाया जाये। तो मैं जानना चाहता हूँ कि अभी तक यह काम क्यों नहीं प्रारम्भ किया गया है ?

श्री राज बहादुर : मैं ने अभी निवेदन किया था कि स्थान के बारे में राज्य सरकार के बाद भी जब से केन्द्रीय प्रशासन के अन्तर्गत यह प्रदेश आया, तब भी कुछ मतभेद रहा, और इसी कारण यह विलम्ब हुआ।

श्री पद्म देव : मैं यह जानना चाहता हूँ . . .

Mr. Speaker: The hon Member is asking the same question. There is a difference of opinion between the State and the Centre.

श्री पद्म देव : इस नदी पर तीन स्थानों पर पुल थे और वे तीनों के तीनों ही बह गये हैं। इन्हीं स्थानों पर यहाँ के लोग अपने अस्पतालों और कोर्ट आदि जाने के लिए गुजरते थे क्योंकि ये चीजे नदी के दूसरी पार स्थित हैं इन पुलों के न होने की वजह से हर

साल यहाँ कई भावनी बह जाते हैं। क्या सरकार इस पर विचार नहीं करती कि यह काम कितना आवश्यक है और इसको जल्दी से जल्दी बनाना चाहिए ?

जी राज बहादुर : इसकी आवश्यकता को स्वीकार करने में तनिक भी संकोच नहीं है। इसकी आवश्यकता पूरी तरह से अनुभव की जा रही है। और प्रयत्न यह किया जा रहा है कि सीमातिशीघ्र इसको तैयार किया जाये।

Import of Wheat from Canada

*461. Shri Bishwanath Roy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to import wheat from Canada on the basis of deferred payment; and

(b) whether any agreement has been reached between the Governments of India and Canada in this connection?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes, Sir.

Shri Bishwanath Roy: May I know the terms of the agreement?

Shri A. M. Thomas: The payment has to be made within a period of ten years and the first payment has to be made by 31st March, 1961, that is to say, after three years, in seven equal annual instalments. The agreement was concluded on the 20th of February and according to the agreement, we will get four lakh tons of Canadian wheat with 25 million dollars made available by the Canadian Government and the Canadian Wheat Board.

Shri Bishwanath Roy: May I know when its import will begin?

Shri A. M. Thomas: Already the import has started and shipments are being made.

Supply of Foodgrains to Bihar

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*462 { Dr. Ram Subhag Singh:
Shri Nausahir Bharucha:
Shri Anirudh Sinha:

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

(a) the demand made by the Government of Bihar in respect of foodgrains to tide over the serious food situation upto June, 1958;

(b) the time upto which the recent supply of 300,000 tons of foodgrains to help that State to meet the situation would enable the State to carry on; and

(c) whether the grant of Rs. 4 crores recently made by the Centre is for procurement of foodgrains and or for other purposes connected with drought situation?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The Government of Bihar asked for 3,25,000 tons of foodgrains for the four months—December, 1957 to March, 1958 Demand for subsequent months has not yet been received

(b) The stock of wheat available with the State Government, including the quantity in transit, should be sufficient for the next 7 or 8 months on the basis of the present off-take.

(c) No, Sir. A ways and means advance of Rs. 4 crores was granted by the Government of India to Bihar, to be adjusted against the State's share of grants and divisible taxes payable during the current financial year, with a view to helping the State Government to tide over their financial difficulty.

Dr. Ram Subhag Singh: The hon. Deputy Minister stated that the Government of Bihar asked for 3,25,000 tons of foodgrains up to March, 1958. In view of the fact that rabi crop is also not coming up well, may I know whether any estimate has been prepared about the quantity of wheat and rice needed by the State for tiding over the situation?

Shri A. M. Thomas: The present monthly off-take is about 30,000 tons of wheat, and I have already stated that with the present stocks with the State Government, the quantities in transit and the stocks with the Central Government it would be possible to make adequate supplies to the State Government for a period of about seven to eight months.

The Minister of Food and Agriculture (Shri A. P. Jain): In fact, I am feeling concerned that the stocks with the Bihar Government are so heavy that they may not be able to maintain them properly, and I am writing to the Chief Minister of Bihar Government to take special care to see that the stocks are properly maintained. I should also like to assure the hon. Member that I am prepared to supply any quantity which the Bihar Government wants.

Dr. Ram Subhag Singh: Some time back I had written a letter to the hon. Food Minister giving names of certain areas where wheat had not reached until then. May I know whether it has been ascertained by the Government of India or the Government of Bihar whether supply of rice or wheat, any commodity, had been made to these areas or not so far?

Shri A. P. Jain: I cannot state with any certainty, but I remember to have received a letter to that effect from the hon. Member and I forwarded that letter to the State Government; I do not know what action they have taken.

Shrimati Tarkeshwari Sinha: The hon. Minister, I think, stated that the off-take is much below the quantity of foodgrains that was provided for and expected to be taken off, and one of the reasons that has come to the notice of Government for the off-take being low is the very very low purchasing power of the people. In view of this fact, may I know whether Government is thinking of granting some aid, specifically for the hard manual labour and other people, from this Ministry to increase the purchasing capacity of the people there?

Shri A. P. Jain: I think the hon. lady Member has not carefully listened to the reply to part (c) of the question. Therein it is stated that Rs. 4 crores has been advanced to the State Government for overcoming the situation arising out of drought conditions which will later be adjusted. I am sure the hon. lady Member is aware that the Bihar Government has taken quite big and intensive schemes for hard manual labour and other workers to increase the purchasing power of the people.

Dr. Ram Subhag Singh: One of the big schemes which were undertaken by the Government of Bihar was the Sone Remodelling Scheme which was inaugurated sometime back, but no work has yet commenced on that though it was undertaken for helping the drought-stricken people. May I know whether the Government of India will see that that scheme is expedited?

Shri A. P. Jain: Well, that question had better and more properly been addressed to another Ministry.

Pandit D. N. Tiwary: The hon. Deputy Minister said that the off-take at present is 30,000 tons. May I know what was the off-take in December, whether the off-take has gone up or gone down and, if so, by what per cent.?

Shri A. M. Thomas: In December it was 23.8 thousand tons, and 30,000 tons is more than what it was in December.

Shri Shree Narayan Das: The hon. Minister just now stated that schemes for hard manual labour have been started and they are in progress. May I know what work is being done with regard to middle-class people who have not the capacity to do hard manual work?

Shri A. P. Jain: I remember that the Bihar Government was very anxious about the middle-class people, and that Government was trying to evolve some schemes like spinning and also, perhaps, advance of loans. But this is a matter which is entirely

under the jurisdiction of the State Government. That Government is fully aware of it and it is taking all possible steps.

Shri Mahanty: In regard to part (c) of the question, may I know if this grant has been rendered to the Government of Bihar pursuant to the recommendations of the Shivaraman Committee; if so, whether this Committee recommended similar grants for other areas like Eastern U.P. and Orissa which are also affected by drought?

Shri A. P. Jain: We do not discriminate between States and States.

Shri Mahanty: That is not the answer to my question. Sir, I crave your indulgence.

Mr. Speaker: The hon. Member wanted to know whether similar grants have been made to Eastern U.P. and Orissa.

Shri A. P. Jain: The States are constantly sending up proposals. We examine those proposals and then decide on the same principles as are applicable to all the States. Some proposals have been received from the U.P. Government which are under examination. Some proposals have been received from Orissa, and either they may have been sanctioned or are under examination.

Shri Mahanty: Sir, this is a humanitarian question; it is not a political issue at all. We would like to know what particular bottle-neck is there in the State Governments of Eastern U.P. and Orissa receiving similar grants.

Mr. Speaker: This has been answered. The hon. Minister said that so far as U.P. is concerned the proposals are under examination, and so far as Orissa is concerned something has been done. Now, apart from that, I am sorry I allowed this question for the reason that the original question refers only to Bihar. Now, an hon. Member from Madras can get up and ask about Ramanathapuram, then a

Member from Kerala and so on. We will go to the next question.

Shri Surendranath Dwivedy: Since the point has been raised, I think it is better that the position is clarified.

Mr. Speaker: The hon. Member can put down a question, and I will certainly allow to get the clarification.

Gliders Club

*463. **Shri P. G. Deb:** Will the Minister of Transport and Communications be pleased to state what is the expansion programme for Gliders Club in the country.

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): Provision has been made for the opening of 10 new Gliding Centres in the Second Five Year Plan, but due to the foreign exchange difficulties it may not be possible to carry-out the programme in full.

Shri P. G. Deb: May I know when the Government is going to decide to start one in Orissa at Bhubaneswar, in view of the fact that Bhubaneswar has a Flying Club and there is also a unit of N.C.C. Corps in Orissa?

Shri Humayun Kabir: We shall be very glad to receive such proposals either from the Orissa Government or from the Flying Club at Bhubaneswar.

राष्ट्रीय राजपथ

*४६४. श्री राजेन्द्र ब्यास : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्यों की कौन-कौन सी राजधानियाँ राष्ट्रीय राजपथ पर स्थित नहीं हैं;

(ख) क्या राज्य पुनर्गठन के पश्चात् नागपुर योजना में संशोधन करने की कोई आवश्यकता समझी गई है और

(ग) यदि हा, तो नये मध्य प्रदेश को राजधानी भोपाल को राष्ट्रीय राजपथ से सम्बन्ध करने तथा उसे मध्य प्रदेश में और उसके बाहर अन्य राष्ट्रीय राजपथों से सम्बन्ध करने के बारे में क्या निर्णय किया गया है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) चंडीगढ़ और भोपाल ।

(ख) और (ग) एक विवरण ममा-पटल पर रख दिया गया है, जिसमें तमाम स्थिति पर प्रकाश डाला गया है । [देखिये परिशिष्ट ३, अनुबन्ध मध्या ३]

श्रीमन्, मझे क्षमा करेंगे कि इस विवरण में दो टाइपिंग एरर्स हैं । "मुख्य" के स्थान पर "एक" और "मे" की जगह "त" कर दिया जाय ।

श्री राखेलाल व्यास जो विवरण ममा-पटल पर रखा गया है, उस में नागपुर योजना पर पत्रविचार करने के तीन कारण बताये गये हैं—राज्या का गुणगठन रेजी में होने वाला औद्योगिकरण और किसी प्रदेश का पिछड़ापन और उस में ग्रामीण क्षेत्र ज्यादा होना । मध्य प्रदेश राज्य में पुराने मध्य प्रदेश का २/३ भाग और तीन अलग राज्य भोपाल विन्ध्य प्रदेश और मध्य भारत मिटे है, इसलिए राज्य-गुणगठन का सब में ज्यादा असर इस पर हुआ है । सब से ज्यादा हरिजन और आदिवासी इसी प्रदेश में हैं और सब से ज्यादा ग्रामीण क्षेत्र भी इसी में है । इस प्रदेश का औद्योगिकरण भी हो रहा है और हैवी इलेक्ट्रिकल मशीनरी प्लान्ट, कोयला और आयर्न और का काम हो रहा है । इन सब बातों को देखते हुए क्या मध्य प्रदेश को तृतीय पंच-वर्षीय योजना तक अटकाये रखना सही है और इस बात पर विचार करो नहीं किया जा रहा है कि इस को द्वितीय पंच-वर्षीय योजना में ही रख दिया जाय ?

Mr. Speaker: The hon Member comes occasionally; therefore, he has put all the questions together

श्री राज बहादुर : जो सूचना और तर्क माननीय सदस्य ने दिये हैं, वे सब विचारणीय हैं । मेरा निवेदन केवल इतना ही है कि उन को शायद यह भी ज्ञात है कि भोपाल को राजधानी बने हुए केवल बारह चौदह महीने या इसमें कुछ अधिक समय हुआ है ।

श्री राखेलाल व्यास : चंडीगढ़ तो राजपथ से थोड़ी ही दूर है लेकिन भोपाल का पूर्व, पश्चिम, उत्तर, दक्षिण कहीं भी कोई सम्बन्ध नहीं है । मैंने पिछले बजट अधिवेशन में कुछ सुझाव दिये थे और माननीय मंत्री जी ने आश्वासन दिया था कि वे उन पर विचार करेंगे । मैं जानना चाहता हूँ कि क्या इस सम्बन्ध में कोई निर्णय कर लिया गया है, यदि हा तो क्या ?

श्री राज बहादुर . मैं माननीय सदस्य को स्मरण कराऊँ कि माननीय शास्त्री जी ने इस सम्बन्ध में एक वक्तव्य दिया था और उसमें उन्होंने कहा था कि अवश्य ही हमारे राष्ट्रीय मार्गों की लम्बाई बढ़ाई जानी चाहिये । किन्तु यह निर्भर इस बात पर है कि कितनी वनराशि हमें इस काम के लिए मिल सकती है ।

श्री राखेलाल व्यास . क्या मैं जान सकता हूँ कि कुछ न कुछ इस सम्बन्ध में द्वितीय पंचवर्षीय योजना में भी किया जा सकेगा और तृतीय पंचवर्षीय योजना तक मध्य प्रदेश सरकार का इतिजार् नहीं करना पड़ेगा ?

परिवहन तथा संचार मंत्री (श्री लाल बहादुर शास्त्री) माननीय सदस्य ने एक प्रश्न पूछा था और एक अब पूछा है । उसमें उन्होंने खुद ही अपनी बात को काट दिया था । एक बार तो कहा है कि इतना पिछड़ा हुआ वह प्रदेश है और दूसरी बार कहा कि वही ज्यादा से ज्यादा औद्योगिकरण हो रहा है । इन दोनों का मेल ठीक नहीं बैठ रहा है । मगर उसको इतना पिछड़ा कहना ठीक नहीं है । भोपाल काफी अच्छा और बढ़ता हुआ शहर है । जहां तक सड़कों की बात है अभी हमारे साथी ने बताया है कि हमारे नेशनल हाइवेज का जो १३,८०० का फासला है उसको बढ़ाने के लिए प्लानिंग कमिशन ने

अभी मजदूरी नहीं दी है। अगर मेरा विचार है कि कम से कम उसको १५ ००० तक करना चाहिए। मैंने इसी बात को खास तौर पर सदन में रखकर यह प्रस्ताव रखा था जिससे ऐसे प्रदेश जो नये बने हैं उनकी रजिष्ट्रारियों को मदद मिलाने का इतिजाम किया जा सके। उसमें हम मध्य प्रदेश का ध्यान अवश्य रखेंगे।

श्री त्यागी : यह नेशनल हाइवेज बनाने की स्कोम बड़े बड़े शहरों को मिलाने तक ही महदूद है या उन पहाड़ी इलाकों में भी सड़कें बनाई जायेंगी जहाँ कोई रास्ते नहीं हैं ?

श्री लाल बहादुर शास्त्री : पहाड़ी इलाकों की सड़कें बनाने की जिम्मेदारी माननीय सदस्य जिस प्रदेश में रहते हैं, उनकी है। लेकिन मैं उन्हें यह बताना चाहता हूँ कि हम ने काफी रुपया पहाड़ी सड़कें बनाने के लिए प्रदेशों की सरकार को सहायता दी है।

Shri Heda: The hon. Minister has already replied to a certain extent, but I would like to know clearly from him what the target of mileage for the national highways in the Nagpur plan was, and what is the number already accepted by the Planning Commission for the five-year period, and what is the further mileage for which the Ministry is pressing now?

Mr. Speaker: He said 13,000 to 15,000.

Shri Raj Bahadur: So far as I know, the question of national highways in relation to the Nagpur plan does not arise, because the Nagpur plan, so far as I know first considered the construction of pucca roads and gravel roads, that is, rural or unmetalled roads and pucca or metalled roads. The total mileage that was set by them was 3,31,000. So far as the national highways are concerned, they were first declared roundabout 1950 or later and the mileage accepted for the national highways was 13,800.

श्री मा० सा० वर्मा : मैं जानना चाहता हूँ कि जिस तरह का आवास माननीय

मन्त्री जी ने त्यागी जी को पहाड़ी प्रदेशों में सड़कें बनाने के बारे में दिया है क्या उसी तरह का आवास राजस्थान के पहाड़ी प्रदेश वालों को भी मिल सकेगा ?

श्री लाल बहादुर शास्त्री : बात यह है कि माननीय त्यागी जी बहुत ऊँचे पहाड़ों पर रहते हैं और आप बहुत नीचे पहाड़ों पर। इसलिए उनको यह आवास दिया गया है।

Raja Mahendra Pratap: What about bridges on these roads? I know in certain places there are only boat bridges and it is very difficult to go through these boat bridges, is there any plan for placing pucca bridges on these highways?

Shri Raj Bahadur: We have got a definite plan for the construction of road bridges also, and they are covered by the general Plan. But it is a fact that certain rivers will remain unbridged even at the end of the Second Plan.

Interim Relief for Extra Departmental Agents of Postal Deptt.

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*465. { Shri N. R. Munisamy:
Shrimati Ila Palchoudhuri:

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

(a) whether it is a fact that extra departmental agents of the Postal Department were given an interim relief of Rs 2 per month,

(b) if so, whether it was in pursuance of any Committee's recommendations, and

(c) the amount involved in this grant of interim relief?

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

(b) No.

(c) Rs. 2,04,000 per month.

Shri N. R. Munisamy: May I know the reasons for not referring this case to the Pay Commission which has been asked to make an investigation and report, since these people also belong to the Postal Department?

Shri Raj Bahadur: For the extra-departmental employees of the Posts and Telegraphs Department, a one-man committee was appointed and the question of granting interim relief to them was not covered by the terms of reference to that committee.

Shri N. R. Munisamy: May I know when the report is to be submitted?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): I could not say; perhaps in about six months' time.

Shrimati Ila Palchoudhuri: Since the time this two-rupee grant of relief was sought to be given, prices have changed. There was one set of prices prevailing then and there is another set of prices prevailing now. In view of this, is this amount considered adequate, or will it be increased?

Shri Lal Bahadur Shastri: If the hon. Member will compare the relief given to other Government employees by the Pay Commission with this relief of Rs. 2 for the extra-departmental employees, this is definitely higher than that provided by the Pay Commission.

श्री भवन् वरुण : श्री माननीय मंत्री जी ने बताया है कि दो रुपये की अंतरिम म्हायता दी गई है लेकिन इस सम्बन्ध में मि० राजन से पहले परामर्श नहीं किया गया। मैं जानना चाहता हूँ कि किस आधार पर इस को निश्चित किया गया है ?

श्री लाल बहादुर शास्त्री : जैसा कि श्री माननीय वरुण ने कहा है यह मि० राजन के टर्म्स ऑफ रेफरेंस में नहीं था। लेकिन मैं माननीय सदस्य को यह बता सकता हूँ कि उनसे हमने इस सम्बन्ध में बातचीत की थी।

Shrimati Ila Palchoudhuri: How many people will be benefited by these schemes?

Shri Raj Bahadur: I think about one lakh, because the total amount of expenditure is Rs. 2,04,000 per month.

Power Projects in Bhakra Nangal

*467. **Shri Harish Chandra Mathur:** Will the Minister of Irrigation and Power be pleased to state:

(a) the cost-outlay of the Power projects in Bhakra Nangal; and

(b) how it is shared by the participants and beneficiaries?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 4].

Shri Harish Chandra Mathur: There is no mention whatsoever in this statement about the major beneficiaries including Delhi. May I know what is the position regarding the supply of power to Delhi from the Bhakra Nangal project? There is no mention about it in the statement, to show whether they contribute anything towards the outlay.

Shri S. K. Patil: The question was how the expenditure is shared by the participants and beneficiaries. That is why Delhi did not figure in it, because it is not a participant. When electricity is produced, surely Delhi can buy it as it has been buying. If the hon. Member wants figures as to how much we are getting they are with me. I think this question has been answered more than once on the floor of this House.

Shri Harish Chandra Mathur: May I know if any formal agreement, even at this stage, is being finalised and signed by the participating States, and whether it would be laid on the Table of the House?

Shri S. K. Patil: It is part of the scheme. Delhi would get somewhere about 60,000 kw. from this

scheme Already we have been receiving 20,000 kw. That is part of the scheme, and no special signing of a document or anything is necessary either by the one or the other.

Shri Harish Chandra Mathur: My question is about the participating States. It is such a major scheme. Even on electricity, more than Rs. 55 crores are involved. There are transmission lines and generating sets. There ought to be some working arrangement between the two participating States. I only want to ask whether any agreement has been arrived at, finalised and signed by the two participating States even at this stage, in regard to the scheme.

Shri S. K. Patil: This is part of the bigger scheme. If the hon Member wants, I would give him details of the whole scheme. But I might say that Delhi is a separate matter altogether. The participating States are Punjab and Rajasthan in the proportion of 84.78 and 15.22. So far as Delhi is concerned, Delhi needs electricity as a consumer. But it is not a participating State. Therefore, these figures are not included there.

Shri Harish Chandra Mathur: My question is whether between the two participating States of Rajasthan and Punjab any agreement has been arrived at. Money to the tune of Rs. 50 crores have been spent for the generation of electricity. I want to know whether any agreement has been arrived at between the two participating States of Punjab and Rajasthan even to this day or whether it is only an oral arrangement, though crores of rupees are being spent, and the benefits are being reaped. I did not ask whether there is any agreement between Delhi and Punjab. I asked about the agreement between the participating States.

Mr. Speaker: The hon. Member should not make a speech. Part (b) of the question is "how it is shared by the participants and beneficiaries?". The hon. Member only

wants to know if there is any agreement and, if so, what.

Shri S. K. Patil: The position is that for the generating stations and step-up sub-stations of both Bhakra and Nangal the cost will be shared in proportion to the share of stored water supply which, as I have mentioned just now, will be Punjab 84.78 per cent and Rajasthan 15.22 per cent, for transmission lines of 132 KV and above.

Mr. Speaker: The hon Member wants to know whether there is any agreement between the two participating States of Punjab and Rajasthan, and, if so, what the agreement is

Shri S. K. Patil: In the Control Board both the participating States meet and their decisions are binding on both the States.

WRITTEN ANSWERS TO QUESTIONS

Naga Hills

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

Will the Prime Minister be pleased to state how many persons have been newly appointed to man the Naga Hills and Tuensang Area Administration since the creation of the new unit on the 1st December, 1957?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): 24 (including only 3 Class I officers).

Publicity Abroad

*407. **Shri Gajendra Prasad Sinha:** Will the Prime Minister be pleased to state the steps taken recently to improve Indian publicity in foreign countries particularly in the U.S.A.?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): The entire field of activity of India's external publicity has been under careful and close scrutiny in recent months. As a

result of this a number of measures have already been taken and others are proposed to be taken.

2. Among the measures taken include better and more effective utilisation of various publicity media and a concentrated effort to stimulate knowledge and understanding of India. About 160 foreign editors, journalists, radio and TV men were afforded facilities to visit India and to see something of the many-sided developments taking place in the country.

3. The cumulative effect of all these will be to bring about an all round improvement in the organisation and functioning of overseas information service.

रेजर ब्लेड

*४०८. { श्री श्रीनारायण दास :
श्री राम कृष्ण :
श्री बें० प० नायर :

क्या बाणिज्य तथा उद्योग मंत्री एक ऐसा विवरण सभा पटल पर रखने की कृपा करेंगे कि जिसमें निम्न जानकारी दी हुई हो :

(क) क्या भारत में रेजर ब्लेड की आवश्यकताओं का कोई अनुमान लगाया गया है;

(ख) यदि हां, तो वह क्या है;

(ग) किस हद तक इस आवश्यकता की पूर्ति स्वदेशी उत्पादन से और किस हद तक आयात से की जाती है;

(घ) भारतीय कारखानों की उत्पादन क्षमता कितनी है और वर्तमान उत्पादन कितना है;

(ङ) गत वर्ष स्वदेशी ब्लेडों का मूल्य आयात किये हुए ब्लेडों की तुलना में क्या रहा; और

(च) क्या इस प्रयोजन के लिये नये कारखाने खोलने की अनुमति दी गई है ?

उद्योग मंत्री (श्री मनुभाई शाह) :
(क) और (ख). भारत में रेजर ब्लेडों की असल में कितनी आवश्यकता होती है, इसका अनुमान लगाना संभव नहीं है।

(ग) ज्यादा से ज्यादा मांग देश में बने माल से पूरी की जा रही है। इस समय ब्लेडों का आयात करने की इजाजत नहीं है।

(घ) भारतीय कारखानों की उत्पादन क्षमता लगभग ६१.५ करोड़ ब्लेड प्रति वर्ष बनाने की है। १९५७ का अनुमानित उत्पादन लगभग ३३.६ करोड़ ब्लेडों का था।

(ङ) स्वदेशी ब्लेडों के दस ब्लेडों वाले पैकेट का खुदरा मूल्य ४ आने से लेकर ८ आने तक है।

(च) जी, हां।

N.A.T.O.

*409. Shri Rameshwar Tanti: Will the Prime Minister be pleased to state:

(a) whether the Government of India are aware that under the recent decision taken by N.A.T.O. conference in Paris, Turkey is also being supplied with atomic weapons and rockets etc; and

(b) how far the supply of atomic weapons and rockets to Turkey will endanger India's security, Turkey being linked up with Pakistan through the Baghdad Pact?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Government have seen some reports to this effect

(b) India's security is not directly threatened by what happens in Turkey, but the supply of atomic weapons to Asian countries is a matter of grave concern to India and a danger to world peace.

Shivaraman Committee

*410. **Shri S. M. Banerjee:** Will the Minister of Planning be pleased to state:

(a) whether recommendations of the Shivaraman Committee on drought affected and scarcity conditions in some parts of the country have been accepted and implemented; and

(b) if so, what are those recommendations which have been accepted?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). The reports of the team appointed by the Planning Commission to report on scarcity conditions in Bihar, Orissa, Uttar Pradesh, and Madhya Pradesh have been forwarded to the State Governments concerned. These reports contain two sets of recommendations which are summarised in a statement laid on the Table of the House. [See Appendix III, annexure No. 5]. Action has been taken on recommendations which entailed additional financial assistance from the Central Government. Other recommendations concern measures to be taken mainly by the Agriculture Departments and Extension Agencies in the States.

Hungarian Leaders' Trial

*411. **Shri V. C. Shukla:** Will the Prime Minister be pleased to state:

(a) whether the International Commission of Jurists have approached the Prime Minister in connection with trials of Leaders of Hungarian revolt of 1956; and

(b) if so, the action taken thereon?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes; communications were received from the International Commission of Jurists on the Hungarian trials.

(b) The Government of India's views on the events in Hungary had been repeatedly stated both in the

United Nations and in this House. In the circumstances, any separate action on the request of the International Commission of Jurists was not considered necessary.

Indo-Japanese Joint Beneficiary Scheme

*412. **Dr. Ram Subhag Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that an Indo-Japanese Joint Beneficiary Scheme has been prepared for the development of the Visakhapatnam port and its hinterland;

(b) whether it is also a fact that the scheme will be financed from the U.S. President's Fund for Asian Economic Development; and

(c) the nature of that scheme?

The Minister of Commerce (Shri Kanungo): (a) to (c). Negotiations are in progress with the Japanese for joint development of one or two projects with financial assistance from the U.S. President's Asian Economic Development Fund. A team of Japanese experts has visited the Indian Ports and the mining areas feeding them and has submitted its report which is presently under consideration.

चाय का निर्यात

*४१३. श्री मोहन स्वल्प क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिसम्बर, १९५७ में चाय के निर्यात मूल्य में कोई परिवर्तन किया गया था ;

(ख) यदि हां, तो उसका विवरण क्या है ; और

(ग) क्या चाय के निर्यात-शुल्क में भी कोई परिवर्तन हुआ है ?

वाणिज्य मंत्री (श्री काननगो) : (क) से (ग) : माननीय सदस्य का आशय शायद चाय के उन मूल्यों से है जिनकी अधिसूचना सरकार द्वारा प्रतिमास प्रकाशित की जाती है और जिसका उद्देश्य उस मास में लिये जाने वाले निर्यात शुल्क का निर्धारण करना होता है। इस उद्देश्य से नवम्बर और दिसम्बर १९५७ में अधिसूचित किये गये मूल्य क्रमशः ३.३० रु० और ३.३५ रु० प्रति पौंड थे। चूंकि ये मूल्य २.५० रु० से ४ रु० प्रति पौंड वाले खंड के अंतर्गत आते हैं, इस लिए इन पर निर्यात शुल्क ३८ नये पैसे प्रति पौंड ही रहा।

Target of Employment

*414. Shrimati Tarkeshwari Sinha: Will the Minister of Labour and Employment be pleased to state:

(a) whether any assessment of the effects of adjustments in the Plan on the employment situation in the country has been studied;

(b) if so, to what extent the target of employment will be affected as a result of the adjustment in the Plan, and

(c) whether any alternative arrangements are being made to meet the problem?

The Deputy Minister of Labour (Shri Abid Ali): (a) No assessment has been made.

(b) and (c). The matter is under examination in the Planning Commission.

प्रधान मंत्री के लिये नया मकान

*४१५ { श्री भक्त बर्तन :
श्री स० च० सामन्त :

क्या निर्माण, छावात और संभरण मंत्री १५ जुलाई, १९५७ के तारांकित प्रश्न संख्या ३ के उत्तर के सम्बन्ध में यह बताने की कृपा

करेंगे कि प्रधान मंत्री के लिये नया मकान बनाने में अब तक क्या प्रगति हुई है ?

निर्माण, छावात और संभरण मंत्री (श्री क० च० रेड्डी) : प्रारम्भिक नक्शे मंजूर हो चुके हैं। विस्तृत नक्शे व अनुमान तैयार किये जा रहे हैं।

Public Limited Companies

*416. Shri P. G. Deb: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that there has been a recent tendency towards converting public limited companies into private limited companies; and

(b) if so, the action taken by Government in the matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) The tendency is not very pronounced.

(b) Government is considering the recommendation of the Companies Act Amendment Committee to amend the Act so as to provide that no special resolution passed by a company for converting a public into a private company shall have effect unless the Central Government approves of the same.

District Development Councils

*417. Shri Ram Krishan: Will the Minister of Planning be pleased to state:

(a) whether any steps have been taken to form District Development Councils as mentioned in Second Five Year Plan; and

(b) if so, the main features of the scheme?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). The recommendations in the Second Five Year Plan for the establishment of District Development Councils were brought to the notice of the State Governments. The main

features of the proposal are given in paras 27 to 29 of Chapter VII of the Second Five Year Plan. Full information in regard to Implementations of the recommendations by the State Governments is not available.

Indian Boatmen in Ceylon

*418. Shri Heda: Will the Prime Minister be pleased to state:

(a) whether Government have seen the letter published in the *Hindustan Times* dated 28th December, 1957 written by Shri Sooseya Morais, Assistant Secretary, Boatmen's Union Tuticorin and verified the facts; and

(b) what action has been taken in connection with the alleged harassment meted out to the members of crew of the sunken boat by the Ceylonese authorities?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). Yes, Sir. On the 28th November, 1957, the Indian High Commission in Ceylon received information that 12 boatmen who formed the crew of boat No. 93, which sank off Kachchativu, had landed on the Ceylon coast off Talaimannar where they were apprehended by the Ceylon Army personnel and produced before the Manner Magistrate, and later confined in the Quarantine Camp at Talaimannar, as suspected illicit immigrants.

Immediately on receipt of this information the Indian High Commission took up the matter with Ceylon Government, who issued necessary orders, the same day, for the release of these boatmen. The boatmen were released on the 30th November, 1957 and returned to India on the 1st December, 1957.

To avoid similar incidents in future and to investigate the allegations of harassment and mal-treatment meted out to these boatmen, the High Commission in Ceylon has addressed the Ceylon Government whose reply in the matter is still awaited.

Proto-type and Training Workshop at Okhla, New Delhi

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

Will the Minister of Commerce and Industry be pleased to state the progress made so far with regard to setting up of a Proto-type and Training Workshop for Small Scale Industries near Industrial Estate, Okhla, New Delhi with West German aid?

The Minister of Industry (Shri Manubhai Shah): A statement is laid on the Table of the House. [See Appendix III, annexure No. 6].

Pharmaceutical Industry

*420. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any Soviet Expert or team of Soviet Experts have submitted a detailed report for a composite unit for the pharmaceutical industry; and

(b) if so, whether a copy of the report will be laid on the Table?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The team of Soviet Experts submitted a report giving certain targets for basic drugs and suggestions for their manufacture from basic raw materials. The whole matter is under discussions with the Soviet expert teams and it will take some time before the projects are finalised. It is therefore not possible to release the details of the projects yet.

Calcutta Tea Trade Association

*421 { Shri H. N. Mukerjee:
Shri M. Elias:

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

(a) whether it is a fact that the Calcutta Tea Trade Association is largely controlled by foreign interests;

(b) whether it is also a fact that a new auction house is being built in Calcutta by a foreign controlled broking firm; and

(c) what is the ratio of shares held by Indians in the four foreign-controlled tea broking houses in Calcutta?

The Minister of Commerce (Shri Kanungo): (a) to (c). A statement is laid on the Table of the House. [See Appendix III, annexure No. 7.]

Location of Major Pharmaceutical Projects

- *422. { Shri Vajpayee:
Shri Bhakt Darshan:
Shri S. C. Samanta:
Shri V. P. Nayar:
Dr. Ram Subhag Singh:
Shri Raghunath Singh:

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

(a) whether the sites for locating the major pharmaceutical projects to be launched in 1958 have been decided upon;

(b) if so, their names; and

(c) the details of the schemes?

The Minister of Industry (Shri Manubhai Shah): (a) Not yet, Sir.

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

Handloom Industry in Jammu and Kashmir

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

(a) whether any amount has been allotted as loans and grants to the Jammu and Kashmir State for the development of handloom industry during the Second Five Year Plan; and

(b) if so, what?

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

(b) Rs. 46 lakhs.

Industrial Committee on Inland Transport Services

*424. { Shri T. B. Vittal Rao:
Shri S. M. Banerjee:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 282 on the 23rd July, 1957; and state:

(a) whether the Industrial Committee on Inland Transport Service has since been constituted;

(b) if so, the names of All-India Organisations from which representatives have been taken;

(c) the date fixed for the first meeting of the Committee; and

(d) the subjects that will be discussed at this meeting?

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

(b) to (d). Do not arise.

Import of Arecanut

*425. Shri Vasudevan Nair: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the arecanut growers of Kerala have represented to Government against the relaxation of control in the case of import of this commodity;

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

(c) the quantity of arecanuts imported during the year 1957-58 so far?

The Minister of Commerce (Shri Kanungo): (a) and (b). Yes, Sir, but after the policy for the licensing period October 1957 to March 1958 had been decided and announced. As the policy for arecanut had already been revised downward for that period from 40% to a token quota of 10%, the consideration of the representation in question did not arise.

(c) The quantity of arecanuts (betelnuts) underground imported

during April-August 1957 were as follows:

Whole 71577 Cwts.

Split 211564 Cwts.

American Cigarettes

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

(a) whether it is a fact that there is a total ban on the import of cigarettes into India;

(b) whether it is also a fact that American cigarettes of various brands are being freely sold all over India, including the Government sponsored Hotel in New Delhi; and

(c) if so, the reasons therefor?

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

(b) Yes Sir, in limited quantities.

(c) (i) Unauthorised imports cleared after payment of fine in lieu of confiscation.

(ii) Unauthorised imports confiscated and subsequently sold by the Customs Houses

(iii) Smuggling.

Panel of Economists of the Planning Commission

*427. Pandit D. N. Tiwary: Will the Minister of Planning be pleased to state:

(a) whether any decisions were taken at the meeting of panel of Economists, Planning Commission held in Delhi in January, 1958 to consider the possible readjustments in the Second Five Year Plan and Asoka-Mehta Committee's proposal for stabilising food prices and connected matters; and

(b) if so, the nature thereof?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). Copy of a note prepared by the Panel of Economists at the end of their January meeting together with a note

stating the reservations by one of the Members is placed on the Table of the House. [See Appendix III, annexure No. 8.]

Kidnap of Indian Surveyors

*428. { Shri Dasaratha Deb:
Shri Hem Barua:

Will the Prime Minister be pleased to state:

(a) whether the three surveyors of the Government of India were Kidnapped by Pakistan Police in the border of Tripura (India) on the 21st December, 1957;

(b) whether the matter was referred to the Government of Pakistan; and

(c) if so, what was the result?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Three officials of the Indian Survey Party engaged on demarcation of the Tripura-East Pakistan border were arrested by the East Pakistan Police on 19th December, 1957, when they were returning to their camp in East Pakistan after purchasing foodstuffs for the Party in the nearby Mukandapur Market. They were released the next day on the intervention of the Charge Officer of the Indian Survey Party.

(b) and (c) A strong protest against the arrest of the three Indian officials was lodged with the Government of Pakistan. Their reply is still awaited.

Cotton Industry

*429. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have received some complaints regarding the difficulties in transport of raw material and finished goods of cotton industry;

(b) if so, the nature thereof; and

(c) the steps taken so far by Government to redress these complaints?

The Minister of Commerce (Shri Kanungo): (a) and (b). Complaints were received from some Textile Mills towards the end of 1957 about difficulties experienced by them in the movement of finished products, raw materials and mill stores. The complaints may broadly be classified as follows:

- (i) Non-availability and/or inadequacy of wagon supplies; and
- (ii) difficulties due to operational restrictions imposed by the Railways from time to time on certain routes.
- (c) The complaints were discussed with Railways concerned and assistance rendered in clearing up accumulated stocks. Railways were able to maintain the movement of textiles by imposing restrictions on movement of other commodities. The Textile Commissioner had co-ordination meetings with the Railways regularly. The Textile Commissioner and the Railway authorities also had joint meetings with the trade at loading points. Substantial relief was provided by these steps and the situation showed improvement in January, 1958

Cowdung Cakes

***430. Shri L. Achaw Singh:** Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that fall in prices of cowdung cakes has contributed to stabilisation of the consumer price index in Calcutta when prices of other articles increased; and

(b) whether the cowdung cakes constitute one of the items in the determination of consumer price index in other industrial centres in India?

The Deputy Minister of Labour (Shri Abid Ali): (a) No precise information is available as the index numbers for Calcutta are being compiled by the West Bengal Government.

(b) Yes, in six other centres, viz. Kharagpur, Satna, Hyderabad City, Nanded, Gulberga and Warangal.

Border Trade

***431. Shri Bimal Ghose:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there has been any dislocation of border trade between India and East Pakistan as a result of action taken by Pakistan in violation of the border trade agreement between the two countries; and

(b) if so, what action has been taken by Government in this matter?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Border Trade in the Indian territories contiguous to East Pakistan has suffered considerable dislocation since April 1957 as a result of certain actions taken by the Pakistan authorities.

(b) The matter was discussed in the Conference to review the working of the Indo-Pakistan Trade Agreement, which was held at Karachi in December 1957. Representations have also been made by our Deputy High Commissioner in Dacca to the Government of East Pakistan.

Metric System of Weights and Measures

***432. Shri S. V. Ramaswami:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 708 on the 2nd December, 1957 and state:

(a) whether there will be change in the transport fares and rates with the change to metric system; and

(b) if so, how the common man will be made to understand these changes?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) No decision has been taken about the date for introducing the metric system in the sphere of transport. There is no likelihood of any significant change in passenger fares or freight rates as a result of the adoption of metric system.

(b) The new system will be introduced gradually and its application extended to the various spheres of activity in suitable stages. Wide publicity will be given to enable the common man to understand the changes and their implications.

Industries (Development and Regulation) Act, 1951

*433. **Shri Hem Barua:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the proposal to extend the Industries (Development and Regulation) Act, 1951 to Plantation Industry has not been accepted by Government; and

(b) if so, the reasons thereof?

The Minister of Commerce (Shri Kanungo): (a) and (b) Government have been advised that the Industries (Development and Regulation) Act, 1951 could not be extended to the plantation industries. The question of taking powers similar to those in the Industries (Development and Regulation) Act, 1951 for regulating plantation industries is under consideration.

विदेशों में स्थित भारतीय दूतावासों में हिन्दी अनुभाग

*४३४. श्री क० मे० मालवीय : क्या प्रश्न संज्ञी यह बताने की कृपा करेंगे कि :

(क) क्या चीन स्थित भारतीय दूतावास में एक हिन्दी अनुभाग खोल दिया गया है, जैसा कि राज भाषा आयोग प्रतिवेदन के पृष्ठ १०७ पर कहा गया है ,

(ख) यदि हा, तो क्या विदेशों में स्थित अन्य भारतीय दूतावासों में भी हिन्दी अनुभाग खोले गये हैं , और

(ग) यदि नहीं, तो प्रत्येक दूतावास में हिन्दी अनुभाग खोलने की दिशा में कब तक कदम उठाये जायेंगे ?

विदेशीय कार्य संज्ञी के सभा-सचिव (श्री सावरत अली खाँ) : (क) जी हाँ । १९५६ में ।

(ख) मई १९५७ में काठमांडू स्थित भारतीय राजदूतावास में एक हिन्दी भाषा-लिपिक (स्टेनोग्राफर) नियुक्त कर दिया गया है ।

(ग) विदेश स्थित हमारे मिशनो में फिलहाल, काम या तो सब देश की भाषा में किया जाता है या अंग्रेजी में । इस लिए, किरायत की दृष्टि से, ऊपर (क) और (ख) में बताए गए दो मिशनो के अलावा, हिन्दी में काम करने के लिए कोई विशेष कर्मचारी नहीं रखे जाते, लेकिन अगर कोई काम आ जाय तो मिशनो में काम करने वाले ऐसे कर्मचारियों से काम ले लिया जाता है जो हिन्दी जानते हैं ।

Export of Iron Ore

*435 **Shri Anirudh Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of iron ore for which quotas have been issued both to the State Trading Corporation of India (Private) Ltd and the private exporters during the current licensing period;

(b) whether it is a fact that the transport facilities to carry the iron ores to the ports are not adequate; and

(c) if so, the steps taken in the matter?

The Minister of Commerce (Shri Kanungo): (a) With effect from the 1st July 1957, the entire export of iron ore is being canalised through the State Trading Corporation of India (Private) Ltd. and, therefore, the question of issuing quotas to the private exporters during the current licensing period does not arise.

(b) and (c). The present programme of movement and shipments

of iron ore has been planned in accordance with the transport capacity available at the moment. There is congestion on certain sectors owing to certain engineering works being in progress. Efforts are being made to develop other minor ports in order to make up for the short falls in the Railway movement on these sectors.

उत्तर प्रदेश में कागज और कांच के कारखाने

*४३६. श्री सरजू पाण्डे : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) कागज और कांच के कारखाने खोलने के लिये १९५७-५८ में उत्तर प्रदेश में लोगों को अब तक कितने लाइसेन्स दिये जा चुके हैं ;

(ख) उन व्यक्तियों के नाम क्या हैं जिनको लाइसेन्स दिये गये हैं ; और

(ग) इसमें अब तक क्या प्रगति हुई है ?

उद्योग मंत्री (श्री मनुभाई शाह) :

(क) उत्तर प्रदेश में कागज के कारखाने खोलने के लिये १९५७-५८ में ३ लाइसेन्स दिये जा चुके हैं। इसी अवधि में उत्तर प्रदेश में कांच के कारखाने खोलने के लिये ६ लाइसेन्स दिये जा चुके हैं।

(ख) तथा (ग). सदन की मेज पर एक विवरण रखा जाता है। [विलिये परिशिष्ट ३, अनुबंध संख्या ६]

South Africa

*४३७. { Shri Shree Narayan Das:
Shri D. C. Sharma:
Shri Hem Barua:

Will the Prime Minister be pleased to state:

(a) whether after the last U. N. General Assembly passed a resolution appealing to South Africa to discuss

the problems of persons of Indian origin with the Governments of India and Pakistan, that Government have taken any steps or have given any indication of change in her attitude to the problem; and

(b) if so, the nature of such a change?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). The Government of India have no information.

Kanpur Textile Mills

*४३८. { Shri S. M. Banerjee:
Shri Jagdish Awasthi:

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

(a) whether a huge stock of cloth is lying unsold in the Kanpur Textile Mills; and

(b) if so, what steps are being taken to dispose of this stock?

The Minister of Commerce (Shri Kanungo): (a) The latest stock position indicates a carry over of just over three months' production i.e. about 63,000 bales by Kanpur City Mills.

(b) The amalgamation of sales tax by various States with Central excise duty together with the ad hoc reduction of excise duty on medium cloth by 6 pies per sq. yard are expected to stimulate better offtake, and reduce the stocks held by the mills. There has been a substantial rise in the rate of disposal during the last month.

Visa

*४३९. Dr. Ram Subhag Singh: Will the Prime Minister be pleased to state:

(a) whether Swami Satyakamanand, head of the Rama Krishna Mission in East Pakistan, who had been in that state since partition, could not get his "T" class visa renewed and consequently had to leave for India;

(b) if so, whether Government have enquired from the Pakistan authorities as to why his Visa was not renewed; and

(c) if the answer to part (b) be in the affirmative, what is the gist of the reply received from Pakistan?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, Sir. Swami Satyakamanand's 'F' Visa was not renewed by the East Pakistan Government and he was asked to leave Pakistan by the 20th November 1957. An extension of the visa was granted upto 15th December but further extension or renewal was refused. He left for India on 15th December, 1957.

(b) The reason for refusal of a visa is not normally asked for or given, since it is within the sovereign rights of a Government to grant or refuse a visa to a foreigner at its discretion.

(c) Does not arise

Mineral Sands

*440. Shri V. P. Nayar: Will the Prime Minister be pleased to state:

(a) whether the export of Mineral sands earn value in dollars or in sterling for exports to the Dollar areas; and

(b) if the earnings are in sterling, the reasons therefor?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) and (b). In dollars or in sterling on American account which is convertible into dollars.

Export of Plastic Goods

*441. Shri Heda: Will the Minister of Commerce and Industry be pleased to state:

(a) the total exports of plastic goods in 1957;

(b) the names of the countries to which these goods are exported; and

(c) the trend and policy for these exports?

The Minister of Commerce (Shri Kanungo): (a) During the first nine months of the year, the exports were of the value of Rs. 9,32,500. The figures for the remaining three months are not yet available.

(b) The exports are mainly to Aden, Afghanistan, Burma, Ceylon, Kenya, Kuwait, Iran, Singapore, Saudi Arabia, Tanganyika and the United Kingdom.

(c) Exports of plastic goods are steadily looking up. Government have introduced a scheme by which manufacturers are enabled to import their full raw material requirements that go into the articles for export. Indigenous raw material is made available at concessional price. Drawback of import duty on the imported content of the article exported is given. With good export promotion work and utilization by the industry of the facilities offered, it is possible to still further increase our exports.

National Sample Survey

*442. Shri T. B. Vittal Rao: Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 376 on the 22nd November, 1957 and state:

(a) whether the National Sample Survey has since commenced the field work in connection with All India Working Class Family Budget Survey;

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

(c) the cities covered by the National Sample Survey till now?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). Preliminary work has been taken up by the Directorate of the National Sample Survey in all centres except Bombay to study the location and concentration of working class families in the different residential localities of the centres. It is expected that the work will be completed by the end of March 1958. This will be followed by a full-fledged inquiry for a period of twelve months.

**Aaron Spinning and Weaving Mills
Pappinissen (Kerala)**

*443. **Shri Vasudevan Nair:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Aaron Spinning and Weaving Mills, Pappinissen, Kerala went into liquidation and was closed in the year 1954;

(b) whether the assets of the Company were auctioned thereafter;

(c) if so, who bought the assets; and

(d) whether the claims of the employees have been completely settled?

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

(c) The assets of Aaron Spinning and Weaving Mills were auctioned on 7-9-1954 by Debenture Trustee and sold to Western India Cottons Ltd., Pappinisseri, North Malabar.

(d) A sum of Rs. 32,800/- was recovered from the sale proceeds by the Government of Madras towards payment of arrears of employees' Provident Fund and other administrative charges. Information as to whether the claims of employees have been fully settled is being collected and will be placed on the Table of the House.

Company Law Administration

*444. **Shri H. N. Mukerjee:** Will the Minister of Commerce and Industry be pleased to state the number of prosecutions launched by the Department of Company Law Administration till the end of 1957?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): 572 prosecutions were launched by the Department of Company Law Administration during the period from 1-4-1956 to 31-3-1957 and 760 during the period from 1-4-1957 to 31-12-1957.

Control on Cement in Manipur

*445. **Shri L. Achaw Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that sale and purchase of cement has been under control in Manipur when the control has been lifted in Assam;

(b) whether it is also a fact that price of cement at Dimapur (Naga Hills) is much lower than that at Imphal; and

(c) if so, the reasons therefor?

The Minister of Industry (Shri Manubhai Shah): (a) Sale and purchase of cement has been under control both in Manipur and in Assam;

(b) Yes, Sir;

(c) Imphal being 134 miles away from the nearest railhead of Dimapur, the additional cost of transport explains the price difference.

**Rehabilitation of Displaced
Persons in West Bengal**

*446. { **Shri Bimal Ghose:**
Shri S. M. Banerjee:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that a portion of the funds allotted during 1957-58 to West Bengal for purposes of rehabilitation of displaced persons remains unspent;

(b) the latest figure available of the amount unspent;

(c) whether a review is made by the Government of India about the amount spent out of the amounts allotted to the West Bengal Government; and

(d) if so, at what intervals?

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

the press note issued by the Government of West Bengal in this connection on the 5th of February, 1958, is placed on the Table of the Sabha. [See Appendix III, annexure No. 10.]

(c) and (d). According to the normal procedure, this is constantly under review.

Manufacture of Sodium Sulphate

*447. Shri S. M. Banerjee: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have sanctioned the scheme for a pilot Refrigeration Plant for the manufacture of sodium sulphate at Didwana in Rajasthan; and

(b) if so, the reasons for the delay in implementing the decision?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A proposal to set up an integrated plant to manufacture sodium sulphate and a good quality salt at Didwana is under consideration in consultation with the Government of Rajasthan.

Baghdad Pact Meeting

*448. { Dr. Ram Subhag Singh:
Shri Vajpayee:
Shrimati Masida Ahmed:
Shri Raghunath Singh:
Shri Ajit Singh Sarhadi:
Shri Assar:
Shri Hem Barua:

Will the Prime Minister be pleased to state:

(a) whether the problems of Kashmir and economic aid to India were raised in the Baghdad Pact Ministerial Council meeting held recently at Ankara; and

(b) if so, how do the Government of India view the raising of these problems in Baghdad Pact meetings?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) The Pakistan Prime Minister and the leader of the

delegation of Iraq are reported to have referred to Kashmir in their speeches at the Baghdad Pact Ministerial Council meeting held at Ankara. The Pakistan Prime Minister is also reported to have alluded to the "so-called neutralists" receiving large-scale aid.

(b) The Government of India have repeatedly made it clear that Kashmir or other matters concerning the sovereignty of the Union of India and the integrity of the Indian Union territory are not within the competence of the deliberations of the Council of the Baghdad Pact.

Navigation in Ganga

*453. Shri C. K. Bhattacharyya: Will the Minister of Transport and Communications be pleased to state:

(a) whether a scheme for making the channel of the river Ganga-cum-Bhagirathi navigable from Calcutta to Patna is under consideration at present; and

(b) whether it is proposed to maintain an all-weather water route from Calcutta to Patna?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) No, Sir.

(b) An all-weather route from Calcutta to Patna already exists through the Sunderbans.

दिल्ली की माडल बस्ती में मांस बाजार

*४५५. श्री मोहन स्वयंसेवक : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली की माडल बस्ती में मांस बाजार बनाने की योजना कार्यान्वित की जा रही है ;

(ख) यदि हां, तो उस पर अनुमानित कितना व्यय होगा ;

(ग) क्या यह सच है कि उस जगह रहने वालों में बस्ती में मांस बाजार खोलने

की प्रस्थापना को रद्द कर देने के लिये सरकार से अभ्यावेदन किया है ; और

(ब) यदि हा, तो इस विषय में सरकार का क्या विचार है ?

स्वास्थ्य मंत्री (श्री करमरकर) : (क) जी नहीं। तो भी यह मामला दिल्ली प्रशासन के विचाराधीन है।

(ख) अब तक आवश्यक प्राक्कलन तैयार नहीं किए गए हैं।

(ग) जी हां।

(घ) यह विषय दिल्ली प्रशासन के विचाराधीन है।

स्व-चालित टेलीफोन एक्सचेंज

*४६०. सेठ अचल सिंह : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि-

(क) क्या भारत सरकार का आग्रह में स्वचालित टेलीफोन एक्सचेंज स्थापित करने का विचार है ; और

(ख) यदि हा, तो वह सम्भवतः कब तक पूरा हो जायेगा ?

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

(ख) सम्भावना है कि इसमें १५-१८ महीने लगेंगे। फिर भी अन्तिम रूप में कोई तारीख अभी निश्चित नहीं की जा सकती है।

मध्य प्रदेश में अकाल की स्थिति

*४६६. श्री डामर : क्या साख तथा कुबि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या केन्द्रीय सरकार मध्य प्रदेश के झाबुआ तथा धार जिलों में आदिवासी जनता को जिस अकाल की स्थिति का सामना करना पड़ रहा है उस के लिये साक्षात् कोई सहायता देने का विचार कर रही है ; और

(ख) यदि हा, तो वह किस प्रकार की सहायता है ?

साख तथा कुबि मंत्री (श्री प्र० प्र० जैन) : (क) मध्य प्रदेश के झाबुआ तथा धार जिलों में आदिवासी जनता को अकाल का सामना नहीं करना पड़ रहा है।

(ख) प्रश्न नहीं उठता।

Telephone Directories

*468. Shri V. C. Shukla: Will the Minister of Transport and Communications be pleased to refer to the reply given to the Unstarred Question No. 1000 on the 3rd December, 1957 and state:

(a) the broad features of the decision, if any, taken about the arrangement of the subject matter of the telephone directories in a uniform manner to enhance facilities of reference; and

(b) the date from which it is proposed to be implemented?

The Minister of State in the Ministry Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 11]

Japanese Team on Railways

*469. { Shri Supakar:
Shri Vajpayee:
Shri Tangamani:

Will the Minister of Railways be pleased to state:

(a) whether a Japanese Team which visited India has explored the possibilities of laying railway lines connecting (i) Bonai with the proposed Paradip Port; (ii) Baster with Visakhapatnam and (iii) Dandeli to Karwar and Honawar Ports; and

(b) if so, whether any report has been submitted by that Team to Government?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b).

The Government of Japan deputed a team of experts on mining, railways and harbours to explore the possibilities of developing the export of iron ore from India to Japan on a long term basis. They have recently submitted their report to the Governments of Japan and India on the possibilities of export of iron ore through Vizag and Paradip Ports. The report is under examination.

Their report does not deal with iron ore from Dandeli via Karwar and Honawar Ports.

Another Japanese Mission is expected in Delhi shortly to negotiate the price formula for the export of iron ore to Japan.

Soil Conservation Scheme in Orissa

*470. Shri Sanganna: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any additional grants are given to the Orissa Government for the implementation of the soil conservation scheme in the Tribal Areas of Orissa State.

(b) if so, to what extent; and

(c) whether any scheme has been sent by the Government of Orissa in this regard?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Yes, Sir. Soil Conservation Schemes in tribal areas are granted 100 per cent subsidy on works, contingent expenditure and work-charged-staff of which 75 per cent is borne by the Centre and the balance by the State Government.

(c) Yes, Sir, for soil conservation on the Machkund basin during 1956-57, 1957-58 and 1958-59.

Coastal Steamers in Kerala State

*471. Shri Vasudevan Nair: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have received any representation from the Kerala Government about the non-calling of coastal steamers at Alleppey and other minor Ports in Kerala State; and

(b) if so, the steps taken by Government to persuade the coastal steamers to call at Alleppey and the other minor Ports?

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

(b) The matter was taken up with the Indian Coastal Conference, Bombay several times in the past but the latter have regretted their inability to arrange for the steamers to call at Alleppey port since that port could not offer the minimum cargo of 500 tons per sailing which is required for the economical employment of vessels.

Decentralization in the Community Development Programme

*472. Pandit D. N. Tiwary: Will the Minister of Community Development be pleased to state:

(a) whether Government have received any report from States about the implementations of National Development Council's decisions to decentralise the functioning of the National Extension Programme; and

(b) if so, the success achieved so far in this direction?

The Minister of Community Development (Shri S. K. Dey): (a) The Conclusions and Recommendations of the Standing Committee of the National Development Council have been forwarded by the Planning Commission to State Governments, who will consider the proposals of the Balwantray Mehta Committee and keep the Planning Commission and the Ministry of Community Development informed.

(b) Does not arise.

Remodelling of Rewari Railway Station

*473. Shri Ram Krishan: Will the Minister of Railways be pleased to state:

(a) whether the scheme for re-modelling the yard at Rewari Railway Station has been finalised;

(b) if so, the main features of the scheme; and

(c) when the work will start?

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

(b) Main features of the scheme are—

(1) Provision of 7 platforms inclusive of existing 4 platforms, which will be extended to standard length for reception and despatch of passenger trains;

(2) Addition of 4 lines for shunting of goods trains; and

(3) Provision of a marshalling yard.

(c) The work has been taken in hand.

Medium Sized Projects in Bombay State

*474. Shri Pangarkar: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that financial aid was sought by the Government of Bombay for the construction of medium sized Irrigation projects in the scarcity areas of the State during 1957-58; and

(b) if so, whether any amount has been sanctioned?

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

(b) No amount has been sanctioned so far.

Derailment of Train

*475. Shri Hem Barua: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that an attempt was recently made to derail the Ahmedabad-bound Janata Express from Bombay; and

(b) if so, whether any police enquiry has been made into it?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). On 5th January, 1958 at about 23-55 hours, while Ahmedabad bound Janata Express was on the run between Dungri and Bullimora stations on the Bombay-Baroda Broad Gauge main line section of the Western Railway, the front pair of wheels of its engine came in contact with one steel sleeper placed on the line. The train was immediately brought to a stand and after the sleeper was removed, it proceeded onward. Police are enquiring into the matter and their report is awaited.

Cuttack Railway Station

*476. Shri B. C. Mullick: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1561 on the 11th September, 1957 and state:

(a) whether the proposal regarding the remodelling of the station building at Cuttack Station has been finalised; and

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

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

(b) The work is likely to be taken up in 1958-59.

Discriminatory Treatment to Indian Nationals

*477. Shri H. N. Mukerjee: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1327 on the 19th December, 1957, and state:

(a) whether a reply has since been received from the Shipping Company's Agents at Bombay regarding the discriminatory treatment of Indian Nationals on board the Messageries Maritimes Ship "Viet Nam" during August, September, 1957; and

(b) if so, what is the reply?

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

(b) A gist of the reply received from the Shipping Company's Agents is laid on the Table of the Lok Sabha [See Appendix III, annexure No 12]

Building Operations in Delhi

*478. Shrimati Sucheta Kripalani: Will the Minister of Health be pleased to state.

(a) since when building operations have been banned in the different controlled areas in Delhi Territory,

(b) how many buildings have been raised since then in each of these areas without the permission of the appropriate authority, and

(c) whether these unauthorised constructions are proposed to be regularised?

The Minister of Health (Shri Kar-markar): (a) The building operations have not been banned in the controlled areas. The builders are required to obtain the prior approval of the Delhi Development Authority for putting up constructions

(b) In all 16,034 unauthorised constructions in "controlled areas" came to notice of the Delhi Development Authority upto 31-12-1957

(c) They are being dealt with in accordance with the provisions of the law

Devnour Hydro-Electric Project

*479. { Shri T. B. Vittal Rao:
Shri Warior:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Devnour Hydro-Electric Project, Andhra Pradesh, in-

cluded in the Second Five Year Plan has since been abandoned, and

(b) if so, the reasons thereof?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir

(b) Does not arise.

Irrigation under Tungabhadra Project

*480. Shri T. Subramanyam: Will the Minister of Irrigation and Power be pleased to state.

(a) the acreage brought under irrigation so far under the Tungabhadra Project, in Mysore and Andhra States; and

(b) the acreage in Mysore and Andhra States under this project, for which distributaries have yet to be provided?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) Mysore State, 68,000 acres, Andhra Pradesh, 35,613 acres

(b) Mysore State 442,679 acres; Andhra Pradesh, Nil

Suburban Electric Tram

*481. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that an electric suburban train near Santa Cruz station in Bombay caught fire on the night of the 13th February, 1958,

(b) if so the causes therefor, and

(c) whether there was any loss of life or severe injuries or damage to goods?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) There was no fire but when SW 325 Dn local train was passing through Santa Cruz station, the pantograph got entangled with the overhead wire resulting in the overhead contact wire snapping and causing a flash of light.

(b) Does not arise

(c) There was no loss of life but on seeing the flash of light some passen-

gers got panicky and tried to jump out of the train. In doing so, 12 passengers sustained injuries of which one is now reported to be grievous. Damage to the railway property has been estimated at Rs. 7,000.

Kingsway Camp Sewage Treatment Plant, Delhi

*482. **Shri Rameshwar Tantia:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that the Rural Development Committee of the Delhi Administration has requested that steps be taken to drain off the water of the Kingsway Camp sewage treatment plant; and

(b) if so, the action taken thereon?

The Minister of Health (Shri Kar-markar): (a) Yes, Sir. A request to that effect has been made to the Delhi Joint Water and Sewage Board.

(b) (i) The Delhi Joint Water and Sewage Board have constructed a 3,000' irrigation channel through which the partially treated sewage not utilised for irrigation purposes is being drained off into the Burari Nallah.

(ii) A scheme has been sanctioned by the Board for the installation of a Secondary Treatment Plant whereby 98 per cent. of the organic matter will be removed from sewage and the purified sewage will flow into the river 3000' downstream of the intake through Najafgarh diversion.

दिल्ली में भूमि की चकबन्दी

*483. **श्री नवल प्रभाकर:** क्या साहब तथा कृषि मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली के ग्रामीण क्षेत्रों में रहने वाले भूमिहीन ग्रामीणों के लिये प्रत्येक गांव के विस्तार को ध्यान में रखते हुये प्रत्येक परिवार के लिये मकान बनाने के हेतु कुछ भूमि जमीन की चकबन्दी के समय खाली छोड़ दी गई है; और

(ख) यदि हां, तो ऐसे परिवारों के लिये कुल कितनी भूमि खाली छोड़ दी गई है ?

साहब तथा कृषि मंत्री (श्री श्री प्र० जैन): (क) जी हां, चकबन्दी किये गये कुल २१० गांवों में से १०१ गांवों में चकबन्दी के समय में २॥ बिस्वा का क्षेत्र प्रति ग्रामावप्रस्त परिवार के लिये सुरक्षित किया गया था। गांवों के नामों का एक विवरण सभा की टेबिल पर रख दिया गया है। [देखिये परिशिष्ट ३, अनुबन्ध संख्या १३]

(ख) लगभग १५७ एकड़।

State Warehousing Corporation in Orissa

*484. **Shri Panigrahi:** Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of loan sanctioned by the National Co-operative Development and Warehousing Board for setting up of State Warehousing Corporation in Orissa;

(b) whether the Government of Orissa has taken this loan; and

(c) what progress has been made in setting up of the State Warehousing Corporation?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A loan of Rs. 2.5 lakhs was approved by the National Co-operative Development and Warehousing Board for the purpose but the State Government have not yet approached the Government of India for its release.

(c) A State Warehousing Corporation is proposed to be set up shortly with an initial share capital of Rs. 10 lakhs.

Payments to Rajasthan

*485. **Shri Harish Chandra Mathur:** Will the Minister of Food and Agriculture be pleased to state:

(a) what is the outstanding amount on account of food dues claimed by

the Government of Rajasthan from the Centre; and

(b) for how long this claim is pending consideration and what steps are being taken to get it settled?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A claim of Rs. 23.14 lakhs was received from Rajasthan Government in July, 1957. After examination a payment of Rs. 18.84 lakhs has been made in February, 1958 after realising the claim of the Centre against Rajasthan State amounting to Rs. 61,000. The claim for the balance of Rs. 3.69 lakhs has been rejected as being not due from the Centre.

Steel Foundry, Chittaranjan

*486. { Shri T. B. Vittal Rao:
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 850 on the 6th December, 1957 and state:

(a) whether the contract for the setting up of the Steel Foundry at Chittaranjan Locomotive Works has since been finalised;

(b) if so, the name of the firm to which the contract has been given; and

(c) when the work on this will commence?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No.

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

Inland Water System in Orissa

*487. Shri Sanganna: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a Committee of experts under the Chairmanship of Mr. Gokhale has investigated the Inland Water Transport system in Orissa in January, 1958; and

(b) whether any report has been submitted to Government?

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

(b) No, Sir.

Rajasthan Desert

{ Shri Rameshwar Tanti:
Shri Bagnanath Singh:
*488. { Shri S. C. Samanta:
Shri Vajpayee:
Shri Bhakt Darshan:

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

(a) the progress so far made in regard to the reclamation and control of Rajasthan Desert;

(b) the amount of money spent so far on this project; and

(c) which are the foreign institutions helping in this project?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 14.]

(b) The Central expenditure from October 1952 upto January 1958 has been Rs. 18.45 lakhs on schemes executed by the Desert Afforestation and Soil Conservation Station, Jodhpur. Besides this a sum of Rs 55.48 lakhs has been spent by the States from 1953-54 upto end of December 1957 on schemes executed by them.

(c) The Food and Agriculture Organisation and the U.S. Technical Co-operation Mission.

Coconut Research Station, Orissa

*489. Shri Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Orissa Government shares any expenditure for the Coconut Research Station, which has been established in that State; and

(b) if so, how much and for what schemes?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 15.]

Irrigated Areas in Rajasthan under Bhakra Nangal

*490. **Shri Harish Chandra Mathur:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the area irrigated under Bhakra Nangal Project in Rajasthan in 1956-57 was about 42 thousand acres less than in 1955-56;

(b) the reasons for the decrease and the steps that are being taken to eliminate such causes; and

(c) the area likely to be irrigated in 1957-58 and 1958-59?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) The area irrigated in 1956-57 was 37,000 acres less than in 1955-56.

(b) The decrease was due, firstly to good and well-distributed rainfall which helped the Rabi sowings to be done without canal water in several areas and, secondly due to lining work being in progress in Rajasthan due to which some channels could not be run during May and June, 1956. The lining work has since been completed and irrigation has stepped up.

(c) Area likely to be irrigated:

1957-58	1,75,000 acres.
1958-59	3,25,000 acres.

Commercial Exploitation of Seas

*491. **Shri Sanganna:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is a proposal for the commercial exploitation of the seas along the Indian coast in collaboration with Japan and Norway to augment food supply and balanced diet; and

(b) if so, with what results?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The question of commercial exploitation of sea fisheries by Indian industry in collaboration with foreign interests is in an exploratory stage.

(b) Does not arise.

हाई बोर्ड

४८२. श्री म० ला० द्विवेदी : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि हाई बोर्ड बनाने की जो तीन योजनाएँ सरकार द्वारा स्वीकार की गई हैं उन्हें क्रियान्वित करने के लिये क्या कदम उठाये गये हैं ?

वाणिज्य तथा उद्योग मंत्री / (श्री मोरारजी देसाई) : एक विवरण साथ में नत्थी है । [देखिये परिशिष्ट ३, अनुबन्ध संख्या १६]

मुद्रणालय

४८३. श्री म० ला० द्विवेदी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार के वर्तमान मुद्रणालयों के विस्तार के लिये क्या कदम उठाये गये हैं ;

(ख) विभिन्न मुद्रणालयों के लिये कितने अतिरिक्त स्थान की व्यवस्था की गई है ; और

(ग) इन विस्तार कार्यक्रम पर अब तक कितना व्यय हुआ है ?

निर्माण, आवास और संभरण मंत्री (श्री क० ज० रेड्डी) : (क) स्थान, मशीनें, कर्मचारियों की संख्या आदि बढ़ा कर वर्तमान छापाखानों का विस्तार किया जा रहा है ।

(ख) और (ग). सना की मेज पर एक विवरण रख दिया गया है। [वेजिने परिशिष्ट ३, अनुबन्ध संख्या १७]

फरीदाबाद में भारत सरकार का मुद्रणालय

४८४. श्री म० ला० द्विवेदी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) फरीदाबाद में भारत सरकार के मुद्रणालय के निर्माण में क्या प्रगति हुई है ;

(ख) यह कब तक बन कर तैयार हो जायेगा ;

(ग) इस पर कुल कितना खर्च होने का अनुमान है ;

(घ) क्या इस मुद्रणालय में काम करने वाले कर्मचारियों के लिये वहाँ निवास-स्थान भी बनाये जायेंगे, और

(ङ) यदि हा, तो कितने और किन-किन श्रेणी के कर्मचारियों के लिये ?

निर्माण, आवास और संभरण मंत्री (श्री म० ला० रेड्डी) : (क) छापाखाने की मरम्मत और प्रशासन भवन तैयार हो गये हैं। बिजली लगाने का काम जारी है।

(ख) अनुमान है कि बिजली लगाने का काम मार्च, १९५८ के अन्त तक पूरा हो जायगा।

(ग) जमीन का दाम छोड़ कर लेकिन मशीनों का दाम मिला कर अनुमानित खर्च ६० लाख रुपया है।

(घ) हाँ।

(ङ) ५४१। ये क्वार्टर छापाखाना के नैयमिक कर्मचारियों की सभी श्रेणियों के लिये हैं।

राष्ट्रीय इमारत संस्था

४८५. श्री म० ला० द्विवेदी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) राष्ट्रीय इमारत संस्था पर अब तक कितना आवर्तक और अनावर्तक व्यय हुआ है; और

(ख) इसमें किस-किस श्रेणी के कितने कर्मचारी काम करते हैं ?

निर्माण, आवास और संभरण मंत्री (श्री म० ला० रेड्डी) : (क) आवर्तक ६,४४,६८३ रुपये

अनावर्तक १,७०,२७२ रुपये।

कुल ८,१४,९५५ रुपये (३१-१-५८ तक)।

(ख) राजपत्रित—१३ (प्रथम श्रेणी ७, द्वितीय श्रेणी ६)

अराजपत्रित—६५ (द्वितीय श्रेणी ७, तृतीय श्रेणी ३६, चतुर्थ श्रेणी २२)

कुल ७८

कार्यालय के लिये भवनों का निर्माण

४८६. श्री म० ला० द्विवेदी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) डाक तथा तार के महानिदेशक, आकाशवाणी और केन्द्रीय राजस्व के महालेखापाल के कार्यालयों के लिये भवन निर्माण में कितना काम शेष रह गया है ; और

(ख) इन मकानों का निर्माण-
कब तक पूरा होने की योजना है ?

निर्माण, आवास और संभरण मंत्री
(श्री क० ख० रेड्डी) : (क) और (ख).

(१) डाक व तार के महानिदेशक
का कार्यालय :

लगभग ५ प्रतिशत काम अभी बाकी
है, और अनुमान है कि अप्रैल, १९५८ तक
पूरा हो जायेगा ।

(२) आकाशवाणी का कार्यालय :

लिफ्ट लगाना और कुछ मामूली काम
बाकी है, और अनुमान है कि व
अप्रैल १९५८ तक पूरे हो जायेंगे ।

(३) केन्द्रीय राजस्व के प्रधान
लेखाकार का कार्यालय :

बाकी काम में मुख्य मद लिफ्टों का
लगाना है जिसमें लगभग चार महीने
और लगेंगे ।

“डिजाइन आन लो कास्ट हाउसिंग”
नामक पुस्तक

४८७. श्री म० ला० द्विवेदी : क्या
निर्माण, आवास और संभरण मंत्री यह
बताने की कृपा करेंगे कि :

(क) “डिजाइन आन लो कास्ट हाउ-
सिंग” नामक पुस्तक का मूल्य कितना रखा
गया है और उस पर कितनी लागत आई
है ;

(ख) इस प्रकाशन की कितनी प्रतियां
अब तक बिक चुकी हैं ;

(ग) क्या यह पुस्तक हिन्दी में भी
प्रकाशित की गई है , और

(घ) यदि नहीं, तो इसका क्या कारण
है ?

निर्माण, आवास और संभरण मंत्री
(श्री क० ख० रेड्डी) : (क) कम प्रायः वर्ग

के लोगों के लिये होने के कारण इस पुस्तक
के लिये १ रुपया प्रति पुस्तक का रियायती
मूल्य नियत किया गया था । छपाई की लागत
लगभग १ रुपया २ आना की प्रति थी ।

(ख) लगभग ५,३०० प्रतियां ।

(ग) नहीं ।

(घ) पुस्तक में बहुत से तकनीकी
शब्द हैं जिनके लिये हिन्दी में शब्दावली
तैयार की जा रही है । इस लिये अभी इस
पुस्तक को हिन्दी में छापने का प्रयत्न सम्भव
नहीं हो सका है ।

चतुर्थ श्रेणी के कर्मचारियों के लिये
मकान

४८८. श्री म० ला० द्विवेदी : क्या
निर्माण, आवास और संभरण मंत्री यह बताने
की कृपा करेंगे कि :

(क) दिल्ली में केन्द्रीय सरकार के
चतुर्थ श्रेणी के कर्मचारियों के लिये मकानों
की कमी का पूरा करने के लिये क्या कार्य-
वाही की जा रही है ?

(ख) यह कमी कब तक पूरी हो
जायेगी ; और

(ग) मकानों की इस कमी को पूरा
करने के लिये कितना खर्च होने का अनुमान
है ?

निर्माण, आवास और संभरण मंत्री
(श्री क० ख० रेड्डी) : (क) मकान बनाने
का एक आयोजित कार्यक्रम पहले से ही
चालू है ।

(ख) और (ग) मकानों के लिये
बढती हुई मांग तथा धनाभाव के कारण यह
बता सकना सम्भव नहीं है कि इसमें कितना
समय लगेगा और कमी को पूरी करने के
लिये अन्त में कुल कितना खर्च आयेगा ?

गांव में मकान बनाने का मैन्युअल

४८६. श्री म० ला० द्विवेदी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) गांव में मकान बनाने के लिये जो ड्राफ्ट मैन्युअल प्रकाशित किया गया था उसकी कितनी प्रतियां छापी गई थी ,

(ख) क्या इसका कोई मूल्य रखा गया है ;

(ग) यदि हा, तो इसकी कितनी प्रतियां बिकी और उसमें कितनी भाग हुई ; और

(घ) इस मैन्युअल को प्रकाशित करने में कुल कितना खर्च हुआ और इसमें कितना लाभ हुआ ?

निर्माण, आवास और संभरण मंत्री (श्री क० ज० रेड्डी) : (क) , (ख) और (ग) मुख्यतः सामुदायिक प्रयोजना प्रशामन के अधिकारियों व कार्यकर्ताओं के इस्तेमाल तथा पथ-प्रदर्शन के लिये ड्राफ्ट मैन्युअल की १०,००० प्रतियां छापी गई थी । जन-साधारण की सम्भावित मांग का पूरा करने के लिये इस पुस्तक की बिक्री के लिये भी स्वीकृत कर दिया गया था । २ ८७ रुपये प्रति पुस्तक के मूल्य पर इस पुस्तक की लगभग ५०० प्रतियां बिक चुकी हैं ।

(घ) १०,००० प्रतियां छापने में १७,५६६ रुपये खर्च हुये जिसके अनुसार एक प्रति की लागत १ ७६ रुपये हुई । पुस्तक की बिक्री के मूल्य में लाभ का कोई अंश नहीं है । यह मूल्य इस विषय पर सामान्य नियमों व अनुसार २.८७ रुपये रक्खा गया ताकि पब्लिकेशन ब्रांच का जो खर्च एजेन्टों के कमिशन, रखने उठाने, सूचीपत्र बनाने और पैकिंग पर होता है वह पूरा हो सके ।

सरकारी कर्मचारियों के लिये मकान

४६०. श्री म० ला० द्विवेदी . क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि

(क) दिल्ली में ५०० रुपये से कम वेतन पाने वाले केन्द्रीय सरकार के कर्म-चारियों के लिये २८७६५ मकानों की जो कमी है वह कब तक पूरी हो जायेगी ,

(ख) इस कमी को पूरा करने के लिये क्या कोई योजना है ,

(ग) यदि हा, तो उसका विवरण क्या है , और

(घ) यदि भाग (ख) का उत्तर नकारात्मक हो, तो उसके क्या कारण हैं ?

निर्माण, आवास और संभरण मंत्री (श्री क० ज० रेड्डी) (क) सरकारी निवासस्थानों की मांग का ८० प्रतिशत तक मकान बनाने के लक्ष्य के अनुसार इस समय २०,००० मकानों की कमी है । इस कमी को पूरा करने में कितना समय लगेगा यह बता सकना सम्भव नहीं है क्योंकि यह मुख्यतः वर्ष प्रति वर्ष उपलब्ध धन पर निर्भर होगा ।

(ख) मकान बनाने का एक आयोजित कार्यक्रम चालू है ।

(ग) ३,८३२ मकान बनाये जा रहे हैं । १९५८-५९ में ६,०५७ और मकान बनाने का विचार है ।

(घ) सवाल पैदा ही नहीं होता ।

गुबार गम पैदा करने वाले कारखाने

४६१. श्री आसुर : क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में गुबार से गुबार गम तैयार करने वाले कारखाने कहाँ कहाँ हैं ;

(ख) इन कारखानों के क्या नाम हैं ,
और

(ग) प्रत्येक कारखाने में प्रति दिन
कितनी गुवार की खपत होती है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) (क) और (ख) (ग) मसमं भिवानी गम एण्ड गुवार फैक्टरी, भिवानी (पंजाब) ।

(२) मसमं नेशनल पेंट्स एण्ड इन्स्ट्रु-
यल वर्क, बम्बई ।

(ग) मसमं भिवानी गम एण्ड गुवार
फैक्टरी की दो पालियों के आधार पर उत्पादन
क्षमता ४० टन गुवार प्रति दिन की है । लेकिन
१९५७ में उसने सिर्फ १००० टन गुवार की
ही खपत की है ।

मसमं नेशनल पेंट्स एण्ड इन्स्ट्रुयल
वर्क में अभी उत्पादन शुरू नहीं हुआ है ।
उसकी उत्पादन क्षमता दो पालियों के आधार
पर ७ टन गुवार प्रति दिन खपत की है ।

Development of Handicrafts

492. Shri Onkar Lal. Will the Min-
ister of Commerce and Industry be
pleased to state

(a) whether Government extended
any help for the development of
handicrafts to Rajasthan State in the
First Five Year Plan, and

(b) if so, the total amount of money
advanced in this regard?

The Minister of Commerce and In-
dustry (Shri Morarji Desai): (a) Yes,
Sir

(b) A total grant of Rs 90865 and a
loan of Rs 39,500 were sanctioned to
the Government of Rajasthan during
the period of the First Five Year
Plan

Slum Clearance in Rajasthan

493. Shri Onkar Lal. Will the Min-
ister of Works, Housing and Supply
be pleased to state

(a) the amount allotted to Rajas-
than for slum clearance under the
Second Five Year Plan, and

(b) the amount taken by the Gov-
ernment of Rajasthan so far from the
Central Government in this regard?

The Minister of Works, Housing
and Supply (Shri K C Reddy): (a)
Rs 45 lakhs, including Rs 11 25 lakhs
as the State's share by way of match-
ing subsidy

(b) Two Slum Clearance projects
of the Rajasthan Government were
sanctioned in October 1957 at an ap-
proved cost of Rs 5 28 lakhs but the
State Government has not drawn this
amount so far

Textile, Ginning and Pressing Factories

494 Shri Pangarkar Will the Min-
ister of Commerce and Industry be
pleased to state

(a) the number of textile, ginning
and pressing factories closed in the
Marathwada region of Bombay,

(b) the reasons therefor, and

(c) the number of persons rendered
unemployed as a result thereof?

The Minister of Commerce and In-
dustry (Shri Morarji Desai): (a)
None of the textile mills of Maratha-
wada Region of Bombay State is
closed As regards Ginning and
Pressing factories, the information is
being collected and will be laid on
the Table of the House

(b) and (c) Do not arise, in regard
to cotton textile mills

Small Scale Industries

495 Shri Radha Raman: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have taken any decision regarding its proposal to establish Design Units in different parts of the country for the purpose of guiding and assisting Small Scale Industries in improving their design and quality etc ;

(b) if so, how many units are to be established to start with and when they will start functioning actually; and

(c) the proposed strength of each unit and who will be their incharge?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). Details regarding the Design Units will be finalised on receipt of the recommendations of the two Industrial Designing Experts who are now studying the problems of Small Industries in the country. Their recommendations are expected in the next two or three months.

छोटे पैमाने के उद्योग

४९६ श्री मोहन स्वामी: क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि .

(क) भारत में छोटे पैमाने के उद्योगों के विकास के सम्बन्ध में प्रथम पंचवर्षीय योजना के अन्तर्गत स्थापित किये गये क्षेत्र अभिकरणों का व्यौरा क्या है , और

(ख) ३१ दिसम्बर १९५७ के अन्त तक उन पर कुल कितना व्यय हुआ ?

बाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई): (क) और (ख). एक विवरण साथ में नत्थी है। [रेजिस्ट्रार परिशिष्ट ३, अनुबन्ध संख्या १८]

मोटर के टायर

४९७. श्री मोहन स्वामी: क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि .

(क) भारत में मोटर गाड़ियों . लिये इनलप गुड इयर और मिशिगन टायरों की इस समय प्रतिवर्ष कितनी खपत होती है ;

(ख) देश की मांग को पूरा करने के लिये कितने टायर बाहर से मगाये जाते हैं और कितने देश में मगाये जाने हैं ;

(ग) प्रत्येक . के टायर की कीमत क्या है ,

(घ) क्या यह सच है कि बाजार में एक टायर ८०० से लेकर ११०० रुपये की कीमत में बेचा जा रहा है , और

(ङ) यदि हा, तो इस सम्बन्ध में क्या कदम उठाये गये हैं अथवा उठाने का विचार है ?

बाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई): (क) बिक्री के आधार पर १९५७ में टायरों की निम्न खपत होनी का अनुमान है .—

(१) इनलप ३,२४,५०० टायर

(२) गुड इयर १,८०,३०० टायर

मिशिगन टायर भारत में नहीं बनते और किसी खास प्रकार के टायरों के आयात के अलग से आकड़े उपलब्ध नहीं हैं ।

(ख) जनवरी से अगस्त, १९५७ तक लगभग ४६,१५७ टायर आयात किये गये । १९५७ में देश में लगभग ६६०,१५० टायर बनाये गये ।

(ग) एक विवरण साथ में नत्थी है जिसमें ज्यादा मांग वाले कुछ साइजों के टायरों की एक सूची और उनकी शुद्ध कीमतें दी गयी हैं। [रेजिस्ट्रार परिशिष्ट ३, अनुबन्ध संख्या १९]

(ब) सरकार को मालूम है कि कुछ साइजों के टायरों की देश में कमी है और उनकी कीमतें, बनाने वाली कम्पनियों के सूची-मूल्य से कुछ अधिक है।

(ङ) औद्योगिक कारखानों को अपनी वर्तमान क्षमता बढ़ाने और नये कारखाने स्थापित करने के लिये लाइसेंस देने के भलावा ५० लाख रुपये के तदर्थ लाइसेंस दिये गये हैं जिससे उन कास साइजों के टायर आयात किये जा सकें, जिनकी कि देश में कमी है।

रेजर ब्लेड

४६८. श्री म० सा० द्विवेदी : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) रेजर वनड बनाने में काम आने वाले इस्पात का बाहर से मगाने के लिये किन किन निर्माताओं को लाइसेंस दिये गये हैं और प्रत्येक लाइसेंस के लिये कितना कोटा नियत किया गया है ;

(ख) किन किन देशों में इस्पात मगाया जायेगा और प्रत्येक देश में कितनी किन्ती कीमत का मगाया जायेगा ,

(ग) उपरोक्त कार्य के लिये भारत में प्रति वर्ष कितना इस्पात मगाया गया ,

(घ) ऐसे इस्पात के भारत में बनाने में क्या-क्या कठिनाइयाँ हैं ,

(ङ) क्या देश में ऐसे इस्पात के बनाने की सम्भावना है , और

(च) यदि हा, तो यह भारत में कब तक बनने लगेगा ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) . (क) से (च) जानकारी इकट्ठी की जा रही है और मदन की मेज पर यथासमय रख दी जायगी।

Low Income Group Housing Scheme

499. { Shri N. E. Munisamy:
Shri Naval Prabhakar:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the progress made in Delhi under the Low Income Group Housing Scheme so far,

(b) the amount allocated to Delhi under the scheme during each year since its introduction; and

(c) the number of houses constructed as against the targets for each year?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) to (c) A statement is laid on the Table of the Sabha [See Appendix III, annexure No 20]

Raid of Indian Villages by Pakistan

500 Shrimati Ila Palchoudhuri: Will the Prime Minister be pleased to state

(a) whether it is a fact that Pakistan nationals raided the Indian village of Ardanga, P S Karimpur, District Nadia (West Bengal) towards the end of December, 1957,

(b) whether it is also a fact that the raiders killed some Indian nationals and drove away with them some cattle belonging to the villagers;

(c) if so, the total number of persons killed and injured separately

(d) the total approximate loss of property caused to the villagers; and

(e) the action taken by Government to prevent a recurrence of such incidents?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru). (a) to (d) Yes, Sir On the night of the 27th December, 1957, three Pakistani nationals trespassed into Indian territory in village Ardanga, Karimpur P S.

district Nadia. They entered the house of an Indian national and attempted to take away a pair of buffaloes. When the Indian owner intervened, he was attacked with a spear and killed. There was no other casualty or any loss of property.

(c) The Government of West Bengal have lodged a protest with the Government of East Pakistan. The Indian High Commission, Karachi has also been instructed to protest to the Government of Pakistan. The State Government have also taken steps to intensify border patrols and to tighten up security arrangements along the border.

Indians in Japan

501. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) the total number of Indian nationals residing in Japan at present;

(b) whether Government have information about their occupations; and

(c) if so, the details thereof?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) 538 (estimated)

(b) and (c). 33 are pursuing educational and training courses, some 180 engaged in business and the remaining number are their dependents.

Export of Tea and Jute Goods

502. Dr. Ram Subhag Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any exports were made of tea and jute goods to the U.S.S.R. during 1957-58 so far; and

(b) if so, the value of these exports?

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

(b) The value of tea and jute goods exported to the U.S.S.R. during the first six months of 1957-58 (April-September, 1957) is as under:—

Tea	Rs. 174 lakhs.
Jute goods	Rs. 22 lakhs.

The figures for the subsequent months are not available

Subsidized Industrial Housing Scheme

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

(a) the amount sanctioned to the Punjab State by way of subsidy and loan under the Subsidized Industrial Housing Scheme so far; and

(b) the progress made under the scheme?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). A statement giving the required information is placed on the Table [See Appendix III, annexure No 21]

Export of Bicycles

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

(a) the number of Bicycles exported to various countries of the South-East Asia in 1955, 1956 and 1957 separately;

(b) the total earnings from these countries separately; and

(c) the steps taken by Government to encourage the export of bicycles to these countries?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). Export of bicycles has been negligible.

(c) A statement is attached. [See Appendix III, annexure No. 22]

हिमाचल प्रदेश में हथकरघा वस्त्र उत्पादन केन्द्र

५०५. श्री पद्म देव : क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में हथकरघे से वस्त्र तैयार करने के कितने केन्द्र हैं ;

(ख) इन केन्द्रों में प्रति वर्ष कितना कपड़ा तैयार किया जाता है ;

(ग) इन केन्द्रों में कितने लोग प्रशिक्षण पाते हैं ; और

(घ) एक प्रशिक्षार्थी पर क्या व्यय होता है ?

बाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) मे (घ) . जानवारी इकट्ठी की जा रही है और मदन की मेज पर रख दी जायेगी ।

ऊनी वस्त्र प्रशिक्षण व उत्पादन केन्द्र

५०६. श्री पद्म देव : क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में ऊनी कपड़ा बनाने के कितने प्रशिक्षण व उत्पादन केन्द्र हैं ;

(ख) १९५७-५८ में अब तक ऐसे कितने केन्द्र स्थापित किये गये ;

(ग) इन केन्द्रों में कितने स्त्री व पुरुष प्रशिक्षण पा रहे हैं ;

(घ) इन केन्द्रों में क्या-क्या वस्तुएँ बनाई जाती हैं ; और

(ङ) इन केन्द्रों की आय और व्यय का व्यौरा क्या है ?

बाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) आठ केन्द्र ।

(ख) एक ।

(ग) पैंतालीस पुरुष तथा नौलह स्त्रियाँ ।

(घ) ऊनी पट्टियाँ, कोट का कपड़ा कम्बल और शाल बनाये जाते हैं ।

(ङ) १९५७-५८ में प्रशिक्षण समाप्त होने पर १,६६,३५७ रु० ७७ नये पैसे खर्च आया और ५८,२०० रु० की आसदनी हुई ।

बांस की चीजों का प्रशिक्षण व उत्पादन केन्द्र

५०७. श्री पद्म देव : क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में बांस की चीजें बनाने के कितने प्रशिक्षण व उत्पादन केन्द्र हैं ;

(ख) उन केन्द्रों में कितने व्यक्ति प्रशिक्षण पा रहे हैं ; और

(ग) इन केन्द्रों की आय और व्यय का व्यौरा क्या है ?

बाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) एक केन्द्र

(ख) पांच व्यक्ति ।

(ग) आय व्यय का व्यौरा इस प्रकार है :—

वर्ष	आसदनी	खर्च
	रु०	०
१९५४-५५	—	१८००
(पहली साल)		
१९५५-५६	१२४	४५०१
१९५६-५७	११२	४६६७

देवदार के तेल के केंद्र

१०८. श्री यदुन देव : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) द्वितीय पंच वर्षीय योजना के अन्तर्गत देवदार का तेल तैयार करने के लिये अब तक कितने केन्द्र खोले गये हैं ; और

(ख) १९५७-५८ में अब तक देवदार का कितना तेल तैयार किया गया है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) अब तक भारत में देवदार का तेल तैयार करने का कोई केन्द्र नहीं खोला गया है।

(ख) प्रश्न नहीं उठता।

Footwear Centre in Kerala

509. Shri Warior: Will the Minister of Commerce and Industry be pleased to state:

(a) how many workers are given training in the Footwear Centre of the Government of India at Trichur, Kerala State;

(b) what is the composition of the staff in the said institution; and

(c) the total value of goods produced so far?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) 14.

(b) The existing staff consists of 1 Junior Field Officer (Rs. 250-500).

1 Investigator (Foreman) (Rs. 160-10-330).

1 Upper Division Clerk (Rs. 80-220).

1 Watch-man (Rs. 30-35).

A post of Assistant Director in the scale of Rs. 350-850 has also been sanctioned for this Centre. The post has, however, not yet been filled up.

(c) The total value of footwear manufactured in the Centre upto 25-1-58 is Rs. 35,684.48 N.P.

Khadi and Ambar Charkha

510. Shri Mohamed Imam: Will the Minister of Commerce and Industry be pleased to state:

(a) the total amount given as grant or subsidy during 1955-56 and 1957-58 for the development of Khadi and Ambar Charkha;

(b) the persons or agencies to whom these grants were given; and

(c) whether they have been submitting yearly accounts to Government as to how these amounts are utilised?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The following amounts were disbursed:—

Year	Khadi	Ambar	Khadi
	(rupees in lakhs)		
1955-56	165.41		23.53
1957-58	199.00		66.42

(upto December, 1957)

(b) Financial assistance was afforded to institutions certified by the All India Khadi and Village Industries and (from 1957-58) the Khadi and Village Industries Commission, co-operative societies, State Boards were set up under Acts of State Legislatures and State Governments.

(c) While some of the assisted agencies have furnished details of their annual accounts, quite a few have not been able to do so yet. The Khadi and Village Industries Commission is taking steps for getting the accounts of such institutions audited by its own internal auditors so as to satisfy itself that the grants paid have been utilised properly. The work of auditing the grants paid upto March 1957 is likely to be completed by the end of March, 1958.

Gandhiji's Writings and Speeches

511. Shri Sanganna: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that the Government of Orissa have been asked to send documents in original of Gandhiji's speeches, writings and letters for compilation in volumes; and

(b) if so, whether any financial assistance is being given for the purpose?

The Minister of Information and Broadcasting (Dr. B. V. Keskar): (a) and (b). In the cause of the search for material regarding Gandhiji's works, State Governments have also been asked to get any material that might become available in that area through a special committee. No financial assistance is being given but if it becomes necessary to incur any expenditure later on it will be considered in the light of material that becomes available.

United Mineral Workers' Union, Gua

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

(a) whether Government have received a memorandum dated the 5th November, 1957 from the Action Committee of the United Mineral Workers' Union, Gua of Bihar;

(b) if so, what are the demands; and

(c) the steps taken by Government?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) Main demands are in respect of increase in wages and dearness allowance, payment of Raising and Attendance bonus to all workers, con-

firmation of all workers and recognition of the United Mineral Workers' Union.

(c) It appears that the union has not been registered. Further information is being obtained from the Conciliation Officer concerned.

Employment of Prisoners

513. Shri Sanganna: Will the Minister of Planning be pleased to state:

(a) whether any State Governments have plans and schemes for the employment of the prisoners in the development works of the States; and

(b) if so, which are those States?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). There are no specific schemes in the Second Five Year Plan for the employment of prisoners. It is, however, understood that in some States there has been an attempt in recent years to employ prisoners on constructive works of public utility and national importance with a view to improving the methods of dealing with them. 'Prisons' is a State subject and we have no authoritative or comprehensive information on this subject at the Centre.

Manufacture of Cars

514. Shri Muhammed Elias: Will the Minister of Commerce and Industry be pleased to state:

(a) how many big cars above 18 H. P. have been produced in India since 1947; and

(b) how many small cars below 17 H.P. have so far been produced in India during the same period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). Production figures with details of horse-power are available only from 1954, they are as under for cars (including station wagon types):—

Year of Production	1954	1955	1956	1957
(i) above 18 H. P.	1,612	2,312	2,657	1,196
(ii) below 17 H. P.	3,823	7,954	11,009	11,016

Local Development Works in Punjab

515. **Shri Ram Krishan:** Will the Minister of Planning be pleased to state:

(a) the total value of the schemes submitted by the Punjab State for local development works during 1957-58;

(b) the nature of the schemes, district-wise; and

(c) whether total amount allotted during the above period has been fully utilised?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). Under the existing procedure, State Governments are not required to furnish to the Planning Commission in advance the schemes that are proposed to be executed under local development works programme in a particular financial year. Nor are they required to intimate the nature of such schemes district-wise. The information asked for is, however, being collected and will be placed on the table of the House in due course.

(c) A sum of Rs. 23.93 lakhs has been allocated to the Government of Punjab for the Programme during the year 1957-58. The actual utilization of the grant will be known only after the financial year is over.

Capital Goods—Heavy Electrical Plant Committee

516. **Shri Jhunjhunwala:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of meetings of the Capital Goods—Heavy Electrical Plant Committee during 1957;

(b) the number of cases that came up for consideration by the Committee; and

(c) the number of cases which were not accepted?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to

(c). The Committee meets as often as necessary. The number of cases approved in 1957 was 186 and the number of cases not approved was 94.

Community Radio Sets

517. **Shri L. Achaw Singh:** Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of community listening sets so far distributed at subsidised rates in Manipur, Tripura and Himachal Pradesh respectively; and

(b) the number of them in the respective territories which are still functioning?

The Minister of Information and Broadcasting (Dr. Keskar): (a) The number of community listening sets supplied by this Ministry at subsidised rates to the Manipur, Tripura and Himachal Pradesh Administrations up to the 31st March, 1957 which had been distributed up to the 31st January, 1958 were:

Manipur	107
Tripura	22
Himachal Pradesh	908

(b) Except 7 sets in Manipur, all the other sets distributed were functioning on the 31st January, 1958.

Coir-mats and Mattings

518. **Shri Vasudevan Nair:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have instructed the State Governments to encourage the use of Coir-mats and mattings in Government offices, jails etc.; and

(b) if so, whether Government have received any information from the State Governments about the steps taken by them in the matter?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The State Governments have been requested to encourage use of Coir-mats and mattings in Government buildings, prisons and workers' quarters.

(b) Replies have been received from the Governments of Kerala and Punjab and Laccadive, Minicoy and

Amindivi Islands Administration only. Replies from other State Governments are awaited. A statement showing summary of the replies received so far is attached. [See Appendix III, annexure No. 23.]

Tea Delegations

519. Shri Biren Roy: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of tea delegations which were sponsored by Government during the last three years; and

(b) what were the total expenses on these delegations and how much increase in the export of tea has resulted?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Four.

(b) Total amount spent on these delegations were Rs. 1,17,212. The exports depend on several factors and it is not possible to assess the success of a delegation in terms of quantitative rise in exports.

भारत का विदेशी व्यापार

५२०. श्री जगदीश प्रबन्धी : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि वर्ष १९५७ में भारत में कुल किननी कोमत का आयात व निर्यात हुआ ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : मितम्बर, १९५७ तक के ही आकड़ उपलब्ध हैं। जनवरी से सितम्बर, १९५७ तक भारत में ४८८ करोड़ रुपये का निर्यात और ७४५ का आयात हुआ।

Hindustan Antibiotics (Private) Limited, Pimpri

521. Shri P. B. Banerji: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of freeze drying machines installed and working at present in the Hindustan Antibiotics (Private) Ltd., Pimpri;

(b) the parts of these machines which were purchased in India and those which were imported from abroad;

(c) the number of persons engaged in the maintenance of these machines;

(d) the quantity of products including Penicillin produced during the last three years;

(e) whether there are other concerns which are engaged in the manufacture of such products and if so, their names; and

(f) the total value of products sold in India and abroad separately during the above period?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Nil.

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

(d) The HAPL manufactures only Penicillin. The production in terms of the finished Penicillin passed for clinical use during the last three years has been as under:

1954-55	nil
1955-56	0.62 million mega units
1956-57	9.89 million mega units

(e) Two other firms have been licensed for the manufacture of Penicillin. These are the Alembic Chemical Works Company Ltd., Baroda and Standard Pharmaceutical Works Ltd., Calcutta. Neither party has, however, started production so far.

The following five firms are engaged in vialling and marketing bulk Penicillin obtained either by importing from abroad or from the Pimpri Factory:—

1. M/s. Alembic Chemical Works Co. Ltd., Baroda;
2. M/s. Dumex Private Ltd., Bombay;
3. M/s. Standard Pharmaceutical Works Ltd., Calcutta;
4. M/s. Sarabhai Chemicals, Ahmedabad; and

5. M/s. Glaxo Laboratories (I) Ltd., Bombay.

(f) Value of Pimpri Factory products sold in India:—

1954-55	Nil
1955-56	Rs 32,02,000.
1956-57	Rs 54,09,000

Value of Pimpri Factory products sold abroad:—

1954-55	Nil
1955-56	Nil
1956-57	Nil

Experts of I.L.O.

522. Sardar Iqbal Singh: Will the Minister of Labour and Employment be pleased to state:

(a) the names of the experts of International Labour Organisation who have been appointed in the Ministry,

(b) the particulars of their experience,

(c) the amount of money being spent on them, and

(d) the nature of work done or to be done by them?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (d) A statement giving the required information is laid on the Table of the Sabha [See Appendix III, annexure No 24]

Displaced Persons in Punjab State

523. Sardar Iqbal Singh: Will the Minister of Rehabilitation and Minority Affairs be pleased to state the total amount sanctioned to the Punjab State and amount actually spent during the period 1947 to 1957 on the rehabilitation of displaced persons in the form of (i) loan to them, (ii) relief to them, and (iii) their training, education centres and scholarships?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): Information on general lines is contained in the Annual Reports of this Ministry, copies of which are made available to the Members of

Parliament. Collection of detailed information relating to the Punjab State is likely to involve time and labour which is not considered commensurate with the results to be achieved.

Shoe Making Industry

524. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state the amount of assistance given by Government for the shoe making industry in the Punjab State during the current financial year?

The Minister of Commerce and Industry (Shri Morarji Desai): The Government of India have sanctioned the following assistance for the shoe-making industry in the Punjab State during the current financial year:—

	G an' Rs	Loan Rs
(i) Establishment of a training-cum-production centre for manufacture of footwear in the Dhuri pilot Project area, Malerkotla	15,356	5,000
(ii) Scheme for Quality Marking of leather goods	8,200	

Rohtak-Gohana Line

525. Ch. P. S. Daulta. Will the Minister of Railways be pleased to state:

(a) whether Rohtak-Gohana line is under construction, and

(b) if so, by what time it is likely to be completed?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir.

(b) By about July 1958.

हिन्दी मोर्स कोड, टाइप राइटर और टेली-प्रिन्टर

५२९. श्री म० सा० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) हिन्दी मोर्स कोड और हिन्दी टाइप राइटर्स तथा टेलीप्रिन्टर्स के कुन्जी-फलकों को मानकित करने के सम्बन्ध में कितना काम हो चुका है ;

(ख) यदि यह काम समाप्त हो गया है, तो इन कुन्जी-फलकों के प्रयोग में लाने के लिये क्या कदम उठाये जा रहे हैं ; और

(ग) इन कुन्जी-फलकों को मानकित करने में किन सिद्धान्तों को अपनाया गया है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) (क) डाक-तार विभाग ने हिन्दी मोर्स कोड को १९४८-४९ में प्रचलित एवं मानकित (standardised) किया था। आजकल डाक-तार विभाग में इसी कोड का प्रयोग किया जा रहा है।

यह विषय कि क्या अन्य विभागों द्वारा प्रयोग में लाये जाने के लिये डाक-तार विभाग के वर्तमान कोड में कोई परिवर्तन करना आवश्यक है, अभी विचाराधीन है।

हिन्दी टाइपराइटर तथा टेलीप्रिन्टर्स के, कुन्जी-फलकों को मानकित करने के लिये मंत्रिमंडल (Cabinet) ने शिक्षा-मंत्रालय के अधीन एक समिति नियुक्त की थी। इस समिति ने अपनी सिफारिश भेज दी है। टाइपराइटर के कुन्जी-फलक को सरकार ने मंजूर कर लिया है। टेलीप्रिन्टर के कुन्जी-फलक की सिफारिशों पर सरकार जांच कर रही है।

(ख) हिन्दी टाइपराइटर के मानकित कुन्जी-फलक के सम्बन्ध में इस समिति द्वारा दी गयी रिपोर्ट अभी छप रही है। इस कुन्जी-

फलक के आधार पर टाइपराइटरों के निर्माण करने के बारे में शिक्षा-मंत्रालय व्यापार व उद्योग मंत्रालय से सलाह करके अतिरिक्त कार्यवाही करने वाला है।

टेलीप्रिन्टर्स के कुन्जी-फलकों के विषय में उक्त समिति की सिफारिशों के मंजूर किये जाने पर, सरकार द्वारा अतिरिक्त कार्यवाही की जायगी।

(ग) मानकित टाइपराइटर व टेली-प्रिन्टर कुन्जी-फलकों के निर्माण करने में निम्नलिखित सिद्धान्तों को सामान्यतः दृष्टिगत रखा गया है —

(i) कुन्जी-फलक १९५३ में लखनऊ में हुए नागरिक लिपि सुधार सम्मेलन की सिफारिशों के अनुसार हो।

(ii) भारत या विदेशों में तैयार किये गये अंग्रेजी तथा अन्य भाषाओं के मानकित टाइपराइटरों व टेली-प्रिन्टर्स में व्यवहार में लाये जा रहे यान्त्रिक डिजाइनों (mechanical designs) व अन्य विशेष बातों के विषय में यथा-सम्भव कम-से-कम भिन्नता का होना।

(iii) सम्बन्धित भाषा में बार-बार प्रयोग में आने वाले अक्षरों को ऐसी कुंजियों पर रखा जाय, जो आसानी से चलायी जा सकें।

(iv) टाइप करने का वही क्रम हो जो लिखने का, अर्थात् अमली अक्षर के टाइप किये जाने के बाद ही मात्राओं को टाइप करना जैसा कि देवनागरी का क्रम है।

(v) टाइपराइटर तथा टेलीप्रिन्टर के कुन्जी-फलक एक दूसरे से अधिकतर मिलते हों।

ध्वनि वर्णमाला को मानकित करना

५२७. श्री म० सा० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) रेडियो तथा केबल बोर्ड द्वारा आन्तरिक सेवाओं के लिये सामान्य ध्वनि वर्णमाला को मानकित करने के लिये क्या कदम उठाये गये हैं ; और

(ख) इस ध्वनि वर्णमाला को प्रयोग में लाने के लिये क्या किया जा रहा है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री हुमायूँ कबीर) : (क) रेडियो एण्ड केबल बोर्ड ने देश की आन्तरिक टेली-फोन और रेडियो-टेलीफोन सर्विसेज पर इस्तेमाल के लिये एक ध्वनि वर्णमाला एबोल्व की है। इसकी एक कॉपी साथ में नत्थी है। [रेसिप्स परिशिष्ट ३, अनुबन्ध सख्या २५]

(ख) इस सिफारिश के साथ कि इस ध्वनि वर्णमाला को आन्तरिक टेलीफोन और रेडियो-टेलीफोन सर्विसेज के लिये अपनाने की सम्भावना पर विचार किया जायें यह ध्वनि वर्णमाला टेलीकम्यूनिकेशन इस्तेमाल करने वाले डिपार्टमेंटों को ८-१०-५७ को भेज दी गई है।

छोटे पत्तनों का विकास

५२८ श्री म० सा० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) प्रथम पंचवर्षीय योजना में किन किन छोटे पत्तनों का विकास किया गया है ;

(ख) इनमें क्या-क्या विकास कार्य हुआ है और उस पर कितना व्यय हुआ है ; और

(ग) इस समय इस कार्य में क्या प्रगति हो रही है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) से (ग)। छोटे बन्दरगाहों के विकास की जिम्मेवारी मुख्यतः राज्य सरकारों की है। पंचवर्षीय योजना में सम्मिलित ऐसे विकास-कार्यों को कार्यान्वित करने के लिये केन्द्रीय सरकार, जहाँ उचित समझती है, ऋण के रूप में वित्तीय सहायता प्रदान करती है। उन छोटे बन्दरगाहों के नाम जिनका कि प्रथम पंच-वर्षीय योजना काल में विकास किया गया, इन विकास-कार्यों की रूपरेखा, उन पर किया गया खर्च और अब तक कितनी प्रगति हुई इस का विवरण साथ ही लगा दिया गया है। [रेसिप्स परिशिष्ट ३, अनुबन्ध सख्या २६]

अध्वमान तथा निकोबार द्वीप-समूह में छोटे पत्तन

५२९ श्री म० सा० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) अध्वमान तथा निकोबार द्वीप समूह में छोटे पत्तनों का विकास करने के लिये अब तक क्या कार्यवाही की गई है , और

(ख) इन द्वीपों में किन-किन पत्तनों का विकास किया जा रहा है और उन पर कितना रुपया खर्च होगा ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) और (ख) दूसरी पंचवर्षीय योजना में अध्वमान और निकोबार द्वीपों की छोटी बन्दरगाहों के विकास के लिये ५५ लाख रुपये की व्यवस्था निर्दिष्ट कर दी गई है। इस समय परिवहन विभाग के एक टेक्नीकल अफसर इन द्वीपों में स्थानीय अध्ययन के लिये गये हुए हैं जो बड़ा छोटे बन्दरगाहों के विकास की योजनाओं के निमित्त भारत सरकार की अनुमति प्राप्त करने के लिये स्थानीय प्रशासन के साथ परामर्श कर रहे हैं।

पत्तनों तथा बन्दरगाहों के विकास के लिए
उपकरण

५३०. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) पत्तनों और बन्दरगाहों के विकास और सुधार के लिये १९५६-५७ में कितने मूल्य के उपकरण विदेशों से मंगाने के लिये आर्डर दिये गये ;

(ख) इसमें से कितने मूल्य के उपकरण अब तक आ चुके हैं ; और

(ग) जो उपकरण अब तक नहीं आये हैं उनके कारण किन-किन पत्तनों पर किन-किन विकास योजनाओं को पूरा नहीं किया जा सकेगा ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) में (ग) एक विवरण साथ में लगा दिया गया है । [देखिये परिशिष्ट ३, अनुबन्ध सख्या २७]

जहाज और नौकायें

५३१. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५६-५७ में ना-वहन सेवाओं के लिये कितने मूल्य के जहाज और नौकायें खरीदी गयीं ; और

(ख) इन जहाजों और नौकाओं का विवरण क्या है ; और इन्हें किन किन सेवाओं पर लगाया गया है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) और (ख). १९५६-५७ में आर्डर दिये गये और प्राप्त किये स्टीम जहाजों की अपेक्षित मूचना के बारे में दो विवरण साथ में लगा दिये गये हैं । [देखिये परिशिष्ट ३, अनुबन्ध सख्या २८]

भारत क ऋतु विज्ञान सम्बन्धी विभाग के हिन्दी प्रकाशन

५३२. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि भारत के ऋतु-विज्ञान मन्त्री विभाग के प्रकाशनों को हिन्दी में प्रकाशित करने के लिये अब तक क्या कार्यवाही की गई है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री हुमायूँ बख्शी) : भारत मिटिओ-रालाजिकल विभाग राष्ट्रीय-पंचांग (राष्ट्रीय कैलेंडर) को हिन्दी में पहिले ही में प्रकाशित कर रहा है ।

इसके अलावा नीचे लिखी हुई पांच डिपार्टमेन्टर पब्लिकेशनों का, उनके छपने के पहले, हिन्दी में तरजुमा करवाया जा रहा है : —

१. वेदर कोड, १९५५
२. ग्रीफ वेदर कोड, १९५५
३. इन्स्ट्रक्शन्स टु आबजरवरम एट दि सरफेम आबजरवरंज, पार्ट I, १९५४
४. इन्स्ट्रक्शन्स फार मेकिंग इट्रीज इन दी पाकेट रजिस्टर गंड मन्थली मिटिओरालाजिकल रजिस्टर १९५४

५. रेनफाल रजिस्ट्रेशन, १९५६

इंडियन टेलीफोन इंडस्ट्रीज (प्राइवेट) लिमिटेड

५३३. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) इंडियन टेलीफोन इण्डस्ट्रीज (प्राइवेट) लि० ने १९५६-५७ में कौन कौन से उपकरण कितने-कितने मूल्य के और कितने-कितने परिमाण में तैयार किये ; और

(ख) इन उपकरणों के बनाने में कितनी आयात की हुई सामग्री काम में लाई गई ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क)

क्रम संख्या	उपकरण	परिमाण	मूल्य
			रु०
१	टेलीफोन	४८,४०६	४०,८७,४२१
२	ग्राइवेट आटोमेटिक एक्सचेंज और छोटे आटोमेटिक एक्सचेंज	१७३	६,३६,८२८
३	रेक्स	३४६	४४,५८,०६१
४	सेलेक्टरम	८,८५१	३३,३५,१४५
५	सिंगल चैनल सिस्टम	६१	५,२३,७४६
६	तीन चैनल सिस्टम	२०	५,२०,०००
७	१२ चैनल सिस्टम	१	३,११,६४७
८	बी० एफ० रिपीटर्स	१६	४४,६३२
९	मुख्तलिफ आइटम	१८,५१,०३३
	जोड़		१,५७,६८,८१३

(ख)

क्रम संख्या	सामान	परिमाण	मूल्य
			रु०
१	अल्यूमिनियम	१६० पीड	३,८००
२	पीतल	८८० "	२,६४०
३	तांबा	१५,४५० "	५४,०७५
४	निकल सिल्वर	६०,८०० "	२,४३,२००
५	फामफोर ब्रोज	५,५६० "	२२,२४०
६	इबोनाइट	१०,६६० "	६५,७६०
७	फीनोल फाइबर	११,५४० "	६६,२४०
८	इस्पात	३,२२,७५० "	१,६१,३७५
९	मोलिब्डम पाउडर	६५,२८० "	२,२८,४८०
१०	तार—सादे)	२८,०६० "	१,६८,५४०
	„ रेजिस्टेंस) फाइन	१०,००० "	२,७०,०००

क्रम संख्या	सामान	परिमाण	मूल्य
			रु०
११	केबल	३,२७,४०० गज	२२,६१,८००
१२	एस० डब्लू० बोर्ड वायर और एस० डब्लू० प्लेट वायर	३३,७८,००० "	३,३७,८००
१३	पीसपार्ट		२,६६,०००
१४	रेकटीफायर		
१५	स्विचेज		
१६	फ्यूज		
१७	कम्पोजेन्ट्स		
१८	रेडियो वाल्व		
१९	रेजिस्टेन्स		
२०	गैस फिल्ड प्रोटेक्टरस		
२१	मीटर		५,४२,०५४
२२	कण्डेन्सर		
२३	टोरोइडल पाउडर कोर		
२४	लाभिनेशन्स		
२५	फेराकम क्यूब पीघोटी कोर		
२६	वाइरिंग वायर		
२७	एस० डब्लू बिल्डिंग वायर		
२८	स्पेशल इन्सुलेटिंग मैटीरियल		
	जोड		४७,२७,००४

अन्तर्राष्ट्रीय अनुभवकाल केन्द्र

५३४. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में एक अन्तर्राष्ट्रीय अनु-
भवकाल केन्द्र स्थापित करने के सम्बन्ध में
अब तक क्या प्रगति हुई है ,

(ख) क्या इसकी इमारत तैयार हो
चुकी है ;

(ग) यदि हां, तो उस पर कितना
सर्च हुआ है ;

(घ) क्या इस केन्द्र का कार्य चालू
हो गया है ; और

(ङ) यदि हां, तो कितने कर्मचारी
नियुक्त किये गये हैं तथा उनके पद और
वेतन क्रम क्या क्या हैं ?

परिवहन तथा संचार मंत्रालय में राज्य-
मंत्री (श्री हुजूम कबीर) : (क) एक

मुस्तकिल स्टेशन के कायम हो जाने तक दिल्ली में एक बड़े मुस्तकिल मीनीटरिंग स्टेशन काज चल काम कर रहा है। दिल्ली में अन्तर्राष्ट्रीय मीनीटरिंग स्टेशन के लिये खास इमारत बन चुकी है और कोई दो महीने के भीतर पावर कनेक्शन के मिल जाने की उम्मीद है। इस स्टेशन के लिये जरूरी इक्विपमेंटों में से ८० की सदी इक्विपमेंट्स मिल चुके हैं और उनकी जांच भी की जा चुकी है तथा वे लगाये जा रहे हैं।

(ख) एन्मीलीरि हट्स और पम्प हाउस को छोड़कर इन्टरनेशनल मीनीटरिंग स्टेशन के बनाने का काम पूरा हो गया है।

(ग) अन्तर्राष्ट्रीय मीनीटरिंग स्टेशन बनाने की पूरी प्राक्कलित लागत ४,४२,२०० रुपये है।

(घ) अभी स्टेशन ने काम करना शुरू नहीं किया है।

(ङ) सवाल नहीं उठता।

Railway Bridges

535. Shri Hem Raj: Will the Minister of Railways be pleased to state:

(a) the number of main Railway bridges which exist on the Kangra Valley Railway between Nurpur Road and Guler Stations, and

(b) whether Government propose to turn these railway bridges into Rail-cum-road bridges in view of the scanty means of communications in the interior of this hilly District?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The

hon. Member is presumably referring to "Major" Bridges. There are 10 such bridges.

(b) There is no such proposal at present.

*Only those bridges are considered as Major Bridge which have either a total waterway sixty linear feet or more or a clear space of 40 feet.

Ravalgaon Sugar Factory

536. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the capacity of the Ravalgaon Sugar Factory in cane-crushing and sugar production per day;

(b) for how many days did the factory run in the season of 1956-57;

(c) the quantity of sugar produced during the above period, and

(d) what quantity of sugar-cane was purchased by the factory from the agriculturists during the period of 1953 to 1957 with a break-up of every year and through what agencies?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The cane crushing and sugar production capacity of Ravalgaon Sugar Factory at present is 888 tons cane and 102 tons sugar per day respectively

(b) 175 days

(c) 17,092 tons

(d) The quantity of sugarcane purchased by the factory from agriculturists during the period from 1953 to 1957 and the agencies through which such purchases were made, are shown below:—

Season	Cane purchased from agriculturists (tons)	Agency through which purchased
1952-53	27,255	Partly through an agent and partly from agriculturists directly by the factory
1953-54	19,102	
1954-55	48,091	No outside agency was employed and the entire quantity was purchased by the factory directly from agriculturists.
1955-56	77,102	
1956-57	82,433	

Sugarcane

537. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that there are representations by the agriculturists of Bombay State to increase the rate of sugarcane up to Rs. 56 per ton; and

(b) the quantity of sugar produced by a ton of sugarcane in the State?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Central Government have not received any such representations.

(b) 2.5 to 3.4 maunds.

Train Halt at Sidhari

538. Shri Kalika Singh: Will the Minister of Railways be pleased to state:

(a) whether Government have considered the matter of opening a Halt Station at Sidhari to the east of Azamgarh Station and have made an on the spot inquiry and reported the matter in detail;

(b) what was the report in detail of the officer who made the on the spot inquiry;

(c) whether a copy of the report will be laid on the Table;

(d) whether Government have taken a decision in the matter; and

(e) if so, what is it?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The question of providing a halt station at Sidhari is under examination.

(b) to (e). Do not arise.

Railway Passenger Amenities

539. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is no water tap at the extended third class waiting hall at Kotah Junction; and

(b) if so, the action proposed to be taken in this regard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir. To avoid insanitary conditions in the third class waiting hall, no tap has been provided. Adjoining to the waiting hall not only a tap but modern type of sanitary facilities also exist.

(b) Does not arise.

Warehouses in Rajasthan

540. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state what are the places selected in Rajasthan State for the construction of warehouses?

The Minister of Food and Agriculture (Shri A. P. Jain): Final selection has not yet been made but it has been tentatively decided by the Central Warehousing Corporation to have warehouses at the following places in Rajasthan State during 1958-59:

(i) Kotah,

(ii) Sri Ganganagar.

Waiting Rooms at Stations

541. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the fact that there are no waiting rooms on Baran and Salpura Railway Stations of Kotah District on Western Railway; and

(b) if so, whether Government propose to provide waiting rooms on these stations?

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

(b) Volume of upper class passenger traffic dealt with at Baran and Salpura does not justify the provision of upper class waiting rooms. The question of extending the III Class waiting hall at both these stations will be placed before the Railway Users' Amenities Committee.

Goods Shed, Chhabra Gugur Station

542. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the fact that there is no goods shed at Chhabra Gugur Railway Station of Kotah District on the Western Railway; and

(b) if so, whether Government propose to provide goods shed on that station?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir.

(b) It is proposed to provide a goods shed at Chhabra Gugur in 1958-59.

Soil Conservation in Rajasthan

543. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount allotted for soil conservation in Rajasthan for the current year; and

(b) the amount already spent thereon up-to-date?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Rs. 4.76 lakhs.

(b) About Rs. 1.28 lakhs upto 31st December, 1957.

Rice Production in Rajasthan

544. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state what is the annual production of rice in Rajasthan State before and after its re-organisation?

The Minister of Food and Agriculture (Shri A. P. Jain): The annual production of rice in Rajasthan before and after re-organisation is reported as under:

<i>Agricultural year ending</i>	<i>Thousand tons of cleaned rice</i>
1955-56 (Before reorganization)	85.69
1956-57 * (After reorganization)	86.30

Note: Reorganization took place on 1st November, 1956.

*Based on Final Estimates.

Construction of Bridges in Rajasthan

545. Shri Onkar Lal: Will the Minister of Transport and Communications be pleased to state:

(a) the total amount of money given to Rajasthan State for construction of bridges over rivers in the First Plan period;

(b) the number of bridges completed during the First Plan period;

(c) whether the Government of Rajasthan have approached the Central Government for aid for the construction of bridges over the rivers during the Second Five Year Plan;

(d) if so, the names of the rivers where bridges have been proposed for construction; and

(e) the action taken by the Central Government thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) About Rs. 9.86 lakhs for bridges on roads other than National Highways.

(b) One—A submersible bridge over the Doo river on the Durgapur-Kherwara road.

(c) No, Sir.

(d) and (e). Do not arise.

उत्तर प्रदेश में क्षय रोग

५४९. श्री सरजू पांडे : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय उत्तर प्रदेश के किन किन अस्पतालों में क्षय-रोगियों के उपचार का प्रबन्ध है ;

(ख) राज्य में क्षय-रोगियों के लिये कुल कितने बिस्तरों का प्रबन्ध है , और

(ग) द्वितीय पंचवर्षीय योजना के अन्तर्गत कुल कितनी घनराशि इस रोग की रोकथाम के लिये उत्तर प्रदेश को दी जायेगी ?

स्वास्थ्य मंत्री (श्री करमरकर) . (क) से (ग). अपेक्षित सूचना एकत्र की जा रही है और मिलने पर सभा की मेज पर रख दी जायेगी ।

संवर्धनक टेलीफोन घर

५४७ श्री सरजू पांडे : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) द्वितीय पंचवर्षीय योजना के अन्तर्गत उत्तर प्रदेश में कितने सार्वजनिक टेलीफोन घर खोले जायेंगे ,

(ख) उन पर कुल कितना व्यय होगा ; और

(ग) वे टेलीफोन घर कहा कहा खोले जायेंगे ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) और (ग) इस सम्बन्ध में एक विवरण-पत्र ससभ है । प्रतिरिक्त प्रस्तावों की मजूरी तभी दी जायेगी जबकि उन्हें युक्तिसंगत पाया जायेंगा । [बेसिये परिशिष्ट ३, अनुबन्ध संख्या २६.]

(ख) द्वितीय पंचवर्षीय योजना-काल में इस देश में लगभग १२०० सार्वजनिक टेलीफोन घरों के खोले जाने के लिये एक

करोड़ रुपये खर्च किये जाने की मजूरी दी गयी है ; इस में उत्तर प्रदेश में खोले जाने वाले सार्वजनिक टेलीफोन घर सम्मिलित हैं ।

दिल्ली विकास (अस्थायी) प्राधिकार द्वारा ली गयी भूमि

५४८. श्री सरजू पांडे : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली विकास (अस्थायी) प्राधिकार ने दिल्ली के विकास के लिये १९५७-५८ में कुल कितने एकड़ भूमि पर अधिकार किया है ;

(ख) क्या यह भूमि किसानों को प्रतिकर दे कर प्राप्त की गई है ; और

(ग) यदि हा, तो प्रतिकर के रूप में कुल कितनी घनराशि दी गई है ; और

(घ) प्रतिकर की दर क्या है ?

स्वास्थ्य मंत्री (श्री करमरकर) . (क) दिल्ली विकास (अस्थायी) प्राधिकार के कार्य मुख्यतः विनियमनकारी थे और उसे भूमि पर अधिकार करने की शक्ति नहीं दी गई थी । ३० दिसम्बर, १९५७ से दिल्ली विकास (अस्थायी) प्राधिकार के स्थान पर दिल्ली विकास प्राधिकार की स्थापना की गई है । इस प्राधिकार ने भी अब तक किसी भूमि पर अधिकार नहीं किया है ।

(ख) से (घ). ये प्रश्न नहीं उठते ।

उत्तर प्रदेश में सस्ते गल्ले की दुकानें

५४९. श्री सरजू पांडे : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि इस समय उत्तर प्रदेश में सस्ते गल्ले की कितनी दुकानें हैं ?

खाद्य तथा कृषि मंत्री (श्री ज० प्र० खन्ना) : २५४१ सस्ते गल्ले की दुकानें ।

मलेरिया

५५०. श्री बनिच्छ सिंह : क्या स्वास्थ्य मंत्री यह बतान की कृपा करेंगे कि :

(क) देश में १९५३-५४ में मलेरिया निरोधक कार्यक्रम के प्रारम्भ होने की अवधि से पांच वर्ष पूर्व मलेरिया से प्रति वर्ष कितने व्यक्ति मरे; और

(ख) १९५७ में मलेरिया से कितने व्यक्ति मरे ?

स्वास्थ्य मंत्री (श्री करमचकर) :

(क) और (ख). आवश्यक सूचना एकत्र की जा रही है और यथासमय सभा की मेज पर रख दी जायेगी ।

Indian Council of Agricultural Research

551. Shri Radha Raman: Will the Minister of Food and Agriculture be pleased to state:

(a) whether meeting of the Governing Council of Indian Council of Agricultural Research was held recently for the purpose of discussing research schemes submitted by various State Governments;

(b) if so, how many schemes were there actually and how many were actually discussed and with what results;

(c) whether Delhi Administration submitted any scheme; and

(d) who represented Union territories?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) All the 324 schemes received were considered but the Governing Body allotted funds to 193 schemes only.

(c) No.

(d) Each Union Territory is represented on the Governing Body of the

Council by the Lt. Governor/Chief Commissioner/Administrator as the case may be. Only one representative of the Union Territories, viz., the Chief Commissioner, Tripura, attended the meeting.

Bone Fertilizer Factory, Narela, Delhi:

552. Shri R. C. Majhi: Will the Minister of Health be pleased to state:

(a) whether any decision to renew the licence of the bone fertilizer factory, Narela (Delhi), has been taken;

(b) whether any representations have been received from Harijans as well as non-Harijans about this; and

(c) if so, the action taken thereon?

The Health Minister (Shri Karmakar): (a) Yes, Sir.

(b) Representations were received from the residents of Narela Township pressing for the closure and removal of the factory as its running was detrimental to their health. Counter representations were also received from Harijans and Mochis of the surrounding villages requesting that the factory may be allowed to continue as it provided means of livelihood to them.

(c) The District Board, with the approval of the Delhi Administration, have decided not to renew the oil engine licence of this Factory. The effect of this will be that power from the oil engines will not be available for bone crushers.

Malaria and other Anthropoid-borne Diseases Sub-Committee

{ Shri S. C. Samanta:
Shri Barman:

Will the Minister of Health be pleased to lay a statement on the Table showing:

(a) the decisions taken at the Malaria and other Anthropoid-borne Diseases Sub-Committee meeting held in Delhi in December, 1957;

(b) the action taken or proposed to be taken by Government on these decisions especially in respect of (i) behaviour of mosquitoes and their resistance to insecticides with special reference to the Indian species of anophelises and enicines and (ii) the logistics of malaria eradication programmes; and

(c) the nature of contribution made during the meeting and thereafter by such participants as T.C.M., W.H.O. and the Rockefeller Foundation?

The Minister of Health (Shri Kar-markar): (a) to (c) A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 30.]

Ban on Private Practice by Medical Officers

554. { Shri Gajendra Prasad Sinha:
Shri P. L. Barnpal:

Will the Minister of Health be pleased to state whether there is any ban on private practice for the doctors employed under Ministry of Health?

The Minister of Health (Shri Kar-markar): Yes, Sir, the Medical Officers employed under this Ministry are prohibited from having private practice. In lieu of private practice, the medical officers are granted a non-practising allowance.

Inspectors of Station Accounts

555. **Shri S. M. Banerjee:** Will the Minister of Railways be pleased to state:

(a) whether there is a flying squad of Inspectors of Station accounts to check the receipt on the Railways; and

(b) if so, whether a similar Squad of Inspectors of Stores Accounts will be formed to check the expenditure side?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes.

The check of Receipts is, however, carried out mainly in the Traffic Accounts Office supplemented by periodical check, through the Inspectors of Station Accounts, of such initial

records and documents at the stations as cannot be sent to the Accounts Office. To reinforce the 'on-the-spot' check, a flying squad of Inspectors has also been created recently for carrying out surprise inspections, etc. at stations.

(b) There are already Stock Verifiers and Inspectors of Stores Accounts on each Railway, who check completely the stocks at Depots etc. at prescribed intervals. The checks exercised at present are quite adequate for detecting and preventing irregularities in stores transactions. A separate reserve force for exercising surprise checks is not considered necessary.

दिल्ली में अनधिकृत रूप से बनाये गये मकान

५५६ { श्री नवल प्रभाकर :
श्री बं० च० मलिक :
श्री सुरेन्द्र नाथ द्विवेदी :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) अक्टूबर १९५५ के बाद दिल्ली में कितने मकान अनधिकृत रूप से बनाये गये,

(ख) अनधिकृत रूप से बनाये गये मकानों में से कितनों के मालिकों को नोटिस दिये गये,

(ग) उनमें से कितने मकान गिरा दिये गये;

(घ) कितने मकानों के मामले विचाराधीन हैं; और

(ङ) इन मामलों का निबटारा कब तक हो जाने की आशा है ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) दिल्ली विकास (प्रस्थायी) प्राधिकार के नोटिस में ३१-१२-५७ तक नियन्त्रित क्षेत्रों में १६०३४ अनधिकृत मकान आये।

(ख) १६०३४.

(ग) ८०४.

(घ) ८१७३.

(इ) अनधिकृत मकान बनाने वालों पर न्यायालयों में अभियोग चलाये जा रहे हैं। न्यायालयों के निर्णय ज्ञात होने के पश्चात् इन मामलों का निपटारा किया जावेगा।

उत्तर प्रदेश में पथहन

५७ { श्री भक्त हजाम :
श्री स. चं० सामन्त :

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

(क) बदीनाथ (उत्तर प्रदेश) की ओर विदेशी व स्थानीय पर्यटकों को अधिकाधिक संख्या में आकर्षित करने के लिये कौन से कदम उठाये गये हैं अथवा उठाने का विचार किया गया है; और

(ख) १९५७-५८ के वित्तीय वर्ष में इस कार्य के लिये कितनी धन-राशि स्वीकृत की गई ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) और (ख). १९५४-५५ के अन्तर्गत उत्तर प्रदेश सरकार को रुकड़ी-हरद्वार-बदीनाथ सड़क के सुधार के लिए ३३.७४ लाख रुपये का अनुदान दिया जा चुका है। यह पूंजी अनुमानित खर्च की दो तिहाई है। १९५६-५७ के अन्त तक राज्य सरकार से प्राप्त और केन्द्रीय सरकार द्वारा स्वीकृत प्राक्कलन कुल ५६.५४ लाख रुपये हैं। इस दिये गये अनुदान में से ३१.०३ लाख रुपये खर्च हो चुके हैं। शेष २.७१ लाख रुपये खर्च के प्राक्कलन राज्य सरकार से प्राप्त होने वाले हैं।

राज्य सरकार की योजना में हिमालय के तीर्थ-मार्गों में विश्राम-गृहों के लिए १०.०० लाख रुपये की व्यवस्था है। इस में से आधा खर्चा केन्द्रीय सरकार देगी। इस पूंजी के उपयोग के लिए राज्य सरकार द्वारा योजनाएं तैयार की जायेंगी।

केन्द्रीय सरकार से सहायता के रूप में राज्य सरकार को १९५७-५८ के अन्तर्गत

१.०० लाख रुपये का अनुदान पांडु, केशव, मुईचर, फुरकीया, बिराही, गीना, लैक, घोसला, भगोरा, भस्मा, सुषी, बरारी, भैरोंवाटी, झाला, ग्वालदम, लोपकल और गंगोत्री में लकड़ी के कमरों को खड़ा करने के लिये दिया गया है। वास्तव में बदीनाथ के मार्ग पर किसी भी स्थान के निर्माण की व्यवस्था इसमें शामिल नहीं की गई—इस ओर उत्तर प्रदेश सरकार का ध्यान आकृष्ट किया गया है। राज्य सरकार की ओर से मिलाय के किसी अन्य यात्री-मार्ग पर लकड़ी के कमरे बनाने के लिए कोई भी प्रस्ताव केन्द्रीय सरकार पास रुका नहीं पड़ा है। १९५५ में केन्द्रीय सरकार द्वारा प्रकाशित "उत्तर भारत के पर्वतीय स्टेशन" नाम की पुस्तिका में बदीनाथ के आकर्षक पर्यटन-स्थल उल्लिखित हैं। यह प्रस्ताव है कि हिन्दी और अन्य भारतीय भाषाओं में भी उत्तरी भारत के तीर्थ-केन्द्रों पर, जिनमें बदीनाथ भी शामिल है, एक पुस्तिका प्रकाशित की जाय।

१९५७-५८ के अन्तर्गत राज्य सरकार द्वारा खोले गये पर्यटन दफ्तरों के आंशिक खर्च को पूरा करने के लिए ३५,००० रु० का एक अनुदान दिया गया है। एक ऐसा दफ्तर कोटद्वारा में स्थित है जहां से बदीनाथ के लिए एक मार्ग शुरू होता है।

Assam Rail Link

558. { Shri Heda:
Shrimati Masida Ahmed:

Will the Minister of Railways be pleased to lay a statement showing:

(a) the number of occasions and the duration on each occasion in which through running of trains over the Assam link line remained suspended due to breaches during the monsoon period, viz., April to September, 1957;

(b) the cost involved in restoring the lines;

(c) the loss of earnings due to the suspension of traffic;

(d) the amount paid to the Steamer company for carrying the held-up affix; and

(e) the measures so far taken to strengthen the Assam rail link?

The Deputy Minister of Railways Shri Shah Nawaz Khan: (a) to (e). Information is being collected and will be laid on the Table of the Lok Sabha.

Paediatricians

559. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) whether Government has any information about the number of paediatricians (allopathic) with special qualification or training in paediatrics; and

(d) if so, number of medical personnel specially qualifying in paediatrics annually?

The Minister of Health (Shri Karmarkar): (a) Information about the exact number of paediatricians (allopathic) with special qualification or training in paediatrics is not available

(b) It is estimated that about 25 candidates take the Diploma in Child Health and one or two Candidates take the M.D. degree in paediatrics annually

Co-operative Joint Farms

560. { Shri B. C. Mullick:
Shri Surendranath Dwivedy:

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

(a) total number of co-operative joint farms started in India since 1947;

(b) how many of them later on ceased to function as such; and

(c) the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c) No survey has been undertaken to ascer-

tain the number of Co-operative Joint Farms started in India since 1947, or those that have ceased to function as such later on.

हिन्दावत प्रवेश में कूट

५६१ श्री नेक राज नेगी क्या साक्ष्य तथा कुबि मंत्री २५ नवम्बर, १९५७ के तारांकित प्रश्न मसूदा ४४१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) जिनवार ८५ कूल कहा-कहा है;

(ख) प्रत्येक कूल पर कुल कितना खर्च हुआ है, और

(ग) प्रत्येक कूल में कितने क्षेत्र की सिंचाई होगी ?

साक्ष और कुबि मंत्री (श्री स० प्र० जन)

(क) में (ग) पूछी हुई जानकारी मत्वा किये हुए विवरण में दी गई है। [रेसिप्ट परिशिष्ट ३, अनुबन्ध मसूदा ३१]

Bridge on River Godavari

562. { Shri E. M. Rao:
Shri B. S. Murthy:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 1156 on the 3rd September, 1957 and state:

(a) the progress made so far in the construction of road bridge on the Gautami Branch of the river Godavari at Alamuru in East Godavari District of Andhra Pradesh;

(b) the amount spent on it so far,

(c) whether the Government of Andhra Pradesh have asked for financial aid for the construction of another bridge on the Godavari river at Bhadrachalam; and

(d) if so, the details thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The work on 46 wells out of 49 wells is in progress and nearly 2800 Rft out of 4204 Rft of well sinking has been completed. 8 wells have been sunk to the full designed depth of 115' below bed and the bottom plugging and sand filling of these wells has been completed. The work of sinking on the remaining wells is in progress. The overall progress is about 20.5 per cent up to the month of January, 1958.

(b) Rs 48,85,800

(c) Yes, Sir

(d) The work is estimated to cost Rs 65.50 lacs. The Government of Andhra Pradesh have asked for grants from Central Road Fund (Ordinary) Reserve to the extent of 50 per cent of the cost of the project and for the other 50 per cent they have asked for

financial aid from the Centre under Article 275(1) of the Constitution. The State Government's request was received only recently. The grant asked for being large, the matter needs detailed examination.

Fertilizers for Punjab

563. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state

(a) what is the quota of fertilizer fixed for Punjab State for the years 1957-58 and 1958-59, and

(b) whether this would meet the requisite demand?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The demand and the quantities of fertilizers likely to be supplied are as follows—

Name of the fertilizer	1957-58		1958-59	
	Demand	Total quantity that will be supplied	Demand	Quantity likely to be made available
	(Tons)	(Tons)	(Tons)	(Tons)
Sulphate of Ammonia	41200	41200	4000	18000
Urea	2630	2630	7000	5200
Ammonium Sulphate Nitrate	5200	1136	7000	6000
Calcium Ammonium Nitrate	4000	4000	20000	20000

(b) The demands will be met to the following extent (expressed in terms of plant nutrient nitrogen) —

1957-58	91 per cent
1958-59	68 per cent

Railway Quarters

564. Shri D. C. Sharma: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 993 on the 3rd December, 1957 and state

(a) the number of new Railway quarters constructed so far and pro-

posed to be constructed during the Second Five Year Plan period after 1st November, 1957, and

(b) the amount so far spent?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) About 16,000 quarters have been constructed from the beginning of the Second Five Year Plan upto 31-10-1957, and 48,500 more quarters are proposed to be constructed during the remaining period of Second Five Year Plan.

(b) An expenditure of about Rs 8,30,00,000 has been incurred on the construction of quarters from 1-4-1956 to 30-9-1957

Foreign Tourists

565. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state the number of foreign tourists who visited Bhakra Nangal during 1957-58 so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): 736 foreign visitors from April 1957 to January, 1958

हिमाचल प्रदेश में सहकारी ऋण समितियाँ

५६६. श्री पद्म देव : क्या साख्तवा कृषि मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में सहकारी ऋण समितियाँ कितनी हैं और उनकी कुल पूँजी कितनी है ?

साख्त और कृषि मंत्री (श्री प्र० प्र० जैन) : हिमाचल प्रदेश में सहकारी ऋण समितियों की संख्या ६०० है और उनकी कार्यकर पूँजी ३७ २३ लाख रुपये हैं ।

रेलवे लाइनें

५६७ श्री कुशवन्त राय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) देश में समस्त रेलवे लाइनों में कितने मील की पटरियाँ ऐसी हैं जहाँ अपना अनुमानित जीवन समाप्त कर चुकी है ,

(ख) इन पटरियों को बदलने में कुल कितनी धन राशि व्यय होगी, और

(ग) यह पटरियाँ सम्भवतः कब तक बदली जा सकेंगी ?

रेलवे उन्नयनी (श्री शाहनवाज खाँ)

(क) मियाद बीतने के बाद किसी भी रेलवे लाइन का बदलाव इतना नहीं रोका जाता कि वह लाइन स्वतन्त्रताक हा जायें । लेकिन पटरी और स्लीपर की हालत का देखने हुए और यह मान कर कि लाइनों पर मौजूदा क्लास के इंजन चलाये जायेंगे अनुमान लगाया गया है कि ३१ मार्च १९५७ का ५००० म के कर ५,५०० मील तक लम्बी पटरी और स्लीपर बदलने को बाकी थे ।

(ख) दूसरी पंचवर्षीय योजना में पटरी बदलने के लिये मिला कर लगभग १०० करोड़ रुपये की व्यवस्था की गयी है ।

(ग) भारतीय रेल अगर दूसरी पंचवर्षीय योजना के अन्त तक लगभग ११,००० मील पटरी और स्लीपर बदल दें, तो बदलाव का कोई काम बाकी नहीं रहेगा । इस में उन पटरियों और स्लीपर्स का बदलाव भी शामिल है जो दूसरी योजना के दौरान में बदलने लायक हा जायेंगी ।

लेकिन योजना में केवल ८००० मील बदलाव की व्यवस्था की गयी है, जिस को अनुमानित लागत उस समय १०० करोड़ रुपये थी ।

तीसरी पंचवर्षीय योजना के शुरू में बदलाव का कितना काम हुआ और कितना रहगा, यह इस बात पर निर्भर है कि हमारा पाम इस के लिये कितना धन और सामान है ।

Level Crossing, Davangere

568. Shri Mohamed Imam: Will the Minister of Railways be pleased to state.

(a) whether it is a fact that much inconvenience is caused to the public by the presence of a Railway level-crossing very near to the Railway Station at Davangere city (Southern Railway), and

(b) whether an overbridge is proposed to be constructed at this place?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir, complaints have been received regarding the inconvenience caused to the public.

(b) The level crossing is proposed to be replaced by an under-bridge at the request of the State Government.

अन्तीय सलाहकार समिति

५६६. श्री डाक्टर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे की क्षेत्रीय सलाहकार समिति में मध्य प्रदेश के कितने सदस्य हैं; और

(ख) इस समिति में क्या कोई आदिवासी सदस्य भी हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खान) :
(क) तीन ।

(ख) जी नहीं । रेलों की क्षेत्रीय रेल-उपयोक्ता सलाहकार समितियों (Zonal Railway Users Consultative Committee) में रेल-उपयोक्ताओं के विभिन्न हितों के प्रतिनिधि लिये जाते हैं । ये प्रतिनिधि साम्प्रदायिक या किसी दूसरे आधार पर नहीं लिये जाते ।

ग्रामीण क्षेत्रों के लिये राष्ट्रीय नाली

तथा जल संभरण योजना

५७०. श्री राधे लाल व्यास : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्रामीण क्षेत्रों के लिये राष्ट्रीय नाली तथा जल संभरण योजना के कार्यक्रम में अधिक से अधिक कितनी आबादी के ग्राम का समावेश किया जा सकता है; और

(ख) इस कार्यक्रम के अन्तर्गत भूतपूर्व मध्य भारत, विन्ध्य प्रदेश, भोपाल और भूतपूर्व मध्य प्रदेश के महाकोशल क्षेत्र के लिये द्वितीय पंचवर्षीय योजना के अन्तर्गत किन-किन ग्रामीण क्षेत्रों के लिये योजनाएँ स्वीकार की गई हैं ?

स्वास्थ्य मंत्री (श्री करनरकर) : (क) इस प्रयोजन के लिये एक गांव की अधिकतम जन संख्या ५,००० से कम होनी चाहिये ।

(ख) दूसरी पंचवर्षीय योजना अवधि में राष्ट्रीय जल संभरण और सफाई कार्यक्रम के अन्तर्गत कोई नई योजना स्वीकृत नहीं की गई है, क्योंकि पहली पंचवर्षीय योजना की शेष योजनाएँ अभी तक निष्पादित की जा रही हैं ।

मध्य भारत में काजू उत्पादन

५७१. श्री राधे लाल व्यास : क्या कृषि तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) भूतपूर्व मध्य भारत की राज्य सरकार ने काजू उत्पादन की कौन सी योजना केन्द्रीय सरकार को भेजी थी जो केन्द्रीय सरकार द्वारा स्वीकार की गई;

(ख) इस योजना के अन्तर्गत मध्य भारत के किन किन स्थानों में काजू के उत्पादन के लिये कार्यवाही की गई है;

(ग) इस कार्यवाही का व्योरा क्या है; और

(घ) केन्द्रीय सरकार द्वारा इस प्रयोजन के लिये कितना अनुदान स्वीकृत किया गया तथा दिया गया है और वह कुल खर्च का कितने प्रतिशत है ?

काजू तथा कृषि मंत्री (श्री अ० प्र० जैन) :

(क) अक्टूबर, १९५४ में भूतपूर्व मध्य भारत सरकार से काजू की खेती के विकास और एक जलीरे की स्थापना की एक योजना आई थी और पहली बार अप्रैल, १९५५ में एक साल के लिये मंजूर की गई ।

(ख) मध्य भारत प्रदेश के झाबुआ जिले में भलोराजपुर के स्थान पर कार्यवाही की गई ।

(ग) इस योजना के अन्तर्गत, जो मध्य भारत में २२-५-५५ से २१-५-५६ तक तैयार की गई थी,

ऊपर लिखे हुए स्थान पर झीरे वाला मर्बे-कार्य किया गया। मुख्य किस्मों के कुछ पोवे इकट्ठे किये गये और कलम उगाने तथा वितरण करने के लिये बोरो को दूसरे राज्यों से उपलब्ध किया गया। ये बोरो घाट, बारवानी और झाड़ुमा जिले के जबोरो में बोये गये और किसानों को भी बाटे गये।

(घ) २०,७०० रुपये की कुल लागत पर योजना मजूर की गई। भारत सरकार का आवक व्यय का ५० प्रतिशत अर्थात् ४,८६० रुपये देना था। राज्य सरकार को बाकी का आवक व्यय और समस्त ११,००० रुपये का अनागत व्यय देना था। राज्य सरकार का ४,८६० रुपये की रकम दे दी गई।

Telecommunication Training Centre, Jabalpur

572. Shri S. M. Banerjee: Will the Minister of Transport and Communications be pleased to state

(a) whether the Telecommunication Training Centre, Jabalpur, is an independent institution under the direct supervision of Director General of Posts and Telegraphs, New Delhi and

(b) if not, the reasons therefor?

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

(b) To give it the benefit of advice from the Additional Chief Engineer, Technical and Development Circle, who was generally expected to be fully conversant with the latest technical developments and who was on the spot

Additional Trains between Kasipet and Balharshah

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

(a) when it is proposed to run an additional passenger train between Kasipet and Balharshah section, Central Railway; and

(b) whether any representations have been received in this connection?

The Deputy Minister of Railways (Shri Shah Nawaz Khan) (a) With effect from 1-4-1958

(b) Yes

Running Allowance

574 Shri S. M. Banerjee: Will the Minister of Railways be pleased to state

(a) whether Government have received any representation from the Brakesmen (Traffic) of Asansol Division, East Indian Railway, requesting for adjustment of running allowances, and

(b) if so, the action Government propose to take in that matter?

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

(b) Government have recently revised the scales of pay and running allowance of Brakesmen in consultation with recognised labour, and henceforth there will be one scale of pay, viz, Rs 50-80 for Brakesmen instead of the two scales of Rs 60-80 (Grade 'A') and Rs 40-60 (Grade 'B') and Running Allowance will be computed at the rate of Rs 1/4/- per 100 miles uniformly instead of Rs 1/4/- and 1/2/- applicable hitherto

Recruitment of Signallers

575. Shri S. M. Banerjee: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the Railway Service Commission, Allahabad, called for applications for the post of Signallers, vide Employment Notice No 5/57-58,

(b) if so, the number of applications received against this notice, and

(c) the number of persons called for interview?

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

- (b) 2,370.
(c) 349

Training in Co-operatives

576. **Shri Bali Reddy:** Will the Minister of Food and Agriculture be pleased to state

- (a) the number of Co-operative workers trained so far under the Pilot Projects in various states, and
(b) the duration of training and the stipends provided, if any?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 7,551, upto the end of December, 1957.

- (b) The duration of training classes for different categories of co-operative personnel is as under —

Office bearers Class	5 to 6 weeks
Managing Committee	1 week
Members Class	

Members Class 3 days

Only Office bearers are paid a stipend @ Re 1/- per day of attendance

Sugarcane

577. **Shri Bali Reddy:** Will the Minister of Food and Agriculture be pleased to state

- (a) the varieties of sugarcane that are considered best from the point of view of greater sucrose content in the cane (sugar recovery), and
(b) whether the same varieties maintain equal tonnage per acre (weight) from the growers' point of view?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The varieties under commercial cultivation considered best from the point of greater sucrose content in cane (sugar recovery) are Co 313, Co 419, Co 527, Co S 321 and BO 11)

- (b) All the above varieties maintain, more or less, good tonnage per acre (weight) from the growers' point of view, with the exception of Co 313

which is high sugared but moderate in cane-yield. However the yield per acre depends upon the capacity of the variety and/or local soil and climatic conditions.

Sugarcane

578. **Shri Bali Reddy:** Will the Minister of Food and Agriculture be pleased to state

- (a) whether any steps had been taken to advise the sugar-cane growers to improve their acre-yields and the sucrose-content of the cane;
(b) whether any, and if so, what steps have been taken in this regard;
(c) whether there is any decrease in the sugar recovery figures in 1956-57 than the previous seasons in Andhra Pradesh, and
(d) the steps taken so far to maintain the recovery figures?

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

(b) Sugarcane Development Schemes have been in operation in all the Sugarcane producing States of the country. These schemes are designed to achieve higher per-acre yields and sucrose-content by adopting measures like

- (i) distribution of improved disease-free seeds to cane cultivators,
- (ii) proper manuring and adopting improved cultural practices,
- (iii) protection of crops against pests and diseases, and
- (iv) intensive manuring and compost drive

(c) Yes, Sir. Sugar recovery was 9.20 per cent cane in 1956-57 as against 9.48 and 10.15 per cent in the 1955-56 and 1954-55 seasons respectively.

(d) The fall in recovery of sugar during 1956-57 as compared to the previous two years is partly due to the prolongation of the season and partly

due to climatic conditions obtaining in 1956-57. If, due to surplus cane, crushing is extended to summer months, there is inversion of sugar in cane due to heat and consequently there is a fall in recovery. Licences have been issued for establishment of new factories and also for effecting substantial expansions in existing units which will enable all available cane to be crushed within the optimum period.

Error Notices

579 **Shri S. M. Banerjee:** Will the Minister of Railways be pleased to lay a statement showing the number of Error Notices sent and the amount debited to Booking Clerks and Ticket Collectors ever since the telescopic fares came into existence, viz., 1st April, 1955 up to date in all the Indian Railways and state the reasons for such vast number of errors on the part of the staff?

The Deputy Minister of Railways (Shri Shahnawaz Khan): A statement is placed on the Table of the Lok Sabha [See Appendix III, annexure No 32] Taking into consideration the magnitude of the Passenger Traffic, the number of Error Notices issued can hardly be reckoned as large

Rural Post Offices

580. **Shri Sanganna:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that there are no good houses in the rural areas specially in the Tribal areas for locating the Post Offices; and

(b) if so, the steps taken to ensure that rural Post Offices are located in safe and strong houses?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Presumably reference is to the Extra Departmental Post Offices. The Government does not provide accommodation for such offices. The Extra Departmental Postmasters who are responsible for safe custody of Government cash and valu-

ables, arrange for such accommodation.

(b) Does not arise.

Loss of Money Bag

581. **Shri Sanganna:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a mail bag containing insured money and other valuables was lost from the Koraput Post Office (Orissa) in January, 1958; and

(b) if so, with what results?

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

(b) 4 Registered letters, 1 insured letter for Rs 400 and 20 Money Order forms were lost besides articles of unregistered mail

Railway Accident

582 **Shri Wodeyar:** Will the Minister of Railways be pleased to state:

(a) whether there was a railway accident on the 13th January, 1958 between Sagara and Shimoga Stations (Southern Railway);

(b) if so, whether Government have found out the reasons for such an accident; and

(c) what is the age of the engines serving the Birur-Talguppa railway link?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) On 13th January, 1958, at 6.20 hours while No 2990 Dn Goods trains was on run, wagon No. CR1210 which was thirty second from the engine derailed at mile 62/1 between Kumsi and Arasalu Stations on the Birur-Talguppa Metre Gauge section of the Southern Railway

(b) The accident was due to uneven loading of the derailed wagon.

(c) 45 years (average).

Money Orders

583. **Shri Kumbhar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that some remitted Money Order Forms were found in the attached Mail Coach No. 2894 at Kharagpur Railway Station in Eastern Railway on the 16th December, 1957;

(b) whether the remittances were paid to the Payees or returned to the remitters according to these forms; and

(c) if not, the reason thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes—in the Kharagpur Railway Workshops.

(b) All the eight money orders of a total value of Rs. 305/- have been sent to the Postmaster, Cuttack, for payment to the payees. The Director, Posts and Telegraphs, Cuttack, has been asked to intimate immediately whether the payment has been made; and his reply is awaited.

(c) Does not arise.

Agricultural Loans in Tripura

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

(a) the number of certificates issued against tribal peasants who have failed to repay agricultural loans of pre-integration period in Tripura; and

(b) the number of certificates issued against peasants who have failed to repay agricultural loans of post-integration period in Tripura?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 1,186.

(b) 1,860.

Advisory Boards

585. **Shri T. K. Chaudhuri:** Will the Minister of Community Development be pleased to state:

(a) whether there are any State or States where members of Block Advisory Bodies representing special interests, such as multi-purpose rural Co-operative Societies are appointed on the basis of election, or all such appointments are made on the basis of nomination by the local administration or the Executive Government; and

(b) whether the Union Ministry of Community Development exercise any control or supervisory jurisdiction over such appointments?

The Minister of Community Development (Shri S. K. Dey): (a) Information from all States is not available. In most of the States representatives of special interests are nominated by the local officers or the State Government.

(b) Ministry of Community Development does not exercise any control or supervisory jurisdiction over the selection of members of Block Advisory Committees. A pattern for the composition of these Committees as will ensure that all sectors are fully represented, as far as possible, has been indicated to State Governments and the Ministry of Community Development influences the State Governments to conform to this pattern.

आसाम के कामाख्या मंदिर तक सड़क का निर्माण

१८६. **श्री मोहन स्वस्व:** क्या परिवहन तथा संचार मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह सच है कि तीर्थयात्रियों के कामाख्या मन्दिर तक जाने के लिये गौहाटी के निकट कामाख्या मन्दिर तक एक नई सड़क बनाई गई है ;

(ख) यदि हां, तो इस पर कितना व्यय हुआ है ; और

(ग) क्या यह सारा व्यय केन्द्रीय सरकार द्वारा किया गया है अथवा उसका कुछ भाग राज्य सरकार ने भी दिया ?

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

(ख) इस सड़क पर लगभग ७,६८,०००
रुपये की लागत का अनुमान है। अब तक
५,०६,२६८ रुपये खर्च हो चुके हैं।

(ग) तमाम सर्वे केन्द्रीय सरकार द्वारा
दिया जाएगा।

Distribution of Rice

587. { Shri Vasudevan Nair:
Shri Daljit Singh:

Will the Minister of Food and Agri-
culture be pleased to state:

(a) the quantities of rice distributed
by the Central Government to the
various State Governments from
June, 1957 to December, 1957 State-
wise;

(b) what is the demand from the
Kerala Government for the month of
January, 1958; and

(c) how much was actually given to
Kerala for January, 1958?

The Minister of Food and Agri-
culture (Shri A. P. Jain): (a)
A statement is attached showing
Statewise distribution of rice. [See
Appendix III, annexure No. 33.]

(b) 10,000 tons.

(c) 5,000 tons from Central Stocks
in addition to what the Kerala Gov-
ernment had purchased from the sur-
plus Districts of Andhra Pradesh.

Transport Facilities

588. Shri Hem Barua: Will the Min-
ister of Railways be pleased to state:

(a) the average annual percentage
of commodities carried to and from
Assam by rail and the percentage left
unhandled by the Railways; and

(b) in case the percentage of com-
modities left unhandled is large
enough, what are the reasons for the
same?

The Deputy Minister of Railways
(Shri Shahnawaz Khan): (a) It is
presumed that the Hon'ble Member
wants to know the percentage of com-
modities carried to and from Assam by
rail to the total demand during the
year and also the percentage left un-
handled by Railways to the total
demand during the same year. If so,
the figures for the year 1957 are given
below:—

TRAFFIC TO ASSAM

1. Percentage of commodities
carried by all rail route
(including Indo-Pak route) 17.86

This figure does not in-
clude movements on account
of Central Government, Mil-
itary and North East Frontier
Railway account, as the
latter is not readily avail-
able. This information is
under compilation and will
be furnished later.

2. Percentage of commodities
left unhandled on 31-12-57. 2.21

NOTE.—The balance of the traffic ex-
cluding also movements on
account of Central Gov-
ernment, Military and
North East Frontier Rail-
way account was carried by
river (including rail-cum-
river-cum-rail) route.

TRAFFIC FROM ASSAM

1. Percentage of commodities
carried by all rail route
(including Indo-Pak route) 65.34

2. Percentage of commodities
left unhandled on 31-12-57 1.24

NOTE.—The balance of the traffic was
carried by river route (in-
cluding rail-cum-river-cum-
rail route).

(b) In view of the very small per-
centage of commodities left unhandled
the question does not arise. Cent per
cent clearance could not have been
made due to occasional restrictions im-
posed for operational difficulty at

transhipment points, viz., Bhagalpur, Mokameh Ghat, etc. and interruptions caused by breaches and accidents. The position, however, would have further improved if better utilisation of river route had been resorted to.

Saswad Mali Sugar Factory, Sholapur District

589. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the income that has been received by the Government by way of excise-duty from the Saswad Mali Sugar Factory in Sholapur District in the Bombay State during the period of the last five years year-wise; and

(b) for what duration the factory is running?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The excise duty realised on sugar produced by Saswad Mali Sugar Factory during the years 1953-54 to 1957-58 was as follows:—

Year (April-March)	Excise Duty realised (in lakh rupees)
1953-54	9.22
1954-55	8.45
1955-56	10.42
1956-57	12.73
1957-58 (for first 9 months)	20.23

(b) The duration of season of the factory during the last five years was as under:

Season Nov.-Oct.	Duration (Days)
1952-53	145
1953-54	151
1954-55	131
1955-56	129
1956-57	150

**Divisional Superintendent's Office,
Kotah**

590. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the actual cost incurred on the construction of the office building of the Divisional Superintendent of Western Railway at Kotah; and

(b) whether the construction work was completed within the time specified for the purpose?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Rs. 12.0 lakhs approximately.

(b) No, Sir. The completion date for the work was 30th June, 1957, but the work was actually completed on 10th July, 1957.

Central Irrigation and Power Board

591. Sardar Iqbal Singh: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1023 on the 11th December, 1957 and state:

(a) whether any steps have since been taken to implement the recommendations of the Central Irrigation and Power Board; and

(b) if so, the nature of steps taken?

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

(b) In so far as the recommendation relating to the Scheme for the basic and fundamental research in respect of the river valley projects and flood control works is concerned, sanction has been issued by Government for the implementation of the scheme and funds have been placed at the disposal of most of the State Governments concerned. The remaining recommendations have been forwarded by the Central Board of Irrigation and Power to the various State Governments and the organisations concerned for implementation.

Railway Bridges on Delhi-Ferozepore Line

592. **Sardar Iqbal Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is proposed to strengthen the bridges on the Delhi-Ferozepore line; and

(b) if so, the details of the programme?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There is no proposal at present to strengthen any existing bridge on this section

(b) Does not arise.

'Bad Climate' Allowance

593. **Sardar Iqbal Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that special pay in the form of a 'bad climate' allowance has been granted to non-gazetted employees in certain stations on the Northern Railways,

(b) the names of those stations; and

(c) whether similar allowance is to be provided for other 'bad climate' stations on this Railway?

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

(b) Does not arise.

(c) The bad climate allowance is given only for the areas declared by the State Governments to be unhealthy. As no railway station on the Northern Railway falls under this category, the question raised here does not arise.

Wooden Bridge, Shahganj

594. **Shri Ganpati Ram:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that materials for wooden bridge at Shahganj Junction, Northern Railway, have already been collected but it has not been erected up till now;

(b) if so, the reasons for the delay; and

(c) whether Government propose to take measures to relieve the distress of the passengers to cross the line from one platform to another?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). It is a fact that some materials for the foot-over bridge at Shahganj have been collected. The erection, however, would be taken in hand on completion of the construction of the new island platform. The work is expected to be completed by the middle of 1958.

Corruption cases on Northern Railway

595. **Sardar Iqbal Singh:** Will the Minister of Railways be pleased to state:

(a) the number of Railway officers dismissed in 1957 on account of their being involved in corruption cases on the Northern Railway; and

(b) the number out of them belonging to Traffic, Engineering Personnel, Medical and Stores Departments, separately?

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

(b) Does not arise.

Forests in Andhra

596. **Shri B. S. Murthy:** Will the Minister of Food and Agriculture be pleased to state:

(a) the amount asked for by the Andhra Pradesh Government for forest development during 1958-59; and

(b) the grants given?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The State Government has asked for a provision of Rs. 13.80 lakhs including the Central and State share. The full amount has been approved. Out of this, the Government of India will provide a sum of Rs. 5.88 lakhs (Rs. 5.04 lakhs as loan and Rs. 0.84 lakhs as grant). The balance will be provided by the State Government as their share.

12 hrs.

DEATH OF SHRI S. K. BANERJEA

Mr. Speaker: I have to inform the House of the sad demise of Shri Santosh Kumar Banerjee, who was a sitting member of this House from Cooch-Behar constituency of West Bengal. He died at his residence in Calcutta on Sunday night at the age of 53.

Shri Banerjee took a special interest in industries, especially tea industry and was also representing Lok Sabha on the Tea Board. He also took keen interest in Red Cross work.

We mourn the loss of Shri S. K. Banerjee and I am sure the House will join me in conveying our condolences to the members of the bereaved family.

The House may stand in silence for a minute to express its sorrow.

*(The Members then stood in silence
for a minute.)*

MOTIONS FOR ADJOURNMENT

EXPLOSION OF AMMUNITION AT PATHANKOT RAILWAY SIDING

Mr. Speaker: I have received notices of four adjournment motions from Shri Ram Sevak Yadav, Shri S. M. Banerjee, Shri U. L. Patil and

Shri Braj Raj Singh. The first one reads:

"The situation created by accident at Pathankot Railway siding which resulted in death of many persons and loss to property."

All of them relate to the explosion at Pathankot railway siding. I have received a letter from the office of the Defence Minister, from Shri Venkateswaran, Under Secretary, stating:

"It is reported that a serious explosion has taken place at Pathankot today. The Defence Minister wishes to make a statement regarding it in the Lok Sabha on the 25th February 1958" (that is, today). "In order to obtain first hand information, he is flying to Pathankot at 6 a.m. and is expected to be back by 12-30 on 25th February 1958. He will make a statement soon after his return from Pathankot."

This is the information I have received.

Shri Braj Raj Singh (Ferozabad): This explosion took place in a railway siding. There were some explosions before also and many lives have been lost. So, this is very important. Will the hon. Railway Minister also attend to this matter?

The Minister of Railways (Shri Jagjivan Ram): May I say that I ascertained the position and I find that the Railway Ministry is not concerned with this matter because the entire loading and unloading and handling of this thing is done by Defence Ministry themselves. So, the statement will be made by my colleague, the Defence Minister.

Shri S. M. Banerjee (Kanpur): May I submit that the *Times of India* has reported that out of 40 people, 31 are civilians and 9 service personnel? This happened at the railway siding;

that is what it says. Is it not the responsibility of the Railway Ministry?

Shri Jagjivan Ram: No. The siding is maintained by the railways. But it is a defence siding, and the handling of these stores is done by the army themselves. Of course, civilian labour has to be engaged by them. They cannot do everything entirely by themselves. But it is done by the Defence Ministry.

Mr. Speaker: I am not disposing of this now. We shall wait until the hon. Minister returns. Let us see what actually has happened.

DEATH OF AND INJURY TO ARMY PERSONNEL DURING FIRING TRAINING AT AMBALA

Mr. Speaker: There is another adjournment motion by Shri Braj Raj Singh. That also relates to the Defence Ministry. It reads:

"Failure of the Army authorities at Ambala to take adequate precautions and safety measures during training at the firing ranges in the evening of February 22nd, as a result of which explosion took place, resulting in the death of three army personnel and injuries to two."

But for the fact that there were three reported deaths I would not have read it here. I would like to know what actually has happened.

The Deputy Minister of Defence (Sardar Majithia): Mr. Speaker, during the normal training of the army personnel, field firing exercises take place. After the firing is complete, then the team goes out to check up if there are any shells which have not exploded. It was during the course of this check-up that one of the shells exploded while people were near about it. That is all the facts that we have got with us at the moment.

Shri Braj Raj Singh: (Ferozabad): I want to know why precautions were not taken. Because of that, three lives have been lost

Mr. Speaker: In trying to find out whether some shells have exploded or not, in the matter of checking up, they have got exploded. That is the difficulty. The House would like to know what precautions have been taken.

Sardar Majithia: So far as precautions are concerned, clear orders have been laid down by the Army Headquarters . . .

Shri Braj Raj Singh: They are not followed.

Mr. Speaker: Let there be no interruption.

Sardar Majithia: . . . which are followed. But accidentally it happened. I am very sorry for this accident. From the information available, I take it that this is not due to the negligence on the part of army people. It is just one of the accidents that occasionally take place. I am very sorry. We are deeply grieved for the people who died as a result of this explosion.

Shri S. M. Banerjee (Kanpur): May I know whether any compensation has been paid to them?

Mr. Speaker: Not so soon. We are more concerned with the deaths.

Shri Asoka Mehta (Muzaffarpur): Can we not have a fuller statement? The information is rather inadequate.

Mr. Speaker: Yes. I have also received two Calling Attention Notices under rule 197 from two hon. Members, Shri Vajpayee and Shri S. M. Banerjee for answer on the 26th, that is, tomorrow. Of course, tomorrow is a little too early. The hon. Minister may make a fuller statement regarding this day after tomorrow.

Sardar Majithia: As you wish; your wishes will be carried out. I would like to have a couple of days more. I will do it as soon as possible, within the next three days.

Mr. Speaker: We will have it on 28th. We are sitting on that day.

[Mr Speaker]

With regard to the adjournment motion, the hon. Minister says that all precautions have been taken. Then, a fuller statement will be made to the House on 28th, clearing up all the doubts that have arisen or have been raised here. I therefore do not give my consent to the adjournment motion.

PAPERS LAID ON THE TABLE

BUDGET ESTIMATES OF DAMODAR VALLEY CORPORATION

The Minister of Irrigation and Power (Shri S. K. Patil): Sir, I beg to lay on the Table a copy of the Budget Estimates of the Damodar Valley Corporation for the year 1958-59, under sub-section (3) of Section 44 of the Damodar Valley Corporation Act, 1948. [Placed in Library. See No. LT-543/58]

NOTIFICATIONS ISSUED UNDER ESSENTIAL COMMODITIES ACT

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Sir, I beg to lay on the Table under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of each of the following Notifications:—

- (1) S.R.O. No. 2035-A, dated the 5th September, 1956, making certain amendments to the Cotton Textiles (Production by Handloom) Control Order, 1956.
- (2) S.R.O. No. 199, dated the 8th January, 1958, making certain further amendment to the Cotton Textiles (Production by Handloom) Control Order, 1956.
- (3) S.R.O. No. 202, dated the 18th January, 1958, making certain further amendments to the Cotton Textiles (Control) Order, 1948.

[Placed in Library. See No. LT-544/58].

AMENDMENT TO EMPLOYEES PROVIDENT FUND SCHEME

The Deputy Minister of Labour (Shri Abid Ali): Sir, I beg to lay on the Table, under sub-section (2) of Section 7 of the Employees' Provident Funds Act, 1952, a copy of Notification No. S.R.O. 488, dated the 8th February, 1958, making certain further amendment to the Employees' Provident Funds Scheme, 1952. [Placed in Library. See No. LT-545/58].

NOTIFICATIONS ISSUED UNDER ESSENTIAL COMMODITIES ACT

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Sir, I beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of each of the following Notifications:—

- (1) S.R.O. No. 3686, dated the 18th November, 1957 containing the Bombay Wheat (Sale Control) Order, 1957
- (2) S.R.O. No. 3753, dated the 22nd November, 1957, making certain further amendment to the Orissa Rice (Prohibition of Export) Order, 1957
- (3) S.R.O. No. 4043, dated the 14th December, 1957, making certain further amendment to the Inter-Zonal Wheat Movement Control Order, 1957.
- (4) S.R.O. No. 4073, dated the 19th December, 1957, making certain further amendment to the Orissa Rice (Prohibition of Export) Order, 1957.
- (5) S.R.O. No. 4074, dated the 20th December, 1957, making certain amendment to the Punjab Rice (Movement Control) Order, 1957.
- (6) S.R.O. No. 4075, dated the 20th December, 1957 containing the Uttar Pradesh Rice (Export Control) Order, 1957.

- (7) S.R.O. No 4076, dated the 28th December, 1957 containing the Bihar Foodgrains (Export Control) Order, 1957
- (8) S.R.O. No 4077, dated the 20th December, 1957 containing the Bihar Foodgrains (Export Control) Order, 1957
- (9) S.R.O. No 4128, dated the 28th December, 1957, making certain further amendment to the Tripura Foodgrains (Movement) Control Order, 1956
- (10) S.R.O. No 4153-A, dated the 28th December, 1957
- (11) S.R.O. No 4157, dated the 30th December, 1957
- (12) S.R.O. No 55, dated the 4th January, 1958, making certain amendment to the Tripura Foodgrains (Movement) Control Order, 1956
- (13) S.R.O. No 73, dated the 2nd January 1958 containing the South Zone Rice (Restrictions on Rail Bookings) Order, 1958
- (14) S.R.O. No 116, dated the 11th January 1958, making certain further amendments to the Rice (Southern Zone) Movement Control Order, 1957
- (15) S.R.O. No 172, dated the 14th January 1958, containing the Rice and Paddy (Assam) Price Control Order, 1958
- (16) S.R.O. No 251, dated the 15th January, 1958, containing the Rice and Paddy (West Bengal) Price Control Order, 1958
- (17) S.R.O. No 263, dated the 18th January, 1958, making certain amendment to the Madras Rice Mills Licensing Order, 1955
- (18) S.R.O. No 343, dated the 25th January, 1958, making certain further amendments to the Orissa Rice (Prohibition of Export) Order, 1957
- (19) S.R.O. No 344, dated the 25th January, 1958, making certain amendment to the South Zone Rice Restrictions on Rail Bookings) Order, 1958
- (20) S.R.O. No 345, dated the 25th January, 1958, making certain further amendment to the Punjab Rice (Movement Control) Order 1957
- (21) S.R.O. No 345-C, dated the 28th January, 1958, making certain amendments to the Rice (Restrictions on Rail Bookings) Order, 1957
- (22) S.R.O. No 399 dated the 1st February, 1958 making certain amendment to the Inter-Zonal Wheat Movement Control Order, 1957
- (23) S.R.O. No 400, dated the 1st February, 1958 making certain amendment to the Rice (Southern Zone) Movement Control Order, 1957
- (24) S.R.O. No 401, dated the 1st February, 1958 making certain amendment to the Wheat Roller Flour Mills (Licensing and Control) Order, 1957
- (25) S.R.O. No 402, dated the 1st February, 1958 making certain amendment to the Bombay Rice (Export Control) Order, 1957
- (26) S.R.O. No 403, dated the 1st February 1958 making certain amendment to the Orissa Rice (Prohibition of Export) Order, 1957
- (27) S.R.O. No 404, dated the 1st February, 1958, making certain amendment to the Punjab Rice (Movement Control) Order, 1957
- (28) S.R.O. No 436, dated the 29th January, 1958, containing the Delhi Rice (Export Control) Order, 1958
- (29) S.R.O. No 438, dated the 30th January, 1958, containing the Delhi (Limitation of Guests) Order, 1958

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(30) S.R.O. No. 439, dated the 30th January, 1958, containing the West Bengal Rice (Movement Control) Order, 1958.

(31) S.R.O. No. 444, dated the 2nd February, 1958.

[Placed in Library. See No. LT-546/58].

ORDERS ISSUED UNDER ESSENTIAL COM-MODITIES ACT

Shri A. M. Thomas: Sir, I beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of each of the following Orders:

- (1) Requisition Orders for Gram served on certain traders in Sriganganagar (Rajasthan).
- (2) Revised Requisition Orders for Gram served on certain traders in Sriganganagar (Rajasthan).

[Placed in Library See No. LT-547/58].

MESSAGES FROM RAJYA SABHA

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

(i) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 19th February, 1958, agreed without any amendment to the Criminal Law Amendment Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 12th February, 1958."

(ii) "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 Ancient Monuments and Archaeological Sites and Remains Bill,

1958, which has been passed by the Rajya Sabha at its sitting held on the 17th February, 1958."

ANCIENT MONUMENTS AND ARCHAEOLOGICAL SITES AND REMAINS BILL

LAI D ON THE TABLE AS PASSED BY RAJYA SABHA

Secretary: Sir, I lay on the Table of the House the Ancient Monuments and Archaeological Sites and Remains Bill, 1958, as passed by Rajya Sabha.

PETITIONS RE: REPRESENTATION OF THE PEOPLE ACT AND INDIAN POST OFFICE RULES

Secretary: Sir, I have to report the receipt of 2 petitions in respect of the Representation of the People Act, 1951 and the Indian Post Office Rules, 1933.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS)—1957-58

The Minister of Railways (Shri Jagjivan Ram): Sir, I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1957-58.

**PROBATION OF OFFENDERS BILL
REPORT OF JOINT COMMITTEE**

Pandit Thakur Das Bhargava (Hissar): Sir, I beg to present the Report of the Joint Committee on the Probation of Offenders Bill, 1957.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORT-ANCE

RESERVATION OF SEATS FOR SCHEDULED CASTES

Shri B. S. Murthy (Kakinada—Re-served—Sch. Castes): Under rule 197 I beg to call the attention of the Minister of Home Affairs to the fol-

lowing matter of urgent public importance and request that he may make a statement thereon:

The statement made by the Commissioner for Scheduled Castes and Scheduled Tribes regarding the extension of the period of reservation of seats for the Scheduled Castes after 1960.

The Minister of State in the Ministry of Home Affairs (Shri Datar): The Home Minister's attention was drawn some days ago to a statement reported to have been made to press representatives in the Surat District by the Commissioner for Scheduled Castes and Scheduled Tribes. According to this Report, the Commissioner is stated to have expressed himself against the extension of the ten year period of reservation for Members of the Scheduled Castes in the Lok Sabha and in the State Legislatures. I have ascertained the facts of the matter from the Commissioner and I learn that what he actually said at the interview was that persons who are either in favour of or against the extension of this reservation of seats in Parliament and the State Legislatures should first put themselves in possession of all the data necessary to judge exactly how far untouchability and social disabilities arising from it are disappearing in the country. He said that it would be necessary to collect the required information according to the procedure recommended by him in his last annual report. In the absence of such information, it would not be possible to judge whether there was a case for the extension of the period of reservation. In regard to the Scheduled Tribes, however, he felt himself in a position to state that there was a case for extension of the period.

Hon. Members will observe that the question raised has reference to article 334 of the Constitution. The period of reservation of seats in Parliament and in the State Legislatures for members of the Scheduled Castes and Scheduled Tribes will, under this

article, continue for a period of ten years after the coming into force of the Constitution, and, therefore, this period will not expire before 26th January, 1960. By virtue of the proviso to that article, the actual representation in the Lok Sabha and the State Legislative Assemblies will continue until the dissolution of the Houses which is expected to take place in 1962. The matter will be further examined and decisions taken before the time for the next general election is reached. Government will certainly give earnest thought to this important question.

If any amendment of article 334 be necessary, it is clear that the question will have to come before Parliament and the House will have the fullest opportunity of considering the matter and expressing itself on it. I would also like to assure the Members that before any decision in the matter is reached, the House will have full opportunity of discussing the question.

CORRECTION OF ANSWER TO STARRED QUESTION NO. 205

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Sir, in reply to a Supplementary Question by Shri S. V. Ramaswami on 17th February, 1958, arising out of Starred Question No. 205 by Sarvashri Punnoose, A. K. Gopalan and Warior regarding Rice Procurement in Kerala, I had stated that "According to figures I have in my possession, in 1957, about 80,000 tons have moved, and in January, about 16,000 tons have moved, on private trade account from Tanjore to Kerala." The correct reply to this Supplementary Question should be as under:—

"No separate figures of movement of rice from Tanjore to Kerala are available with me now. During 1957, about 1,74,020 tons of rice moved to Kerala from Trichinapalli and Tanjore Districts."

STATEMENT RE: ACCIDENTS IN
COLLIERIES NEAR ASANSOL.

The Minister of Labour and Employment and Planning (Shri Nanda): Sir, I came back from Asansol and Dhanbad areas last night. I am laying on the Table of the House a statement giving detailed information regarding the two occurrences, one in the Chinakuri Colliery in the Asansol area and the other in the Central Bhowrah Colliery in Jharia

At Chinakuri, 173 persons who are still underground must be presumed dead. Of those rescued one was dead already, and three died a little later in the hospital. The condition of three more, who are suffering from acute gas poisoning, is serious. At Central Bhowrah, 23 persons were trapped by the rushing waters and may be presumed to have died by drowning

Two Courts to inquire into the causes of these accidents and to fix responsibility for their occurrence are being set up immediately. The Inquiry into the Chinakuri disaster will be presided over by Justice Shri S. N. Guha Roy of the Calcutta High Court. The Central Bhowrah inquiry is being entrusted to a Divisional Commissioner from Bihar.

While these two Courts will deal with the two tragedies, I feel we must immediately examine the whole question of safety in mines in relation to management practices, workers' training and the arrangements for check and inspection as well as the preventive measures that can be taken. For this purpose I propose shortly to call a conference of representatives of mine workers, mine owners and experts. To prepare the ground for this conference a Steering Group is being formed immediately.

As the two recent disasters will be the subject matter of Courts of Inquiry, I do not propose to make any further comments on them.

Shri Muhammed Elias (Howrah): We had also an opportunity to visit that area and it has been reported by the workers in regard to the reasons for the disaster—but it cannot be told just now. So we would suggest to the Ministry of Labour to take one representative from the Trade Unions on the inquiry. And this request has been made also by the Trade Unions of the locality. We feel that if a trade union representative is taken on the inquiry, then the inquiry can be properly conducted and many of the reasons can be revealed in the inquiry. Therefore my submission is that the Ministry may consider this suggestion.

Shrimati Parvathi Krishnan (Coimbatore): I had also been to the area and I found that after the Minister's visit and after he met some of the workers and recorded their statements, there is a tendency on the side of the management to intimidate the workers from giving further information before the Court of Inquiry that is to be set up. So what I would plead with the hon. Minister is that steps should be taken in order to safeguard the workers from such intimidation, so that they will come forward and give open evidence, as has already been done when we had gone there.

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): I do not quite understand why in the case of the Bhowrah inquiry it is the Divisional Commissioner who is going to be in charge of the inquiry and in the other case a High Court Judge. I would like to know the reason.

Dr. Ram Subhag Singh (Sasaram): As regards the question of safety in mines, the whole matter should be discussed here. It is no good discussing it in a committee. It may be taken up in the House. Such accidents are occurring very frequently.

Mr. Speaker: Let the reports be here.

Dr. Ram Subhag Singh: I am not referring to the Inquiry. I am referring to the question of safety in mines. There is an Inspectorate to enquire into the safety of mines, and that question may be debated here.

Shri Radha Raman (Chandni Chowk): On a point of information, may I know whether the Government proposes to appoint some assessors to be associated with this enquiry?

Shri Nanda: I shall deal with all these questions. With regard to the representation of workers on the enquiry, I can assure the hon. Member that they will have full opportunity of having their say and that the enquiry will be conducted properly. But, I do not think it is the practice or it would be really very suitable to have one workers' representative on the committee of enquiry. At any rate, I will give further thought to this matter.

Regarding the question of intimidation, I spent a considerable time there in that area. I have met a number of workers, I have spoken to them and I have told them that they can fully rely on us with regard to their position and that anybody will be free without any kind of hindrance to have their say before the court of enquiry and there will be no penalisation on that account. I can assure the House on that score.

We are going to have assessors also. Among the assessors there will be experts and there will be others also who are Members of Parliament and one or two experts in the case of the Asansol accident.

We have a High Court Judge in one case and only a Divisional Commissioner in the other case because I found that this other case of Dhanbad accident was, from all account, a very straight-forward matter. It was a very clear position and it did not require any, very complicated handling. So, I thought that it would be quite enough to have a Commissioner. There will, of of course, be assessors to help the second enquiry also.

Shri B. Das Gupta (Purulia): On a point of information, I understand from the newspapers that a memorandum has been submitted from the Managers Association to the hon. Minister. I think it will be better if the hon. Minister circulates that memorandum to the Members.

Shri Nanda: I forgot to deal with the suggestion that the House should take up discussion of this matter. Certainly. It will be more useful and helpful if that is done after I have that material with me on the basis of which discussion could take place in the House. On the material which I have—I have collected considerable material in the course of my stay there, met representatives of the Mining Managers Association and others—immediately I decided that without loss of time we should proceed to look into all aspects of the question with the help of those who can assist in the process. All this process, my idea is, should not take a long time. In two or three months at the most, all the examination with the help of the parties concerned and experts should be completed. I am thinking of having the Industrial Committee on Coal to meet immediately after that so that we can finalise all these suggestions with a view to immediate action. These things can certainly be taken up in the House for discussion.

Dr. Ram Subhag Singh: When I made the suggestion that it may be discussed on the floor of the House, the reason why I put it forward was, because, about two years ago, two or three similar accidents had occurred, and at that time, I had visited one of the mines. There, the Inspectorate was, according to me, not functioning properly. Subsequent to that, I raised that matter in the form of questions and the reply that I got was that all the mines were properly being examined. Again, such serious accidents have occurred. Therefore, I think we must not await the result or outcome of the enquiry. We must straightaway proceed to discuss the working of the Mines Inspectorate.

Shri Nanda: I will have no objection to an immediate discussion if it would be helpful to avert a single accident. I thought the House may be in a better position to discuss that if they have got something more to which I am going to attend immediately. They will have also complete information on the working of the Inspectorate on the side of the administration and all the information that can be gathered from any source will be analysed properly and discussed. And also whatever flows from it in the shape of suggestions will be there before the House with my recommendation. If the House thinks that a discussion could be useful, I have no objection.

Shrimati Parvathi Krishnan: Could the Minister enlighten us with regard to the relief or compensation that is being paid to the families of the victims—we would like to know about that—whether the relief that has been paid or announced so far is only interim or whether it is the final amount and secondly also with regard to the alternative employment for these workers who will now be thrown out of employment as a result of these mines going out of production?

Shri Nanda: I gave attention to both these matters during my stay there. What is reported to have been given to the members of the family of the deceased is only immediate relief both from the employers and from the Ministry and from the Mining welfare fund. Arrangements have been made to see that the compensation amount is paid very expeditiously.

Shrimati Parvathi Krishnan: The other part of the question regarding alternative employment?

Shri Nanda: That also I discussed with the management and others. I am assured that there will be a lay-off period and if it is found that work cannot be resumed quickly, then, they will be absorbed in other places.

Shrimati Parvathi Krishnan: In the same company?

Shri Nanda: Some other places; same company probably.

Shri Jaipal Singh: I hope you will agree with me and I venture to hope the Government will take the cue from you. I think a debate at an early stage would enable the enquiry to proceed in a more comprehensive manner. Because, if we were to wait for three months for the report, we would be making certain suggestions that would be outside the particular enquiry. Some of us come from those areas and it does not necessarily mean that we should also participate in that enquiry. Nonetheless, there have been a series of similar accidents recurring. I think this House would be serving a useful purpose in airing its views before the enquiry begins.

Shri Nanda: In this connection, I would add a suggestion. I have mentioned a meeting of representatives of workers and employers. If it is intended that we may further this cause of safety, instead of a discussion of this kind, if Members of Parliament interested in the subject meet and discuss it—informally, possibly it will help. I may point out that Members of Parliament may be associated in that Conference also. At the steering stage also I would like to do that if it can help.

Shri Mohiuddin (Secunderabad): The Demands for Grants for Labour Ministry will be coming up in March. Instead of a few hours as usual being allotted for these Demands for Grants, you may Sir, kindly allot more hours so that this question can also be discussed at that time.

Shri Nanda: I think we may take it up separately.

Shri Melkote (Raichur): In the papers we see report of a similar accident in Kothagudam two, three days back. Is the Minister aware of it? Would he also include the papers received from Kothagudam for the discussion?

Shri Nanda: Yes.

Shri Balasaheb Patil (Miraj) rose—

Mr. Speaker: If hon. Members stand up one after the other, what can I do?

Hon. Members must think about it in advance. If it is an exceptional matter which could not have occurred to them, of course, they can ask by way of supplementary. I have allowed so many supplementaries. We must proceed with the work. I am sorry. To catch my eye is easy. If hon. Members are interested in particular subject, if all of them get up first, they need not get up again, I make a note of all of them, and call them one after the other. But the hon. Member does not rise in the first, second or third round, but after all the Members have spoken, gets up with a new thing. I think I must put a stop to it there. Comma till then, full stop there.

CONTROL OF SHIPPING (CONTINUANCE) BILL*

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): I beg to move for leave to introduce a Bill to continue the Control of Shipping Act, 1947, for a further period.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to continue the Control of Shipping Act, 1947, for a further period"

The motion was adopted.

Shri Lal Bahadur Shastri: I introduce the Bill.

APPROPRIATION BILL*

The Deputy Minister of Finance (Shri B. E. Bhagat): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment

and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58."

The motion was adopted.

Shri B. E. Bhagat: I introduce** the Bill.

APPROPRIATION BILL

The Deputy Minister of Finance (Shri B. E. Bhagat): I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58, be taken into consideration"

Mr. Speaker: So far as this Appropriation Bill is concerned, what is the hurry? We will sit for three more months. Why should not normal notice be given in respect of the Appropriation Bill? Why should anybody force it on me? This kind of urgency and emergency will not be allowed by me except when it is absolutely necessary.

Hon. Members know possibly—I do not want to give a clue to them—that even with respect to an Appropriation Bill, some matters which have not been discussed at a particular time can be given notice of under the rules and under the Constitution. They may like to discuss some matters. Why should I hustle the House? This will stand over till tomorrow.

CENTRAL SALES TAX (AMENDMENT) BILL

The Deputy Minister of Finance (Shri B. E. Bhagat): I beg to move:

"That the Bill further to amend the Central Sales Act, 1956, be taken into consideration"

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 25-2-58, pp. 228-229 and 223-227.

**Introduced with the recommendation of the President.

*Moved with the recommendation of the President.

[Shri B. R. Bhagat]

The Central Sales Tax Act, 1956, provides for the levy, collection and distribution of tax on the sale of goods in the case of inter-State trade or commerce. The Sixth amendment to the Constitution which empowered the Central Government to legislate in regard to taxes on the sale or purchase of goods other than newspapers where such sale or purchase takes place in the course of inter-State trade or commerce, had not been applied to the State of Jammu and Kashmir when the Central Sales Tax Act, 1956, was enacted. This has since been done by the Constitution (Application to Jammu and Kashmir) Amendment Order, 1958. It is now proposed to extend the Act to Jammu and Kashmir State. With these words, I move.

Mr. Speaker: Are there any amendments?

Shri B. B. Bhagat: There are no amendments.

Mr. Speaker: The question is:

"That the Bill further to amend the Central Sales Act, 1956, be taken into consideration"

The motion was adopted

Shri S. M. Banerjee (Kanpur): No Member from Kashmir is present

Mr. Speaker: There are no amendments to the clauses.

The question is:

"That clauses 1, 2, the Enacting Formula and the Title stand part of the Bill"

The motion was adopted.

Clauses 1, 2, the Enacting Formula and the Title were added to the Bill.

Shri B. B. Bhagat: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

Mr. Speaker: Hon. Members wanted an hour in the Business Advisory Committee. No hon. Member evidently....

Shri Thakur Das Malhotra (Jammu and Kashmir) rose—

An Hon. Member: He could not catch your eye.

Shri Thakur Das Malhotra: I stood up.

Mr. Speaker: When?

Shri Thakur Das Malhotra: At the third reading.

Mr. Speaker: I have finished it off. I looked round immediately after I put the motion to the House. I would have certainly called the hon. Member. I am so sorry.

MOTION REGARDING SUSPENSION OF FIRST PROVISIO TO RULE 74

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): I beg to move:

"That the first proviso to Rule 74 of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the motion for reference of the Merchant Shipping Bill, 1958, to a Joint Committee of the Houses be suspended."

Mr. Speaker: What is the need for this?

Shri Lal Bahadur Shastri: As it is a financial Bill, and we propose to appoint a Joint Committee, the suspension of the rule is necessary. Hence this motion.

Shri Mohiuddin (Secunderabad): What is the justification for appointing a Joint Committee? Can it not be dealt with by a Select Committee of this House?

Shri Lal Bahadur Shastri: Am I to answer that?

Mr. Speaker: It is not in every case that there ought to be a joint committee of both the Houses.

Shri Lal Bahadur Shastri: Not in every case. This is a very big measure, a comprehensive and long one, and this Bill has to be discussed in the other House also. If Members of both the Houses are on the Joint Committee, and the Members of the other House have also gone through the Bill clause by clause in the Joint Committee, it would facilitate discussion there also.

Mr. Speaker: The Financial Memorandum has been given. It is a very big Bill. If it is referred to a Select Committee once again there, it will take a lot of time. Both of them may sit together, and after all, the same Ministers have to sit.

The question is:

"That the first proviso to Rule 74 of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the motion for reference of the Merchant Shipping Bill, 1958, to a Joint Committee of the Houses be suspended."

The motion was adopted.

MERCHANT SHIPPING BILL

MOTION TO REFER TO JOINT COMMITTEE

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): I beg to move:

"That the Bill to amend and consolidate the law relating to merchant shipping, be referred to a Joint Committee of the Houses consisting of 45 members; 30 from this House, namely, Shri Upendra-nath Barman, Shrimati Ila Pal-choudhuri, Shri Liladhar Kotaki, Shri S. Osmari Ali Khan, Shri Harish Chandra Mathur, Shri Anirudha Sinha, Shri Ram Dhani Das, Shri Ghanshyamlal Oza, Shri Raghunath Singh, Shri Nardeo

Snatak, Shri Tekur Subrahman-yam, Shri K. P. Kuttikrishnan Nair, Shri K. Periaswami Gounder, Shri Dinesh Pratap Singh, Shri Mool Chand Jain, Dr. Y. S. Parmar, Shri N. M. Wadiwa, Shri Radha Raman, Bakshi Abdul Rashid, Shri Shivram Rango Rane, Shri Raj Bahadur, Shri Hirendra Nath Mukerjee, Shri K.T.K. Tangamani, Shri Rajendra Singh, Shri Nath Pai, Shri Ram Sewak Yadav, Shri S. A. Matin, Shri Aurobindo Ghosal, Shri Badakumar Pratap Ganga Deb Bamra and the Mover, and 15 members from Rajya Sabha;

that in order to constitute a sitting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

that the Committee shall make a report to this House by the first day of the next session;

that in other respects the Rules of Procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make; and

that this House recommends to Rajya Sabha that Rajya Sabha do join the said Joint Committee and communicate to this House the names of Members to be appointed by Rajya Sabha to the Joint Committee."

Hon. Members would have already seen the provisions of the Bill and the annexed memoranda and also the Statement of Objects and Reasons.

"The revision of the Merchant Shipping law in India has had a long history, but I shall not go into that. It would, however, be interesting to know that we are still being governed by the British Act, and our ships registered under the same law. It was obvious that with the advent of Independence we should have taken up the revision of the Merchant Shipping laws at the earliest. It was inconsistent with the new position of India as a Republic to allow her ships to be

[Shri Lal Bahadur Shastri]

registered under the British Act and to be even technically regarded as British ships. But it would have taken some time to prepare a comprehensive measure. An Act was, therefore, passed in 1949, called the Merchant Shipping Laws (Extension to Acceding States and Amendment) Act, 1949. Under this Act, British Merchant Shipping Acts were applied to the acceding States, and Indian consular officers were empowered to perform functions in relation to Indian ships outside India, and power was taken to enable the Government of India to prescribe proper national colours for ships registered in India. Another direction in which Indian legislation was undertaken during and after the war relates to the control by licensing of Indian ships and ships engaged in coastal trade.

The long period prior to 1947 has had a very dismal picture, in so far as Indian shipping was concerned, as there was no expansion worth the name in spite of our long coast of over three thousand miles. Credit is, no doubt, due to the courage and initiative of a few eminent individuals like Shri Narottam Morarji and Shri Walchand Hirachand, who would be remembered for long for the services rendered by them in this field.

Since 1947, however, the Government of India have adopted a much bolder policy, and there has been good progress, but our progress has to be much faster in future. The House is aware that the Transport Ministry is making endeavours towards the expansion of Indian shipping. We would very much like that the target in the Second Five Year Plan of 9 lakhs tons GRT is over-reached by at least one lakh tons. The main difficulty which has come in our way during the last one year is that of the non-availability of foreign exchange. This has naturally caused us much anxiety, and we had no alternative but to wait for better times. We, however, did not lose hope, and continued to overcome this hurdle, and the House would be glad to know that our efforts have at last borne some fruit.

The House may be aware that a yen loan is being negotiated with Japan, and I am thankful to the Finance Ministry and the Commerce and Industry Ministry with whom I discussed the matter, that part of the loan would be allotted for the purchase of new ships or second-hand ships. Both the Ministries agreed, and we sent our Director-General of Shipping to Japan along with the officers of the Commerce and Industry Ministry who went there for negotiating the loan. I hope that these discussions would bear good results, and I am told that the reasonable terms offered for purchase of ships on deferred payment basis are very attractive. We believe that we would be able to get at least half a dozen ships out of this loan money, when the details have been discussed and finalised. I cannot be quite accurate about the figures, but still I hope that we would be able to get some new ships from Japan. It is really very heartening to see that the Japanese are able to build ships in about one year's time, and if orders are placed soon, it would be possible to get those new ships in about twelve to fourteen months' time. So, we will be able to get those ships very early too.

As I said, we can get more ships from Japan, not, of course, from the loan credit that we are expecting to get or from the amount which we expect to be allotted from the yen loan, but from outside that loan, that is, from our own funds. The terms offered by the Japanese, of course, are very difficult for us, from our point of view, but still they should be considered quite reasonable, and if some foreign exchange is made available to us, we would be able to place orders for more ships in Japan. We shall have to discuss this matter with the Finance Ministry and the Planning Commission, and see if Rs. 1 crore of foreign exchange could be allotted for this purpose. Of course, I do realise that it is not easy to do that, but still this sum of Rs. 1 crore is not a very big sum for the development of

shipping, which is absolutely essential, and which is undoubtedly one of the biggest foreign exchange-earners. So, I hope that we would be able to do something in this regard, but it all depends on how the Finance Ministry take to this proposal and whether it would be possible for them to render us adequate help in this regard.

I might also inform the House that there is talk of further loans being negotiated with other countries like Western Germany and USA, and we would be very happy indeed if any part of it could be allotted for the development of shipping also. Needless to say, more tonnage means a good deal towards the furtherance of our general economy. As I said just now, there is no quicker foreign exchange-earner than shipping, and it is essential that we should arrest the enormous expenditure of foreign exchange on payment of freight for our imports and exports. In the circumstances I feel that we must try to get at least 20 to 24 ships within the next few years and, of course, several more before the end of the Second Plan period so as to reach the million ton mark.

Mr. Speaker: How long are we to go on purchasing from outside?

Shri Lal Bahadur Shastri: The purchases have been very heavy during the last ten years.

Mr. Speaker: Why not manufacture them?

Shri Lal Bahadur Shastri: We are manufacturing them, but there is only one shipyard and we are not able to cope up with the demand. Anyway, we want ships immediately, otherwise we will have to continue to charter ships of foreign companies and pay freight. I cannot vouchsafe for the accuracy of the figure, but perhaps we have paid about Rs. 169 crores as freight for the import of foodgrains alone during the last ten years.

Sir, the House is also aware that our plans regarding the development of major ports are also in the offing and we have to go ahead with them. Loans are to be negotiated from the World Bank for the Calcutta and Madras ports and the House might be aware that the Secretary of the Transport Ministry would be going to the United States soon and along with him will go the Chairman and the Chief Engineer of the Madras Port Trust and similarly the Chairman and the Chief Engineer of the Calcutta Port Trust. They will be making, I think, final negotiations there and therefore we are sending this team of officers to U.S.A. so that everything is finalised as quickly as possible. All this discussion will take place in the month of March.

I need not emphasise the fact that the development of ports has to accompany the expansion of shipping and increase in imports and exports. We are attending to this aspect also and, as the House is aware, the ports are included in our core of the Plan. I might also mention that important concessions have also recently been given to the private shipping companies to add to their present tonnage. We have recently decided to set up the Shipping Development Fund, which would be a non-lapsable fund. Funds would be made available every year from the general revenues and after some time when the Fund has developed to some extent, we will not have to depend from year to year for allotment of funds from general revenues for the purchase of ships either new or second-hand. The idea of setting up this development fund is to have a non-lapsable constant fund available so that we could go ahead with the problem of development of shipping.

Then, recently we have reduced the rate of interest also. It was 4½% for coastal shipping and we have now reduced it to 3%. The Shipping Development Fund, the lower rate of interest, the Co-ordination Committee for regulating the shipments of Government cargo are steps which have

[Shri Lal Bahadur Shastri]

been greatly welcomed by the shipping companies.

Another very important question of higher rebate is also under active consideration and the final decision is expected to be announced soon. I have no doubt that if there is some improvement in the foreign exchange position, the private shipping companies would surely come forward, with the concessions already given to them, to purchase new and second-hand ships as they are available. So, in the context of what I have said there is every hope that we would be able to develop our Indian shipping considerably and the next 10 to 15 years should show a further marked progress in this sector of the economy.

I need not stress that in this background the need for a consolidated and compact Merchant Shipping Act is quite obvious. The Bill which I have introduced is a lengthy one. But this need not frighten us. It is mainly a consolidating measure and to some extent an amending Bill also. It consolidates the provisions of the existing Indian Merchant Shipping Act, the Control of Shipping Act, the Merchant Shipping (Extension to Acceding States and Amendment) Act and also the Coasting Vessels Act and Indian Registration of Ships Act. It also embodies the provisions, with necessary amendments, of the various parts of the British Merchant Shipping Act including Part I relating to registration. And I am glad to inform the House that it repeals all the British laws applicable to India, as recommended by the Law Commission in its Fifth Report.

In regard to revision, the Bill primarily gives extra-territorial force to its provisions in relation to its application to Indian ships and also brings up-to-date the appointment of various administrative authorities required for the administration of its provisions. Numerous amendments, which have been found by the experience of the administration of the Indian Merchant Shipping Act over the last three deca-

des to be necessary, have also been incorporated in the various chapters. The scope and contents of the Bill have been indicated in some detail in the Statement of Objects and Reasons and these matters need only be referred to in general terms.

I shall now like briefly to deal with a few salient points of some chapters of this Bill. The Bill is divided into 14 parts most of which are based on the corresponding parts of the Indian Merchant Shipping Act, 1923, except Part XII relating to Control of Indian ships and ships engaged in the coasting trade, which is based on the Control of Shipping Act. The parts, which are entirely new, are Part III relating to Registration of Ships, Part VIII relating to Collisions, Accidents at Sea and Limitation of Liability of Shipowners and Part XIII relating to Sailing Vessels.

Part III—(Registration) replaces Part I of the British Act of 1894, which still applies in India and all sea-going mechanically propelled ships will henceforth be registered under our own Act.

I might mention that some doubts have been expressed about certain provisions in this part of the Bill. At this stage I need only say that the Joint Committee would undoubtedly go into this important question in detail and hear the different viewpoints before reaching any final conclusions. I have received some telegrams also in this regard and I would only say that they should not feel nervous in any way in so far as this particular matter is concerned. We are naturally guided by our Industrial Policy Resolution in this matter, but still this is a matter over which further thought is, from my point of view, absolutely necessary. We have to consider this matter carefully and I would request the Chairman of the Joint Committee to invite the shipping interests for giving evidence before this Committee and they can certainly express their views on this matter. Therefore I hope that there will be no uneasiness about this

and this matter will be carefully considered by the Joint Committee.

In Part IV (Certificates of officers) provision is being made for slight modification of the manning scale and for the issue of certificates to officers of mechanised fishing vessels. A clause has also been included for the recognition of certificates issued in other countries on a reciprocal basis.

Part VII—(Collisions, accidents at sea and limitation of liability of ship-owners) is based on the provisions of the British Act on these subjects which are even now applicable to India. The limits of shipowners liabilities are the same as those now prescribed by the British Act, the only change made is that equivalent figures have been mentioned in rupees in the Bill.

13 hrs.

Sir, this Bill deals with two important subjects in Chapters V and XIII. I shall take up the latter first, Chapter XIII, as it deals with Indian sailing vessels. This industry, the Indian sailing vessels industry is a large one involving some 1,300 or 1,400 craft and several lakhs of persons engaged in the ancillary occupations. Sailing vessels in India not only carry on an extensive trade on the coast itself (on the West Coast alone the trade is of the order of one million tons per annum) but there are also several vessels which carry on regular trade with foreign countries like Saudi Arabia, East Africa, Persian Gulf countries, etc.

The sailing vessels trade is at present practically not subject to any control and the vessels are not also subject to any inspection or supervision by governmental authorities. Over the years there have been numerous complaints of malpractices of different types including fraudulent jettisoning of vessels and there have also been several losses of craft due to the poor condition of the craft at the time of going to sea or due to overloading or improper loading. There has, therefore, been a demand from shipowners, underwriters and others concerned that Government should undertake some control of this industry with a view to making the sailing

vessel a reliable and safe form of transport. The Sailing Vessels Committee which was appointed by the Government of India in 1948, went into the subject very thoroughly and recommended various measures, including the undertaking of legislation to regulate the sailing vessels industry in its various aspects.

In this Chapter provision has been made for a uniform system of registration, measurement of tonnage, annual inspection and issue of certificates of inspection. Only sailing vessels registered in India will be entitled to operate in the coasting trade and other vessels will not be allowed to operate on the coast without the written permission of the Director-General of Shipping. Separate regulations will be framed regarding the safety equipment to be carried by sailing vessels and these will be on a much lower scale than those prescribed for the mechanically propelled ships. Sailing vessels fitted with auxiliary machinery will, for the purpose of technical regulations, be treated as sailing vessels and they will not be subject to the full rigour of the regulations applicable to mechanically propelled ships. Power has been taken to prescribe rules on various matters of detail.

In part V (Seamen and Apprentices) one of the main changes made is the abolition of the term 'Lascar or the native seamen' which was used to describe our seafarers. Another important change made is to provide for home trade ships of 200 tons gross or over to engage and discharge their crews before Shipping Masters. Provision has also been made for extra-territorial application of provisions relating to relief and re-patriation of seamen discharged or left behind or in distress outside India. Another very important change is the provision relating to the setting up of machinery for the settlement of industrial disputes between seamen and their employers. It is also proposed to levy a fee on the shipowners to provide amenities and welfare measures for seamen.

[Shri Lal Bahadur Shastri]

As hon. Members may be aware, Government have recently taken certain steps to improve the conditions of travel on deck passenger ships. These measures have been taken mostly in exercise of executive powers. It is now proposed to take legislative power in regard to the implementation of those measures. Another provision pertains to the levy of a small passenger welfare cess for providing welfare measures for unberthed passengers in ports. The House is very well aware of the fact that the conditions prevailing today are extremely unsatisfactory, both on the minor ports and intermediate ports and the conditions inside the ships are also far from satisfactory. The steps we have taken to improve the berthing conditions of the ships have been largely welcomed by the deck passengers and I hope that this cess which we propose to levy will help in providing better welfare measures for the unberthed passengers in ports. There have been serious complaints from time to time of malpractices in connection with the booking of passengers on unberthed passenger ships. Power is, therefore, proposed to be taken to license and control the brokers handling unberthed passengers.

As I have already stated, Part XII of the Bill relating to the Control of Indian ships is a new Part and is in replacement of the existing Control of Indian Shipping Act, which will be repealed. The principal change made in this part is that power would be available to reduce the existing limit of 150 tons gross of vessels which are subject to control of Government. Another significant change made is that ships chartered by Indian nationals or companies will henceforth be subject to licensing control by Government. The existing definition of the coasting trade of India in the Control of Shipping Act is trade from any port or place in India to any other port or place on the continent of India and the intention is to continue the same definition for the present.

I do not wish to take the time of the House by going into greater details over the various other provisions which have been made in the Bill. But I might say that this Bill does not deal with promotional matters as its scope is limited only to regulation and control. The provisions of the Bill are substantially based on the pattern of the laws of other maritime countries and many of the matters are regulated by the provisions of international conventions. In view of the size of the Bill and the rather technical nature of its contents it is felt it would be convenient to refer it for detailed examination to a Joint Committee of both the Houses. It will be for the Joint Committee to consult the interests concerned before making its recommendations to Parliament.

Before I conclude I might mention that the payment of freight on imports and exports is of the order of Rs. 150 to 160 crores per annum. The rate of interest, as I said before, which was formerly 4½ per cent. has been reduced to 3 per cent. The rate of interest for the overseas shipping was 2½ per cent. before and for the coastal shipping it was 4½ per cent. There was a big difference between the two and there was a persistent demand from the coastal shipping companies that their rate of interest should also be reduced. So, we have raised the rate of interest of the overseas shipping companies by about half per cent. from 2½ per cent. to 3 per cent. and the same rate has been provided for the coastal ships also. This concession, I am sure, would render great help to the shipping companies for the development of shipping. Sir, I move.

Mr. Speaker: Motion, moved:

"That the Bill to amend and consolidate the law relating to merchant shipping, be referred to a Joint Committee of the Houses consisting of 45 members; 30 from this House, namely Shri Upendranath Barman, Shrimati Ila Palchoudhuri, Shri Liladhar Kotaki, Shri S. Osman Ali Khan, Shri Harish Chandra Mathur, Shri Antirudha Sinha, Shri Ram Dhan Das,

Shri Ghanshyamlal Oza, Shri Raghunath Singh, Shri Nardeo Snatak, Shri Tekur Subramanyam, Shri K. P. Kuttikrishnan Nair, Shri K. Periaswami Gounder, Shri Dinesh Pratap Singh, Shri Mool Chand Jain, Dr. Y. S. Parmar, Shri N. M. Wadiwa, Shri Radha Raman, Shri Bakshi Abdul Rashid, Shri Shivram Rango Rane, Shri Raj Bahadur, Shri Hirendra Nath Mukerjee, Shri K. T. K. Tangamani, Shri Rajendra Singh, Shri Nath Pal, Shri Ram Sewak Yadav, Shri S. A. Matin, Shri Aurobindo Ghosal, Shri Badakumar Partap Ganga Deb Bamra and the Mover." and 15 members from Rajya Sabha;

that in order to constitute a sitting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

that the Committee shall make a report to this House by the first day of the next Session;

that in other respects the Rules of Procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make; and

that this House recommends to Rajya Sabha that Rajya Sabha do join the said Joint Committee and communicate to this House the names of members to be appointed by Rajya Sabha to the Joint Committee."

Hon. Members who are on this Joint Committee generally do not take part at this stage.

Shri Raghunath Singh (Varanasi): I want a few minutes to thank the hon. Minister.

Mr. Speaker: I shall allow him afterwards.

Shri Muhammed Elias: Mr. Speaker sometime ago, this House passed the Navy Bill and for the first time after independence, we are having our own Navy Act for the Indian Navy. Now, the Transport Ministry has brought

another Bill, the Merchant Shipping Bill, in order to break through the dependence on the United Kingdom for this vital transport. So, we should welcome this Bill and we hope that this Bill will be the opening of a proud merchant shipping of our own.

At one time, till the 19th century, we had our own merchant shipping sailing in the oceans of the world, but due to the exploitation by imperialist powers, we have lost that position. Now, we occupy a very low position in the field of merchant shipping. Our share in the total tonnage of the world is not more than half a per cent. As the hon. Minister has just now said, we pay a large amount of money to the foreign ship-owners for importing many materials into our country. We have to spend about Rs. 70 crores to Rs. 80 crores for the import of materials. Moreover, we have to pay Rs. 50 crores to the foreign companies for importing food. Acquisition of ships means a large amount of foreign exchange drainage. Therefore, we shall have to try our best to remove this position. We shall have to build our own merchant shipping and we hope that by passing this Bill, we shall be able to secure that position.

By passing this Bill we must have our own ship-building yards. In this respect, I want to say one or two words about the Hindustan Ship-building Yard. The scandalous position regarding the making of the s.s. Andaman is known to the House as also the other working of the Hindustan Ship-building Yard. It is true that the French consultant firm has been wasteful and millions of rupees had been drained in the faulty construction work of the Hindustan Ship-building Yard. I hope at the end of the second Five Year Plan, we will start the working of second and third ship-building yards. We hope that at the end of the second Five Year Plan, Gaonkhali near Calcutta should see a new ship-building yard and at the same time a subsidiary port, which will help to ease the situation of congestion at the Calcutta port.

[Shri Muhammed Elias]

In this respect, I want to mention something about the foreign ship-owners like the Mackinnon Mackenzie and Company. It is known to everybody that by running the B.I. and other lines in our country, they have exploited our country. They have made enormous profits by exploiting our seamen, but now they are showing their teeth. They want to wind up their business in our country and they are going to transfer their headquarters from Calcutta to Hong Kong. They have already given notice to about 170 clerks for retrenchment. I think these foreign ship-owners have not been liking the idea that India should take the path of socialism and, therefore, they are going to wind up their business. I think we should warn these foreign magnates that if they behave like this, like in Indonesia, all their assets will be taken up here in our country also.

Sir, the Bill is a very massive one containing over 400 clauses. It is not possible for us just now to make comments on all the points. Therefore, I want to confine myself to those clauses which generally deal with the seamen and their welfare. In Part V, from clause 79 to clause 204, have been provided for the benefit and welfare of the Indian seamen. I think that what is provided in this Bill is better than what exists now, but I think there are still many loopholes in these clauses. So, I want to say something about the living and working conditions of the Indian seamen.

By their hard work and sacrifices, our Indian seamen have proved to the world that India is a great maritime nation, but their working and living conditions are known only to a few persons in our country. They have to work very hard. Their work is hazardous, but they do not get sufficient wages and other amenities to a sufficient extent. Leaving their hearth and home, leaving their near and dear ones, they join this merchant shipping in order to maintain themselves and their families in a decent way; but, the treatment which they get from the

owners of the ships is very terrible. Their wages are very low and the companies are also flouting the recommendation of the I.L.O. Preparatory Committee. In 1956 that committee recommended a minimum wage of £.25, but still the Indian seamen are getting only Rs. 150 as their monthly wages. About 80 per cent. of the seamen do not get a total of even Rs. 150, because 80 per cent. of the seamen do not get full work in a year. They have to remain unemployed for three to four months in a year. Therefore, if we calculate at the rate of Rs. 150 for 12 months, their wages come to only Rs. 80 or Rs. 90. About 200 highly skilled seamen get Rs. 220 as wages and a few persons get Rs. 150.

Sukhanis and Tandils do not get adequate wages. According to the I.L.O. Preparatory Committee's recommendation, British seamen have got an increment of about £.5 and altogether they and other seamen get about £.30 as minimum wage, but our seamen do not get such wages.

As regards other amenities, only two holidays are being given to our seamen. Other Indian workers enjoy about 30 holidays in our country, but our seamen do not get any holidays except two.

With regard to food, the picture we see is a horrible one. The seamen who have to work in hot and cold climates in the high seas have to live on spoonfuls of dals and rice. Even when the ship touches port, they are not being provided with fresh meat and fish. Therefore, the food arrangements remain the same as it was before independence.

In the field of Social Security measures also, their condition is very bad. There is no Social Security at all. When after working 30 or 40 years, they are forced to leave their job, they do not get anything for their old age. There is no Provident Fund scheme, there is no Gratuity and there is no Pension. Even if a seaman meets with any accident, he does not get any com-

pensation. We see that lakhs of rupees are kept in the name of Seamen's Amenities fund or War Memorial fund, but the monies are not being spent for the welfare of seamen in our country

With regard to hours of work, the Seattle Conference of ILO in 1946 very strongly recommended that the working hours of seamen must be 44 and not over that. This is implemented in the case of other seamen of other countries, but it is not implemented in the case of the seamen of our country. Our seamen have to work over 56 hours a week when ships are in the seas, and the Sukhanis and Tandils have to put in up to 84 hours a week. They do not get any overtime allowance for this over-work every week. Here also, the ILO Conference recommended that for over-time work, 1½ per cent allowance must be given per hour. But our seamen are not being given that allowance.

Concerning trainees we should be proud that the youths of our country are joining merchant shipping, but I must say with regret that they do not get proper promotion. I have seen many trainees who are graduates, intermediates, very highly qualified boys who due to the unemployment problem in the country are taking up these jobs, but when they are fit for promotion they are denied proper promotion to the Sukhanis' or to Tandils' jobs. Therefore, it must be borne in mind that Indian youths who are joining now as trainees must be treated properly and must be given proper promotion after the training period. Other allowances and amenities must also be provided.

In this connection, I want to say something concerning our national prestige. We are now a free nation, but the ship-owners treat our seamen as if they are galley slaves in the ship. Many in our country know about the incident in the Italian ship *Mascatia* and in the British ship *City of Castles* where Indian trainees were beaten by the British and other foreign officers in the ship, and the seamen had to go on strike.

There were many movements inside India also. Ultimately, they were forced to appoint an inquiry committee. They have also commented adversely on the inquiry conducted by the Government of India. They have said that the inquiry is not proper at all. In the Council's Report to the General Meeting of the Merchant Navy and Airline Officers' Association in June 1957, they have commented that the Government of India are not properly conducting the inquiry—they are encouraging the seamen to acts of indiscipline. In this way, they even criticise the Government of India which wants to see a betterment in the conditions of Indian seamen.

We are now a free country and our citizens are free citizens. Our seamen are also from a free country and they should not be treated like slaves by foreign officers. In the Bill, I see no provision to ensure that Indian seamen get proper treatment from foreign officers and owners.

According to clause 142, a tribunal may be constituted to settle disputes arising between employers and employees. But it is categorically specified that the Industrial Disputes Act will not apply to seamen. I think this will not be helpful to ease the situation if any dispute arises between seamen and the shipowners. Therefore, my request to the Joint Committee would be to see that the Industrial Disputes Act which is in force in our country must also be made applicable to seamen, and then disputes can be settled properly.

Now, I want to say a word about Unions. It has been stated that a Union may represent their case in a tribunal and if a dispute arises between any Union and the shipowners, it will be sent to the tribunal. But nothing has been said about the recognition of unions. I want to say that the Union must be recognised. Now we are seeing many rival Unions among the seamen of our country. We shall have to do one or two things: either we shall have to recognise the Union which commands the confidence of the

[Shri Muhammed Elias]

majority of seamen, or if it is not so, then all the registered Unions must be recognised by Government. Otherwise, no dispute can be settled amicably. Everywhere, we are seeing rival Unions. We have already written to the Ministry of Transport in this regard. In the shipping offices of Calcutta, everyday in the name of Unions, hooliganism is indulged in. As soon as the seamen register their name and get wages inside the office, they are being attacked by goondas and money is taken away from them in the name of subscription or donation for Union.

13.30 hrs.

[MR. DEPUTY-SPEAKER in the chair]

Therefore, my suggestion is that all registered Unions must be recognised or it must be decided by ballot that which Union will be recognised by Government. I find that in the Indian maritime Board and in the Labour Board of Indian Seamen, there is no representation given to members. The seamen are largely members of the Indian Seamen's Federation; but there is no representatives in the Maritime Board or the Labour Board. The majority of Indian seamen, about 80 per cent. of them are members of the Indian Seamen's Federation; but, that Union has not been given any opportunity to send its representative to the Indian Maritime Board or in the Labour Board. Provision must be made in this Bill with regard to the recognition of unions of seamen.

There are elaborate clauses with regard to the National Welfare Board for seafarers. I welcome those clauses. But, still, I want to say that the representatives of seamen must be taken on the Welfare Board also.

I do not want to mention many things. The Bill is a massive one with an enormous number of clauses which require careful thought. I hope this Bill will be the opening of a new era for the building of our shipping indus-

try in this country. Let the Bill be also a guarantee to the Indian seamen of their living and working conditions for they play a very important part in our shipping industry.

BUSINESS OF THE HOUSE

Mr. Deputy-Speaker: I may announce to the House that there were certain adjournment motions about the ammunition packages that were being unloaded at Pathankot, that there were certain explosions and there have been deaths as well. The Defence Minister will make a statement in that connection at 5 o'clock.

MERCHANT SHIPPING BILL—contd.

Shri Raghunath Singh: Shastriji was able to give a shape to Indian shipping and now he is giving shape to Merchant shipping.....

Shri Mohiuddin (Secunderabad): Is a Member of the Joint Committee allowed to speak?

Mr. Deputy-Speaker: I have permitted him.

Shri Raghunath Singh: I asked for permission.

I call this a historical day because nearly 2,400 years ago, Chanakya, realising the importance of shipping activity, framed some basic principles of law which will remain a guide to all framers of shipping law of the future. On this day, no one will forget to acknowledge the patriotic efforts of Walchand Hirachand, the father of Indian shipping. I also thank another gentleman, Shri S. N. Haji, a member of this House and Round Table Conference, who fought on the very floor of this House and saved Indian shipping when Lord Inchcape wanted to strangle the infant Indian shipping. In the true sense, he was the pioneer of coastal shipping in India.

The historic speech of the Father of the Nation, Mahatma Gandhi, at the Round Table Conference is still echoing, when he charged Englishmen and said: 'Indian shipping should die so that English shipping might survive.'

Now, Indian shipping is being tied up with a golden chain and marching very gloriously on the blue billows under the guidance of a true disciple of the Father of the Nation, Shri Shastriji and his colleague. He has not only given a shape to Indian shipping; but, he is creating a formidable second line of defence for India. The Bill is proof that India will not lag behind in the shipping world. The days are not far off when the tricolour freely unfurling on the masts will be found kissing the shore where the blue water is visible with the message that transportation is civilisation. This civilisation must grow, not following the policy of discrimination of flag but with the free policy of enterprise, free-trade, freedom of bunkering, harbouring and sailing on the high seas.

Sir, I welcome this Bill. It gives facility to the registration of foreign ships and gives also facility for the crew and seamen.

I want to say a few words as far as the Joint Committee is concerned. There are two shipping conferences that are being convened at present in the world. One is for the codification of the international law of shipping and the second is being held at Geneva in which people of 18 nations are assembling—in which India is also taking part—to codify international law as far as land-locked States are concerned. My suggestion is that our Joint Committee should take full advantage of the codification of the shipping laws of the International Conferences and frame our law in such a way that it would give impetus to our Indian shipping so that our Indian shipping finds an honourable place in the shipping world.

Shri Goray (Poona): If this Bill, which follows closely on the heels of the Navy Act which we passed during

the last session, is an indication of the coming of age of our Merchant Navy, the rows and rows of empty benches in this House is an indication of our utter indifference to one of the most vital forms of transport. Of course, I join the House in congratulating the Minister.

Mr. Deputy-Speaker: It was complained that there was no good food on the seas; that is why, probably, people have gone for lunch.

Shri Goray: I join the House in congratulating the Minister who presented this Bill to the House. We have been fighting for this sort of consummation for the last 25 years at least or more. I remember—then I was in college—in the Legislative Assembly of those days, people like Mr. Haji used to fight the foreign government and were asking for reservation of coastal shipping to our own ships.

We have progressed very quickly after the attainment of independence. But, this progress will have to be accelerated further; and, we shall have to see that after the passage of this Bill, we expedite measures to build our Merchant Navy very quickly and efficiently. We have a very long coastline extending over nearly 2,500 miles and nearly 99 per cent of our foreign trade depends on water transport.

If I referred to some of the landmarks in the development of our Merchant shipping, I think, it will not be out of place. A place of honour must be given to people like Morarji and to Walchand Hirachand.....

Shri Surendranath Dwivedy: Not Morarji Desai.

Shri Goray: No. I had in mind the late Shri Narottam Morarji and the Scindia Steam Navigation Company, which was formed with a capital of Rs. 4½ crores in 1919 by Walchand Hirachand. Another landmark in the history of our Merchant Navy is the training of officer cadets on the ship, 'Dufferin'. That was in the year 1927. Since that time, we have been steadily making progress and it is but natural that we should, after Independence, try

[Shri Goray]

to give a fillip to the building of our merchant navy.

I think it will not be out of place if I emphasise that this particular line of transport is so important and so vital that we should really have a separate Ministry for shipping, for the development of this particular branch. Our Minister of Transport and Communications is burdened with so much work and development of shipping is only one of them. I do not think that with all the goodwill and efficiency he has, it will be possible for him to give single-minded attention to the development of this transport.

So far as this Bill is concerned, it is a very comprehensive piece of legislation consisting of nearly 16 parts but in many respects, it is only a replica of a similar Bill of U.K. I do not know why so much time had to be taken to frame a Bill of this nature

When I compare this Bill with the Bill of U.K., I find that almost chapters have been bodily taken over from that Bill and incorporated into ours. This was the process by which we formulated this Bill. I do not blame any one because after all we are coming late on the scene and when we frame our own policy, a good deal of stuff will have to be borrowed from those who have been and are pioneers. But what I feel is that we ought to have been more expeditious in framing a Bill of this kind.

When I compare this Bill with the U.K. Act, I find also that while they have been very clear about the objectives that they had in their minds, we are vague. About the U.K. Act of 1894 it has been said that—

"The chief aim which the legislature has set out to achieve by passing the Merchant Shipping Acts may be said to be the establishment of a system of national identification. In insisting upon the achievement of this aim must depend the achievement of subsidiary aims like the safety of the mariners, etc."

With this clear objective in view, we find that the U.K. Act has introduced sections where this objective has been defined in no uncertain terms. For instances, sections 1, 9 and 25 of the Merchant Shipping Act, 1894, had been drafted with this sole purpose. They have said:

"A ship shall not be deemed to be a British ship unless owned wholly by persons of the following description....."

They go on enumerating who the persons should be.

Compare this to the provision in our Bill on page 10.

"A ship shall not be deemed to be an Indian ship unless thirty-three or more shares in the ship are owned by citizens of India; or (b) the ship is owned by a company."

This provision is rather vague and may give rise to many a lacuna. It will perhaps frustrate the objective that we have in mind. I may point out how sometimes the inadequate provisions that we make in our legislation lead to the frustration of our objectives. I am told that we have an airline company called INDOMER. There also we had insisted that the company must have some shareholders who are citizens of India. There are of course some Indian shareholders and directors on the board of that company but they are powerless. I was told that very recently, the company was able to take some aeroplanes outside India and sell them to other not very friendly countries and we had cancel the licence given to Indomer. This should make us more cautious.

I have pointed out this because I want to see that we develop our merchant shipping on our own. It is not only enough to reserve our coastline for our own ships but to see that our indigenous companies prosper and under the cover of such provisions

alien interests do not get shelter and do not set an opportunity to frustrate the objective with which we are launching this particular Bill.

The hon. Minister, while presenting the Bill to the House waxed eloquent and he pointed out that within the next three or four years we shall be reaching the target of about a million tons. I very much doubt whether it is a plausible suggestion. Very recently the Chairman of the Scindia Steam Navigation Company while addressing their general meeting pointed out that it was a stupendous task and the progress that had been made so far did not really warrant any hope that within the next two or three years, we should reach the target of ten lakhs of tons. In our Second Plan we have said that we shall be satisfied if we reach the target of nine lakh tons. If we look at our achievement in the First Plan, we will find that while we had fixed a target of six lakh tons, the actual target that we reached was not more than five lakh tons. This lag is there. If it is said now that we are going to reach a target of ten lakhs of tons by the end of the Second Plan period, it means that we shall make up for the loss and over and above that we shall add a lakh of tons to the original target fixed for the Second Plan. I think it is rather a tall order and I am inclined to agree with the Chairman of the Scindia Steam Navigation Company when he observed that it would be difficult and that we had still to make a leeway of nearly 2.50 lakhs of tons. That will have to be done within the next three years. I really do not feel assured when the hon. Minister stated that we should be able not only to reach the target but perhaps to over-reach it.

Shri Lal Bahadur Shastri: That is my ambition. The target is nine lakh tons no doubt but our ambition is that we should exceed that target. The main hurdle, as I said, is the difficulty of the foreign exchange. There is no other special difficulty at the present moment. The circumstances are rather very favourable for the pur-

chase of new or second-hand ships. I, therefore, do not feel, as the hon. Member feels, that it would almost be impossible to reach that target.

Shri Goray: Sir, I would be very glad, indeed, if I get another opportunity of congratulating the hon. Minister, and I shall not hesitate to do so if we reach not the one million target but even if we fulfil the target that we have set up for the Second Five Year Plan. But, what I am saying is that we shall have to devote a good deal of money, and a good deal of energy and attention to this particular branch of transport, which we are not doing at present.

Coming to the provisions of the Bill itself, I would like to say that a whole chapter has been devoted to the amenities that are to be given to seamen. So far as these provisions in the Bill are concerned, they are very good, and if they are really observed in practice I suppose the life of seamen, which was just now described by my friend, will be improved. But, what I feel is that these provisions must be carried out, and some machinery will have to be evolved to see that they are not infringed.

Clause 89 of this Bill deals for instance with qualifications for, and medical examination of, seamen. The practice is that when seamen are examined a good deal of time is wasted in that examination. Seamen are made to come and very often the doctor is not able to attend to all those who come, and in this process a good deal of time is lost.

Similarly, there is a provision in clause 97 which deals with certificate as to the agreement with crews of foreign-going Indian ships or home-trade Indian ships of two hundred tons gross or more. Here also you will find that before the ship goes out to the sea the seamen have to wait for a long time, for over days, in the harbour, and there they are given some daily allowance and some sort of accommodation. This allowance is a very paltry allowance and the accommodation that is given to them is of the

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poorest. I would certainly appeal to the hon. Minister to see to it that these seamen, who usually come from a very poor section of our people, are looked after in a better manner before they go out to sea and the period that they have to wait in ports like Bombay, Calcutta or Madras is as short as possible because, as you know, the cost of living in ports like Calcutta, Bombay or Madras is very high. The accommodation given to them should also be improved. Just now what they get is a hovel type of accommodation and this does not add to the morale of the sea-going people.

The next point that I would like to touch upon is, that very stringent provisions have been made here regarding the certificates that are to be issued for the ship which is going out. These provisions are very good. But, I myself have travelled on some of these ships and I have found that, either the man who is in charge of giving such certificates does not really pay any attention to the safety devices on the ships or to the amenities on the ships, or he does look into them but, somehow, he is induced to give a certificate. There must be some very heavy penalties attached if certificates are given without due attention being paid to the safety measures and to the amenities. Sir, we know that in the accidents which have happened on the western coast invariably it has been found that the safety measures were not properly attended to, or the signals were not properly attended to. All these things are not only peculiar so far as shipping is concerned, but we find the same thing happening on the railways, and many a time in this House the hon. Minister in charge of the Railways has come forward and said that these accidents were due to human failures.

What are these human failures? I think, these human failures are nothing but negligence on the part of officers. To check this negligence you will have to find out certain penalties. They must be afraid to neglect their

duties. I would like to find out what sort of penalties have been recommended in this Bill. These officers must be put on their guard, and they must feel that if they overlooked their duties they would be very severely dealt with.

If we wanted to develop our shipping, we shall have to see that the passengers and the cargo are very well looked after, and our ships are the safest and the best-equipped ships. Unless you create that sort of confidence you will not be able to create that enthusiasm for our shipping lines which alone is a sure guarantee of our success. People have, of course, a national feeling, but beyond a particular point that national feeling cannot be relied upon. So, I would request the hon. Minister to see that these safety measures are properly attended to.

Then, there is a clause about apprentices. It has been laid down that nobody who is below the age of 15 should be accepted as an apprentice. I would like to say that for an apprentice the age limit might be lowered to 14 because, after all, he is not going out as a fullfledged seaman, but he is only trying to learn the trade. If you go to Bombay or other ports you will find that boys who are less than 14 manage their country craft very well. If you lower this age limit to 14, I suppose, you will be able to recruit a bigger number of seamen who, eventually, will turn out to be worthy, fullfledged seamen.

There is a limit on the number of passengers that a ship should carry, a lower limit. I would like to say that there should be an upper limit also, because cases have occurred where because of overcrowding on the country craft they begin to list, and it should be possible to define an upper limit beyond which passengers should not be carried; that will avoid overcrowding and also make the life on board the ship more easy.

I now come to the recognition of unions. This has become a headache not only in this line but also on the

railways and in so many other industries. I think the right policy for the Government will be to have an impartial committee or an impartial machinery which will go on the spot and ascertain to which union the seamen or the railwaymen, or any other class of labourers or workers for that matter, owe loyalty. Just to go by the flag or the particular party label will not be a correct policy so far as the trade unions are concerned.

In the shipping line also we know that there are rival unions and, as seamen are always prone to be a little rough, rival unions come to clashes and ugly scenes are created. I think, this sort of rowdiness is, perhaps, common to all seamen throughout the world. In America the long-snore men are famous for this sort of thing. I would like to say, if you want to avoid these clashes, this rowdiness, these bickerings and fights between seamen, you should not try to patronise a particular union and try to victimise a union which is not to your liking

14 hrs.

Let us appoint some sort of a committee or a commission and let us have an impartial ballot if possible and the union which gets the majority of votes should be recognised as the representative union

I do not want to take more time of the House. I wish that this measure is speedily enacted and the merchant navy in India grows rapidly and takes the pride of place that it deserves to take.

Shri Heda (Nizamabad): I welcome this Bill. It has not come anyway early. Rather, it was long overdue, and it is good effort that we are consolidating all the relevant provisions into one Bill, and that is why its size has been, as pointed out by a previous speaker, quite a massive one. But the size should not frighten us. If we go through the provisions clause by clause, it would become clear that the theme, as we find in the Bill, is quite understandable. The Bill is divided into various chapters, each

chapter dealing with particular points, and the various clauses make the whole point very clear.

The most salient point of the Bill has been in relation to the provisions of the sailing vessel trade. For the first time, we are trying to have some control over it. So far there was no control, and it was a great lacuna, and we had to rely upon the foreign Act, in spite of our Independence which is more than a decade old, for these relevant matters. After the passage of this Bill, that lacuna would not be there, and I think we would be having quite adequate powers to deal with the various aspects of the shipping industry and trade.

So far as the target is concerned, it was very heartening to hear from the Minister that his ambition is to put the target not at 9 lakhs but rather at ten lakhs of tonnage. My friend Shri Goray felt that this is a little over-ambitious target. But I think it is not so. The question is one of finding all the money. If the money is found out, the purchase of the first hand or second hand ships, to begin with, could not become so difficult and the target would not be so difficult to achieve.

The point is from where we shall get this huge sum. The hon. Minister has referred to it and we have also read in the papers that we are getting a sizable loan from Japan in yen which is their currency. I think this loan is the balance amount left out of the Asian Development Fund of the United States. This loan would be serving really the purpose of Asian development. It will develop India on the one hand and Japan on the other. Japan is in dire necessity of iron ore and it is only India which could supply any amount of iron ore to Japan. Without iron ore, Japanese steel industry would be starving, and it will be difficult for the United States to supply the iron ore from such a long distance. Therefore, it is but fit, looking at the various circumstances, that an agreement is reached between Japan and India, and this loan has been the result.

[Shri Heda]

The export of iron ore itself is responsible to a great extent in this way, and in other ways also, to the development of our shipping trade and industry. Even from this point of view, when we look at the past things, I feel that we have not done what we should have been able to do. Recently, I had undertaken a tour to some ports in Andhra Pradesh, the State from which I come. Other Members had also joined it, and we had been to Masulipatam, Kakinada and Visakhapatnam. When we were in Kakinada, we found that the previous day of our arrival, there, the Kakinada port had broken the record in loading. About 4,000 tons of iron ore were loaded in the steamer *Jug Lazmi*. Masulipatam also had done very well so far as the export of iron ore is concerned. The same is the case with Visakhapatnam port.

The point is, while on the one hand we state that our major ports—Bombay, Calcutta and Madras—are congested, I think these medium-sized and minor ports have been kept rather starving. A little improvement here and there would increase their capacity very much, but the measures, either have not been taken properly or, even when they are taken, they are taken with a little lethargy. I hope that the position will not remain so for long. The avenue that has been opened to us in the shape of this export of iron ore and manganese ore will be such that we will be able to develop our ports very well.

Almost the same is the story of Visakhapatnam port. That port could also have been doubled, but somehow or other, the development of Visakhapatnam port is also not so satisfactory. Apart from this, when the hon. Minister was giving us the statement in his speech, about the purchase of the first-hand or second-hand ships, the Speaker who was then in the Chair, just interrupted him and asked him why we spend all this money in the shape of foreign exchange in purchasing them and why

we are not building the ships ourselves. The Minister said that we have got one shipyard and that we are thinking of a second shipyard.

In today's Question Hour, Shri Raj Bahadur, the Minister of State in the Ministry of Transport and Communications, told us that so far the site for the second shipyard has not been selected, in spite of the fact that a team has visited, I think more than a month before, all the possible sites. He said that a report would be coming by the end of March. If this is the pace with which we are going to select the site of the second shipyard and build the ship-building industry, I think it will take a longer time. There is a feeling in me and in many others that the foreign interests who have their own investments in India and who have their own industry or trade and so many other things, are not so keen to develop our country as we ourselves are. Therefore, if we entirely depend upon them for guidance and advice which, at times is quite essential, the result would be that much time would be lost and progress would be more slow and rather unnecessarily slow.

I do not mean to say that it will be always or exactly so, but that is the point so far as the selection of the second shipyard is concerned. Whatever the reasons may be, it gives enough scope for an apprehension of this sort in the minds of the people in our country.

Shri Lal Bahadur Shastri: May I say a word? I would merely like to say that it would be rather unfair to level that criticism against the delegation or the commission which came here from U.K. It is not always very easy to fix up the site, because it involves many technical matters to be gone into and very carefully studied. The hon. Member is aware of the fact that even fixing up a site for bridges takes a pretty long time. So many things have to be studied before a decision could be taken. When the U.K. Mission visited various places,

they came and met me, and they said they would be able to submit their report by the end of March which, I hope, they will do. So, they are not taking a long time, and the hon. Member should have no suspicion on that account.

Shri Heda: That was not exactly my point. What I meant was that there was scope for apprehension. I am glad the hon. Minister has made the position very clear, and I am quite hopeful that the site would be selected very soon.

One point more I would like to mention in this connection. Our present steamers earn some foreign exchange. They want that the foreign exchange they earn reserved and a separate pool made out of it, so that that foreign exchange may be made available to them—of course, they would pay the equivalent amount in rupees—which they can utilize in purchasing new steamers of second-hand steamers, thus adding to their tonnage. That is the point that they have made.

I do not know why the Finance Ministry were not agreeable to this proposal. The result is that our merchant navy is not being expanded, as it should have been. The hon. Minister himself stated today that we spent to the tune of Rs. 150 crores to Rs. 160 crores in the shape of foreign exchange on freight itself every year. If we look at this amount, that small request of the Steamship Owners' Association is such that not only should it be accepted but something more should be done. I am glad that while Shastriji is in charge of this portfolio, he is quite serious—the trade and industry have also felt it—and the trade is very grateful to him that he is putting the weight of his personality into the matter and trying to develop it.

The small points which we find here and there should not remain undecided, and quick and satisfactory decision should be taken in this regard. I am quite sure that this Bill

will be a landmark in the development of our industry and trade. So far as navigation is concerned, it will be a good landmark in the country's progress.

With these few words, I support the Bill.

Shri Mohiuddin: I am very glad that the Bill has now been introduced in this House to regulate the Indian shipping by Indian law. As the hon. Minister has himself stated, for the last ten years our shipping has been regulated by the British Act. Now that after a long time we are going to pass a law of our own for regulation of our own shipping, I hope that the progress that we desire for our own shipping will be made as quickly as possible.

The speaker that preceded me had already referred to the progress that we are making in construction of ships in India. The hon. Minister has stated in his introductory remarks that he has been able to create a Shipping Development Fund so that those who borrow money may repay it in instalments to the same fund. It will be a sort of revolving fund for the purchase of new ships. This is a step in the right direction, and I hope that the tonnage under Indian flags will increase very rapidly.

But the progress that we have made in constructing our own ships has been rather slow; not as rapid as we expected. The fundamental principle in planning and for a rapid progress of a country is that we should lay the foundation for those key industries which open up avenues for new industries in the future. Apart from supply of food, and raw materials in our own country for our own industries, there are certain important fundamental industries, key industries, like steel, shipping, machine tools, heavy machines, electrical machines and so on.

The Second Plan has shown a marked awareness for the development of industries, which are the foundation for future progress. The

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machine tool industry has been established, even though at the present moment our local manufacture of machine tools are only 13 per cent of what we import. The steel industry is also being established, and I hope that the sheets required for manufacture of ships will be soon available. A shipyard was established 5-6 years ago. But the expectation that it will develop into a first class shipyard and supply ships at a pace that will be desirable and necessary has not proved successful. We hope that hon. Minister will look into this aspect of the problem of supplying ships for our marine trade.

The second and important factor is the manufacture of marine engines. That is also one fundamental point on which our future progress will depend. There have been talks about establishing a marine engine factory. I know there are difficulties, because our own demand for the time being of marine engines is very small. But, still, that is another important industry which, we hope, the hon. Minister will pay attention in establishing, so that the future of shipping industry in India is ensured. With these few general remarks, I wish to say a few words regarding the Bill itself.

Two hon. Members on the opposite side have spoken about seamen and the amenities for seamen. I wish to draw the attention of the hon. Minister to the amenities to the passengers, especially the unberthed passengers or the deck passengers, about whose amenities the hon. Minister himself referred in his introductory speech.

The Bill provides for a welfare cess which will be devoted to the provision of amenities to unberthed passengers on the ships as well as at the ports. About five or six years ago, the Government had appointed a committee called the Deck Passengers Amenities Committee, and some rules have also been framed on the recommendations of that Committee. The amenities

that were recommended by the Deck Passengers Amenities Committee require revision now.

The condition of deck passengers or unberthed passengers is certainly horrifying. When the number of passengers increases and when there is rush in particular seasons for tickets, the conditions become still worse because the amenities or the space regulations are sometimes relaxed. This happens specially in the pilgrimage season. As a matter of fact, the rules that were framed on the recommendations of the Deck Passengers Amenities Committee do not fully apply to pilgrims. For example, in regard to Haj pilgrims, the minimum of space and the minimum of other amenities for the pilgrim ships are much less than for ordinary deck passengers that travel from Bombay or other ports to East African ports or to Persian ports.

Now, I quite understand that the increase of amenities depends on increase in the number of ships. But there is another aspect of the problem, and that is that the ship-owners, the shipping companies, by utilising the same space for a larger and a much larger number of passengers earn much higher profits. And they do not provide the amenities that they should provide after earning those profits. I have seen myself at the Bombay docks the great rush of passengers to occupy the limited space on the decks—the way in which the passengers are herded together and also the condition in which they travel.

For example, there are rules that a certain number of latrines should be provided for a certain number of passengers. While the minimum qualification or requirement is relaxed, the number of latrines and bath rooms remains the same as it was before, and this contributes to great inconvenience and difficulties for the passengers. I hope that the provision that is now being made in the Bill for cess for provision of amenities to deck passengers or unberthed passengers will be fully used and pressure will be

brought on the owners of ships that they themselves should increase the amenities for passengers, especially during the pilgrim seasons. It is necessary that the upper limit for space requirement, which already exists, should not be so easily relaxed, as is usually done, especially during the pilgrim seasons.

It has also been suggested that the age limit for apprentices should be reduced from fifteen to fourteen. I entirely agree with that suggestion and I hope that the Select Committee will take that point into consideration.

I wish to end my remarks with congratulations to the hon. Minister who has shown his determination to increase our shipping tonnage by at least one lakh more than the target figure laid down in the Second Five Year Plan.

Shri D. C. Sharma (Gurdaspur): Sir, I congratulate the hon. Minister on bringing forward this very comprehensive Bill. You remember, Sir, the other day, while speaking on a Bill, I made an humble submission that the Bills that are placed before this House should be comprehensive in scope and in content; and I was taken to task by the hon. Minister for making that suggestion. He said that I had a passion for asking for comprehensive Bills. I do not know if I have a passion for asking for Bills of that kind. But I must say that the Bill which has been brought forward by this Ministry is something which satisfies my description of a comprehensive Bill. I believe that Members of this House feel rewarded and happy when they find that almost every aspect of this question has been discussed in this Bill and that approval is sought for all those facets of the problem which concern this question.

To tell the plain truth, I do not feel very happy when I look at the map of India from the point of view of merchant shipping or even from the point of view of our Navy. At best, we are in the elementary school stage. I could have said that we are in the kindergarten stage. But that would

be too harsh. We are just making a beginning and a very auspicious beginning. I would welcome that day when our merchant shipping attains to that state of efficiency and prestige which some of our neighbouring countries enjoy, for instance, Japan or which some small countries in Europe enjoy, for instance, Italy. I think that that is the target that we have to aim at and that is what we have got to do. I am sure that this is our first exercise in that direction.

Many points have been made by the speakers who have preceded me. I would say, when I looked at the Statement of Objects and Reasons, I found that our history begins in the year 1838. Our history is not indigenous. Our history has been mixed with the history of the U.K. of which we were some part. I do not want to use the word that we were subjects of the U. K. It began in 1838. Today, we are in 1958. One hundred and twenty years have passed by. Today, we are in a position to bring forward a Bill which envisages a Merchant Shipping Commission, under our own auspices, with rules which will govern it, rules of our own making and all the paraphernalia which goes with it, which was formerly not of our making, but of the making of a foreign power. One hundred and twenty years is not a big period of time in the history of any nation or in the history of any country. If we have woken up in 1958, I think we are to be happy about it. I wish this thing had been taken in hand immediately after our Independence. But, it has taken us some time to bring forward a legislation on this point. Better late than never. I think it is good that we have done so this time.

We need for this purpose and for other purposes some kind of a uniform codification of laws, of procedure, of rules and of regulations. When I look at that question, I find we have been having a tangled mass of rules and regulations, a jumble of rules taken from here, from there, from everywhere, an intricate combination of things. We have been tinkering with

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the problem in the light of what has happened in some other countries and in the light of what has happened in our country. If I may be permitted to say so, we have been living in a kind of jungle so far as this department of our national activity is concerned. But I am glad that some kind of order is being introduced into it today, and some kind of uniformity is being brought about in this. It is something for which we have to be grateful to this Ministry.

I also find that the Ministry has not been very extravagant in its demand so far as the Financial memorandum is concerned. I hope the hon. Minister will not come to us again after six months and ask for more officers. I hope we will not have a supplementary demand on this account. That is what happened some time ago. On looking into the Financial memorandum, I find that the Minister has not been very excessive in asking for officers, for departments and all that kind of thing. Every day, we find we are in a mood to ask for many officers and that kind of thing. Of course, departments are required. At the same time, I have a feeling that we are having too many of these things. I find here the hon. Minister has not made demands on the financial resources of this country to an extent which would have made us sit up and pause and consider. I think he has kept the demand at the necessary level and I think, from that point of view also, this Bill deserves a good response on the floor of the House.

Of course, I long for the day when this merchant shipping in our country will be a line of defence for our country. When that will happen, I cannot say. You will find in every progressive country, the defence needs of the country are related with the merchant shipping of that country. Whenever there is any emergency,—I do not want to use the word war; it is a terrible word—you will find an integration between these two wings of the Navy, a happy integration. I do not

know when that will happen. Perhaps you will have to wait very long. I would ask the hon. Minister to look at this problem from that angle also so that our merchant shipping does not only subserve the purposes of trade, and carrying of passengers—they are very good objectives—but also in time of pinch, in time of difficulty, it could be helpful in that way also.

Some of my hon. friends have spoken about passenger amenities. I do not want to go into the details of that question. Of course, I agree with them that the deck passengers must have a fairer deal than before. I would go so far as to say these passengers should have all facilities. So far as the deck passengers are concerned, they are comparable to our third class passengers on the Railways. As we want happier conditions for them, so we want happier conditions for the deck passengers. I hope that some day our Minister and our Minister of State will travel incognito on these ships as deck passengers and find out for themselves where the shoe pinches. Of course, they might be knowing it already, but I think they will have a first-hand experience of the trials and tribulations of these deck passengers.

(Interruption). Yes, what is it?

Mr. Deputy-Speaker: The hon. Member should not invite and ask for interruptions.

Shri D. C. Sharma: I agree with you, Sir.

So, I say that these gentlemen should some time travel incognito. If they are recognised, so much the better for them, but if they are not recognised, so much the better for the deck passengers. So, we gain both ways.

There is a lot of profiteering going on in this country by the travel agents. Of course, something is going to be done with regard to them, but I feel that the rules and regulations which govern the grant of licences to the travel agents and enable them to book passengers should be tightened in such a way that the uneducated passenger,

the illiterate passenger, the passenger who comes from a village in India and wants to go to some other country, is not taken undue advantage of in any way. At present, we hear so many complaints in this connection. They do a lot of profiteering in this respect. The regulations concerning these persons should be so stringent that they are not able to trade upon the ignorance or credulity of these passengers

Moreover, there are also, as you know, sometimes unsavoury things told about these passports and other things. I know all these things will be looked into, but there is one thing in which I am interested more than anything else, and it is this, that the ship-owners should also be brought under very rigid control. I know there is going to be some kind of supervision now, but I think they need a more vigilant, more strict and a more persistent control than is possible now. It is because the passengers do not have a fair deal from them, but more than that I would say that the Ministry should try to popularise this kind of travel

When I go to the railway waiting rooms, I find that they are doing something to popularise travel by the railways. When I go to the office of an air service, I find that they are trying to popularise this kind of travel, but I find that travelling by sea is becoming more or less an old-fashioned thing now. Very few persons think of travelling by sea.

Only the other day, I received a guest who has come from East Africa. He travelled by sea from East Africa to India. He is an Indian citizen. He was giving me very doleful details about the travel, and he said to me: "Well, on my way back to East Africa, I am not going to do my journey by ship. It is tiring, it is not comfortable, it is not warranted by the amount of money that we spend on it. I am going to fly to East Africa."

Now I say that the gap, in terms of money, between air journey and sea journey should be such that travelling by sea becomes attractive. Of course, it will require also amenities, it does not require only an attractive fare. I think for that purpose the Ministry should take active steps.

So many things are being done in this country to popularise travel by air. There are test flights, and some of our M. Ps. also go on those test flights. Of course, I have not gone, and I do not want to go in those test flights. In the same way, travelling by sea should be made popular in this country

Shri V. P. Nayar (Quilon): Why not a free ticket for us?

Shri D. C. Sharma: You will have a free ticket in Kerala, but I cannot have a free ticket in Delhi, because in Kerala, you have so many boats I am not referring to anything else

We are told that India has had naval traditions for centuries and I think Kerala and Andhra were the States where these traditions were very strong, perhaps in Kerala more than in Andhra. When I read the history of India, I find our merchants going to all the corners of the world and trading there. We hear, and also see in books, so many things about the glories of India in the naval field in those days, but now we have no traditions of that kind. I believe the country has got to be re-educated in that direction, it has got to be retold all these things. I believe from that point of view also this Bill is good, but something should be done so that the education of the country in this respect is carried out in an adequate manner.

I want to say one word about apprentices. Of course, a suggestion has been made that the age-limit should be lowered. I do not know if there would be any advantage in

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lowering the age-limit. The life of an apprentice is very hard, and I believe that 15 years is not a very bad limit for becoming an apprentice. I feel that that is the right age for a person to become an apprentice, but I would say that the training of the apprentices is not being done as scientifically and as adequately as it should be done. In fact, the life of apprentices in our country is a sorry life. They do not fit properly into the scheme of things. They are not given that kind of education which is given in some other countries. So, in this respect we should learn from other countries.

I believe the country from which we can learn is Japan. I have some idea of Japanese ships, the way in which they take up apprentices and train them. I feel that somebody should have a blueprint of the training which is imparted to the apprentices in Japan. And I feel that with suitable modifications, those conditions should be brought about in our country also.

I would, therefore, say that this is a very intricate question. My hon. friends have been talking about ports, machines, and all that kind of thing. Of course, all these things are necessary, but more than all that, by means of this Bill, we have an opportunity to make our people sea-minded. Our Air Force has done its best to make our people air-minded, and we have become air-minded in a much shorter time than so many other countries. I would say that even if the Ministry needs an additional officer for making our people sea-minded, the House would not grudge the appointment of that officer. That is because the air, the land and the sea are our three great national assets. While we have been developing to some extent so far as air is concerned, and we have also been developing land, we have not done anything of that kind so far as sea is concerned. We must do something in this direction also.

Another thing that I should say is that the Ministry which is responsible for this should bring about some kind of liaison between itself and the Education Ministry and see to it that our students also get some kind of orientation towards the sea. Without this kind of orientation, all these Bills would not be so conducive to the greatness of the country as they should, and they would not revive the ancient naval glories of this country to the extent that they should.

With these words, I welcome this Bill.

Shri V. P. Nayar: I am sorry that I was not able to listen to the speech of the Minister, since the discussion started almost half an hour earlier than we thought it would.

I must at the outset say that we welcome this Bill not because of its 447 clauses, not because it has after all come, but because it shows that Government have at last realised the necessity at least to codify, amend and consolidate the various provisions on this subject.

I was trying to go through some of the old debates. I find that in 1922 when one of these Bills was under consideration, a Bill in which the words 'native seaman' were used, some hon. Member of the Central Legislative Assembly then raised an objection, and it was promised by Mr. McInnes who was the then Member concerned, that the words would be deleted from our legislation. I am glad that after nearly thirty-six years, Government have at last chosen to remove these words which had an odium for us.

I heard Shri Raghunath Singh pay a compliment or tribute to the late Mr. Walchand Hirachand. I wonder whether he or most of the Members here recognise the signal services rendered for the cause of Indian shipping by that great South Indian patriot, Mr. Chidambaram Pillai. Probably most of the people from this

side may not have known him. But we cannot forget that patriot who even chose to go to jail; he did not do business like the other people who have been honoured as pioneers of industry. Shri D. C. Sharma also said something about our traditions. Especially, he referred to Kerala. We are proud that we have one of the most ancient maritime traditions in India. But all that does not lead us anywhere now.

When we consider a Bill of the kind which we have before us today, it is not only desirable but also extremely necessary that we should take stock of the entire situation in regard to Indian shipping. It is well that the Planning Commission has laid down a target of 9 lakh tons. Shri Goray expressed a doubt whether this target would be achieved. Considering the way in which the private sector has been dilly-dallying with the shipping industry, I have also my own very grave misgivings. I would like the Minister to take a very serious note of this that unless he goes all out, it may not be possible, just as even in the First Five Year Plan, we did not stand up to the expectations. The private industry had a glorious opportunity at the end of the last war; shipping was completely left to them, that is, to their whims and fancies. At a time when ships were available for purchase, they did not choose to take advantage of the situation. Now, again, the Minister says that we are in a good time, ships are available, and maybe we may have some difficulties in regard to finance, but generally speaking, the situation today seems to be advantageous for the acquisition of more tonnage. But if we are not to repeat the very costly mistakes which we have committed, and which we have allowed the private industry to commit to the very serious detriment of our country as a whole, then, I am afraid the Minister will have to take a sterner action.

The shipping companies come forward always with a number of pleas. They want concessions in income-tax,

they want concessions for several other things. I remember when the Minister himself went to Bombay to preside over a shipping conference, he congratulated Mr. Master for his able advocacy of the shipping companies' case, which resulted in exempting shipping companies from the incidence of wealth tax. These companies say that it is very difficult for them to go ahead with the Plan. I was looking through their official organ, if I may say so, namely the journal called *Indian Shipping*. I thought before I went through these magazines that after all, the companies were not earning very heavy profits. I was, however, really astonished to find that while the impression had been created that shipping companies had obvious difficulties, and almost insurmountable difficulties, the record of the last year shows a picture contrary to what is generally believed.

For example, from the February issue of *Indian Shipping*, the most recent issue, I find that the Great Easterns, one of the major companies, has made a profit as follows:

"The net profit has also recorded a rise for 1956-57 from Rs. 24.95 lakhs in the previous year to Rs. 67.2 lakhs in the last year."

15 hrs.

Another company, India Steamship, had only Rs. 30 lakhs profit for the year before last, but last year its profit went up to Rs. 107 lakhs. Most of these companies are like that but the Eastern Shipping Corporation, in which Government have a share and which was taken over, as far as I know, as a going concern from the Walchand Hirachand group, has only a small profit of 10 per cent. or so. In the annual meetings they say that the year under review had particular difficulties, that owing to the Suez crisis they had to take a longer route and they had also to surmount several other unforeseen difficulties. With all that some of the companies, whose

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profits are indicated in these reports, contrary to what was normally expected or given to understand, have not at all fared badly. For example if you take one company, the India Steamship Company, I found from some other book, *The Investor's Encyclopaedia*—I do not remember which—it had only a subscribed capital of Rs 250 lakhs, i.e., about Rs. 2½ crores and on an investment of Rs. 2 crores I should think that a net profit—it is not gross profit, it is net profit—of Rs. 107 lakhs is something which most of the other industries cannot pay today.

Shri Lal Bahadur Shastri: For what period?

Shri V. P. Nayar: For 1956-57 It is most recent It is the February, 1958 issue.

15.02 hrs.

[SHRI BARMAN in the Chair]

The year before that it was only Rs. 38 lakhs and in the course of one year the net profits have jumped up in the case of India Steamship to Rs. 107 lakhs This is not an isolated instance either, because I find that the Great Eastern's profits also have jumped up from Rs 24.95 lakhs to Rs 67.62 lakhs There are other companies—I do not want to tire the House I am only trying to argue that the difficulties in which the shipping industry is supposed to be do not exist in reality and that they have been making profits. Maybe, there is something fundamentally, basically wrong with the shipping industry—I do not know. It is time that we find it out also.

Sir, when ships were available—it is well known that liberty class of ships were available for purchase in those days—how is it—it is a question which we must pose to ourselves and seek an answer—that war-torn Japan could increase in the course of these few years her tonnage from 1.3 million to 4 million and now Japan is

out to give credit for ship-building, 50 per cent. with order and five or six years payment? How is it, Sir, that war-torn Germany and Italy could rebuild their merchant marine to several times?

Shri Lal Bahadur Shastri: The amount of assistance they have received . . .

Shri V. P. Nayar: I am coming to that

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) . . . and the number of shipyards they have.

Shri V. P. Nayar: They are not the main reasons There also it was not State-owned shipbuilding industry. There was also the private sector.

My point is that for all these years, after the attainment of independence, we have not gone into the question with as much seriousness as we ought to have done I find that it is a wrong estimate I consider that the statistics given in this magazine, *Indian Shipping*, which is an official organ of the Indian Shipowners' Association and which has the blessings also of my esteemed friend Mr. Lal Bahadur Shastri, must be taken as something nearer truth

I know we do not as yet have an organisation for collecting the statistics of the offtake and intake in our ports, shipwise or countrywise. In fact, if I remember correctly, it was one of the recommendations made by an Expert Committee. Sir, in this again it is seen that the President of INSOA at the time when he indulged in unrestrained hyperboles of praise about the Minister, who chose to deliver some inaugural address there, says:

"I am, however, disagreeably surprised in this connection to learn that according to an answer recently given by the Finance Minister in the Lok Sabha the annual amount of freight bill paid

by India to foreign ships was perhaps erroneously quoted at Rs. 58 crores only in 1956-57. From such data, as are available, it is estimated that this freight bill cannot be smaller than Rs. 150 crores per annum. I am inclined to agree with that estimate. It will, therefore, be recognised."

Sir, it appears from this—I do not remember having been present in the House when the Finance Minister gave out this figure—that the shipping interests have calculated that the figure of Rs. 58 crores as our total freight bill for the year 1956-57 was a gross underestimate. On the other hand, from the statistics available to the shipping interests, they estimate that our freight bill is Rs. 150 crores per year. I do not know which of the two is correct. I shall be glad if the hon. Minister can quote from some authoritative publication or from his own Ministry's information that the representatives of the shipping interests have given a wrong figure. I would very much like to be contradicted also on this.

Sir, in this case when we are spending such a huge amount running into several crores, we must also consider whether in the recent past or after the attainment of independence, we have taken proper steps to see that there is not this much of drain on our foreign exchange. It is not a desirable item that we spend for shipping. The bill appears to be heavier than the annual bill on import of foodgrains.

Sir, what is the position of our industry? It is well that coastal trade is left completely to Indian-owned ships. Maybe, it was as a result of one of the recommendations of the Committee in 1950-51. But what is our position in respect of our overseas trade? It is estimated that India's overseas trade will represent about 6 per cent. of the entire world's overseas trade. But today India's total tonnage may be roughly about 1/200, or about ½ per cent., of the world's tonnage, if for the whole world we

take it that at present there may be about 105 million tons. We are just having over ½ million tons. How long can we go on with this? Should we not take some active steps? I know the difficulties. As the hon. Minister said, they had shipyards. We cannot have shipyards immediately. But that is not the point. We have placed orders—our shipping interests have placed orders—with countries where the docks are over-filled. Their order books have no space to write. If we place an order for ships today, we may not get ships till 1960 or 1961. I understand that in Japan, the order books are not so very much filled and they are in a position to make deliveries earlier. But owing to the present commitments of the companies they cannot go in and take advantage of such offers. I am only trying to suggest that despite the several difficulties the Government of India did not have the proper approach in the matter of shipping in the past and it is time that we take greater interest.

Sir, take for example the freight of transporting coal. The hon. Minister knows it much better than I do. because till recently he was holding charge of the Railway Ministry. Then also he had shipping with him. Then, when the Minister changes from one portfolio to another, it also happens to be fortunately under him. I do not know why, but the fact is that today throughout the world when water transport is cheaper than railway transport, it is something which we cannot understand—it may be possible for the Government to justify by figures—that in various places in India, coal transported by the coastal steamers would cost very much more, 50 per cent. or even 75 per cent. more. In Cochin, for example, I understand that if from the Bengal-Bihar collieries coal is transported through the sea route it might cost double. Of course, railways have a subsidy for that, but yet it costs double of what it costs for transport by railways. The coastal steamers are monopolised by Indian interests; cent per cent of

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the coastal trade is with them. Yet, year after year, once in two or three years, the freight rates are allowed to be enhanced.

We talk of congestion in major ports. In fact, in some ports, it has become almost a bottleneck now. With our imports of vital commodities mounting up, there being no phased programmes in regard to our imports, and with the terrible mismanagement or at least lack of co-ordination between the various departments of Government, we find that the congestion in ports is on the increase. We have had to invite foreign experts to come and advise us as to how best the congestion in our ports can be reduced. Simultaneously with that, some of the minor ports are getting out of their existence. I do not know of other States, but I can say this with certainty that near the port of Cochin, we have a minor port, Alleppey. Today Alleppey is going down. Its annual intake and export of cargo is dwindling. Maybe it is because these ships do not like to call at the Alleppey port because they have slightly better facilities in Cochin. I am only suggesting it, when we think in terms of avoiding bottlenecks by delay in the major ports, this aspect of diverting cargo from major ports to minor ports, has not at all been considered with the seriousness which it deserves.

Some of the shipping companies have bad practices. They draw bills earlier than the time when they load, allowing the business interests to cash the money on the bill of lading through the bank. They have preferences for certain places where they have offices. All this has come to mean that the prosperous trade which some of the smaller ports had is being wiped out gradually during the course of years. I want the hon. Minister to go into this question, especially in regard to the port of Alleppey and to take steps to see that Alleppey which was once called the Venice of the East, even if it does not regain its past

glory, is at least maintained at a tolerable level, and may regain some of the past glory.

Shri B. S. Murthy (Kakinada—Reserved—Sch. Castes): Why not regain all the past glory?

Shri V. P. Nayar: I have no desire to go into the various provisions of this Bill, as at this stage of discussion, we are not expected to go into the detailed provisions, but to speak only on the principles of the Bill. It is certainly a job which has to be left to the better hands of the Joint Committee and I do not want to go into it.

But I would say that with our experience of the private sector in the shipping industry of our country, with our experience of the mismanagement of the affairs of our first ship-building yard, we know that one of the ships which the yard built has necessarily to have a dead weight of 200 tons in order to maintain its poise in water. I understand that although at the time the design for the ship was being made, one of our own engineers said that this would result in the ship losing its balance when floated, the famous French consultants did not seem to agree and said, "We are better technicians and we know what it is" Ultimately when the ship was constructed, it was found that for every voyage, apart from the cargo which it can take, in order to float, it requires a dead weight of 200 additional tons. The affairs of Vizag ship-building yard also call for criticism, but probably this is not the occasion for that.

I am only saying this to show that in every aspect which is directly or indirectly connected with the shipping industry of this country, Government must have a greater vigil and must spare no effort to set things right when they are found to be wrong. Our country cannot afford to wait till the private industry, on their own volition, choose to equip themselves with the necessary tonnage. Something has to be done. I know they are now being given credit facilities

which most of the other industries do not have. If my information is correct, I read from the hon. Minister's speech at Bombay that shipping companies are entitled to loans at the rate of 3 per cent interest. This concession is not generally allowed to other industries. With all this, we do not have any ambitious target at all even in the Second Five Year Plan, although, as I have submitted before, I have my own misgivings whether even this target will be fulfilled.

That apart, if we go at this rate, if at this juncture we lag behind in the race in which other countries have led us—even small countries have a greater tonnage than us—we shall never catch up. If we want to catch up, let us see what we can do in this context. It is good that we have a second shipyard, although, as it came out, the site has not been fixed. I believe that all the aspects will be gone into before a final decision is taken. But let us have more shipyards. Let us not confine to shipyards which will make only 5,000 or 10,000 tons ships. Let us have smaller yards where smaller ships, at least coastal vessels, of 200 or 100 tons can be made.

We know, as a matter of fact, that just like the merchant marine, the service in the fishing industry is also lagging behind on account of the fact that we do not have enough fishing vessels. That also is a very important aspect, although the hon. Minister can say that it is not within the scope of his Ministry. We know that in maritime countries the fishing industry and the merchant marine were really the cradles of the countries' respective Navies. Therefore, an over-all view should be taken in this context and Government should take more active steps to see that we reduce our dependence on foreign shipping and the amount that we have necessarily to pay for transporting goods into and from our country and also to see that the private interest in the shipping industry

is kept in proper check, their profits being necessarily directed to be ploughed back for the development of our own industry.

When this Bill comes back with the report of the Joint Committee, if I then manage to get some time, I hope to speak on the clauses. Enough has been said on some aspects of the Bill by the Members who preceded me. But as I read through the Bill, I had one doubt which I could not resolve. In one of the clauses, it has been provided that passenger brokerage will be licenced, although I could not lay my hands on that particular section.

Shri Raj Bahadur: Passenger brokers will be licenced.

Shri V. P. Nayar: Under what section?

Shri Raj Bahadur: That I shall have to find out.

Shri V. P. Nayar: This is a very serious matter. I happen to know some details about it, especially how some of the brokers function at Madras. As you know, several hundreds of people go by every steamer which is bound for any of the Burmese or Malayan ports from our place, and very often when we are back in our constituencies, complaints are brought before us. Now also there is a system and I do not know for certain whether it has legal recognition. These poor people are all going as unberthed passengers. I have heard, but I have not seen, that several times the number of the carrying capacity will be allowed to use the ship as unberthed passengers.

In the berths, they are packed like sardines. It is very difficult, because we do not have adequate transport facilities from Madras to a Malayan port or to Singapore, and as many people want to go who cannot afford the luxury of air travel or even first-class travel—they go there for small jobs; several thousands of them;—they go there even as labourers—they cannot choose any other

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form of transport. Take a particular ship *s. s. Rajula*. They have 800 tickets for this voyage next week and there will be 2000 people wanting to go by that steamer. What they do is that through a chain of brokers the company, even if it is Binny and Company, sell the tickets beforehand, fixing a quota, that is, company A will have 500 tickets, company B will have 200 tickets and so on. Ultimately, if the ticket is worth Rs. 40 or Rs. 50, the intending passenger will have to go to Madras three times—from Kerala he will have to go to Madras three times to purchase the ticket—and he will have to pay twice or even thrice the amount which the company is legally entitled to collect.

This was happening even last year. I do not know whether it has changed very much this year. How are we going to avoid that? If by a system of licensing, a fool-proof system is devised, I am all for accepting it. But when we think of the licensing system, we must think of the particular concerns which have been complained against for malpractices and black-marketing of tickets. They should not be given any opportunity. We should always keep a watch over them, because it is very necessary that we control their activities and prevent them from acting in the most nefarious way.

Then again, there is the question of hostels. I have had the advantage of having been shown the Madras hostel for seamen. It is good, although I thought that it did not cater for the seamen in the required proportions. I would like that some more money be spent on their amenities; especially when these boys who are out in the seas for quite sometime touch some port, they should have better facilities.

I do not want to go into the other provisions. I would earnestly request the hon. Minister that when the Bill

goes to the Joint Committee these aspects also should be taken into account. I hope that when he brings back the Bill along with the Report of the Committee, the lacunae which one finds now, probably because of a mass of clauses which we have, will have been reduced and that next time it will be possible for us to take part in the debate with a better drafted and modified Bill.

Shri Jaipal Singh (Ranchi West-Reserved-Sch. Tribes): I am glad that Government have, at last, come forward with a Bill which seeks to consolidate dozens of other Acts with their very inharmonious titles. Pre-independence titles just do not fit in in Independent India. Any Bill that seeks to consolidate so many Acts is bound to be confronted with problems that are, on the face of them, difficult to understand. So I do not propose to criticise the Bill as such. I would only humbly present to the hon. Minister the perspective that must be kept in view if this Bill, a consolidation of previous Acts, is to be in harmony with what we have in view.

Just as we have been making up what we lost in the past in the matter of textiles, so also this country has to think of getting back or regaining the position it had centuries ago, a position which it had to lose because the country chose to be under foreign domination.

Mr. Chairman: I may just say that as five hours have been allotted to this Bill and as I do not find many Members eager to speak, I make the concession that even a Member of the Joint Committee, if he wants to speak, will be allowed.

Shri Jaipal Singh: India is not just India territorially. India is everywhere to the west, the east and the far east. All this is due to the maritime genius of India in the past which we lost during a period of three centuries.

Now, the problem before us is not merely the consolidation of these various Acts. Everything that we do now has to be an ambitious pattern, something—it is not merely historical, of what we were in the past—that will be in alignment with the very best internationally.

I say this because my hon. friends on that side could not understand when the Navy Bill was here before us, when some of us including our friends in the Treasury Benches took up an attitude which, at the time, seemed to be in conflict with our peculiar concept of democracy and socialism in India. It is not enough for us to delete the word 'Native' seamen, for example. That takes us nowhere. Whether we call ourselves 'native seamen' or something else, we are just what we are.

I have to single out this point because in this particular Bill, I find there are quite a good many clauses where we seem to be wrangling with terminology. Let us go for the substance and not for the shadow. If we are to develop into what we should be, though, of course, the coastline is there, it is not merely a coastline of 3000 miles, but the country is big enough to be as big as any other country in the matter of naval affairs or merchant marine. If that is the case, we must take up the same attitude as we have been doing in the matter of civil aviation, of which my hon. friend was the Minister. Till only the other day he had been 'flying'. Now he is on the 'waves'. I want him to realise that if he has to rule the waves, he must not be a King Canute that would just not work; the waves will come along and drown him.

I think the country as such has to come to its senses, if I may put it that way; it is blunt way of talking, but I think the sooner we come to our senses that if we have to survive internationally in the world as a merchant shipping country, our standards have to be as good as the standards of any other country in the world, the better for us.

My hon. friend, Shri V. P. Nayar, said just now that small countries had increased their production of shipping tonnage. Do we assess ourselves territorially because some tiny country can produce motor cars and we, a big country, cannot? Is that how we assess ourselves?

I think that is a wrong way of looking at things. My hon. friend also said that my hon. friends there and their predecessors lost the opportunity of buying Liberty ships. As far as I am aware, Liberty ships were not for sale. I think my hon. friends on that side would be the first to say that we should buy nothing from America. So, I really do not know where we stand. But the point is this. Let us be realistic. Are we in a position to multiply our tonnage; are we trying to crawl first, or to run before we can even crawl? Where do we stand? One minute I hear the swarajist attitude, no help from outside, let us do everything, and, therefore, go back to this Bill where you find sailing ships. Page after page, sailing ships. Are we living in an age of sailing ships? Have we not arrived at a motor stage? I am not arguing against sailing ships as such. But, all that I say is this, that, if we want to go ahead, we have to take and learn a lot from other countries that are ahead of us because of the three centuries of loss that we had to suffer. So, I should say that in the perspective that this Bill seeks to create, we should always bear in mind that the Bill by itself will not lead us anywhere unless we have an objective, a goal, an ideal and an ambition ahead of us. So, when we go, for example, to wages, standards that have to be set, we must bear that in mind.

In the past, it is a fact that our shipping was kept going mostly by the south-west and the south-east. And, I can well understand my hon. friend, Shri V. P. Nayar, regaling himself with the traditions of the past. Whether it is Alleppey, whether it is the coast of Orissa or something else, it is exactly the same. But, we must not

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only think of Alleppey or the coast of Orissa or something like that, we have to think in terms of the whole of India. That is very very important.

I have no objection whatever if Alleppey is developed. I am the first to rejoice because this is the first time, perhaps, that we would have an enormous export trade in shrimps, the very valuable foreign exchange earners. I think my hon. friends will bear me out.

But, are we going to develop Alleppey only because of its shrimps? What are we aiming at? Think of the past. What was our position in the past? Our sailing vessels, our wooden vessels—we had only wooden vessels—were everywhere, they carried our civilisation, our culture and our merchandise. That is not happening today. Who is carrying whatever merchandise we have today? Apart from coastal shipping it is largely in foreign hands. Go to the Baltic Exchange, what is the picture there? We are like beggars. We have merchandise but the transport is in non-Indian hands. I think that is a situation that has to be changed. It is not merely a question whether we build ships ourselves. As we do in other commodities, if we cannot manufacture those commodities ourselves we do not hesitate to import those commodities from elsewhere so long as they are under our control, so, I venture to suggest that in this Bill, we must all the while bear in mind that there are two aspects to the picture. One is that which we ourselves can manage and the second, that for which we have to depend on others.

Now, if you have these two aspects, you must not have dual standards such as we are having in some spheres today. It is unfortunate that we have to say we are a poor country and we cannot pay people. My friends are in charge of civil aviation. So, if I use that as an example, I think, they will forgive me. I know their difficulties, I think they also know that

I appreciate their difficulties. But, at the same time, what is the position today? What are our airmen getting? What are foreign airmen getting? Put these two things side by side. What picture do you get? Fortunately, we are fully Indian today in that particular respect. And, unfortunately, because we have a monopoly, therefore, we can drive a very hard bargain.

But, when it comes to merchant shipping, I warn my friends over there—they may talk easy—until such time as we can produce all the personnel, from the top to the bottom, there is the danger of this dual standard. I do hope they will remain Indians and think more of Indians and they will get all the facilities, they will get all the wages, they will get all these because there has been far too much of it. I see it everywhere in our administration. The moment we have all our own, we think of poor country and patriotism. In the name of patriotism we call upon the personnel to accept less.

I regret I have to stress this but, it is very very important. You have got only to go to your own States. Go up and down the river Hooghly and you see this problem facing you. What about the Hooghly Pilot Service? What is the position there today? Look at an Indian employee and also look at a non-Indian employee. It is about time we looked after our own nationals as well as we did other nationals.

Similarly, when I do examine the various clauses which deal with space, medical facilities and the like, I do hope this Bill will be one-way traffic, not parallel traffic, one kind of regulations for Indian nationals and another kind for non-Indian nationals. I feel this Bill contains that and I do hope the Joint Committee will see to it that here we are consolidating a number of Acts, but we are also told—right at the very first page—that it is there to amend also.

What are the amendments? Most of the laws were made during the British regime, the pre-independence period. We all know what that means. 'Native seamen' is an example. I have already instanced that. I do hope the amendments here will fall in line with India as it is today, as what we are all struggling here that it should be. I think, that is, if I may say so, Mr. Chairman, somehow or other the blackest spot in this Bill. I do hope the Joint Committee and the hon. Ministers themselves will see to it that this gap is narrowed as much as possible. I fully agree with them that it cannot be done overnight. There, I am willing to agree with them; but, surely, independent India is not just going to ditto whatever has been done in the past.

So, in conclusion, all that I say is that this Bill is long overdue. It is about time it came; and, in fact, it is rather too late. But, I am glad it has come. It is time to consolidate the many Acts. Not only these; but there are other laws also in regard to merchant shipping. But in consolidating, let us not lose sight of the fact that we are consolidating all these Acts in a completely different atmosphere. If the atmosphere is different, if it is an atmosphere where we want to be independent, I would like to see that touch of independence in this Bill as it emerges from the Joint Committee. Otherwise, all our Acts may just as well remain separate; we have made no advance whatever. So, I venture to hope that the hon. Ministers will see to it that their pretence, I am sorry, their profession to amend these various Acts will be in the background of Indian India.

Shri Warier (Trichur): I have only one point. Our good friend has misunderstood what my hon. friend, Shri V. P. Nayar, has been telling. We had been dealing with the question of ports in this House quite often. Even today morning, we had a question about Kandla and the diversion of cargoes from Bombay. Kandla would ease the congestion in Bombay. Simi-

lar happens in the port of Alleppey and I wanted to make this point.

Mr. Chairman: Shri V. P. Nayar is here and he can as well explain.

Shri Warier: I want to elaborate that point. It has been said that we are particularly interested in the development of only minor ports. That is not the point. The coastal ships have got a monopoly of shipping in the coastlines. But these coastal ships had not been calling at certain ports, for instance Alleppey and other ports. For the last two years or so, not a single coastal ship called at that port. Even ships with cargo to that port and neighbouring places are diverted to Cochin port which has better facilities. For that, there are certain dubious methods adopted by shipping agents. The mate's receipt given for cargo loaded in the ships are given even prior to loading. Along with that mate's receipt the bill of lading and the shipping documents can be manufactured and given to the banks and on that the credit will be open to them. These dubious methods are adopted in order to have an advantage in the competition for getting shipping. The agents are resorting to that. By these and other methods, shipping is diverted from some minor ports into major ports.

Now, major ports have congestion. At the same time, cargoes which can be loaded and unloaded in minor ports are diverted so that the congestion is increased. Government had taken note of this aspect in the Indian National Coastal Conference where this subject had come up for discussion. The Coastal Conference insists upon having a minimum guarantee of 500 tons for these minor ports, whereas foreign ships calling at these minor ports go on with loading and unloading in these minor ports without insisting upon any minimum guarantee. But our coastal shipping interests which depend mainly on coastal trade are insisting upon the 500 tons minimum guarantee in these minor ports which at times they cannot afford. It is an impossible condition placed upon

[Shri Warior]

them so that these coastal ships may not call there. Why should the Conference insist upon such a condition when foreign ships are not insisting upon any such condition? Not only trade is diverted from that port of loading and unloading but congestion is increasing in the neighbouring port. The minor port is neglected and it goes down. After a while, we will meet with a situation that even foreign ships which are at present coming there will not load or unload their cargo there.

From this, the general conclusion must be drawn. A co-ordinated system must be there whereby the minor ports can develop and retain their importance. If this is done, the major ports can reduce their congestion and the development in the country will not be more in one place and less in a certain other place. Government should insist upon priorities being given to these minor ports and I hope that Government will take this up seriously.

Shri Achar (Mangalore): The speaker who preceded me mentioned about minor ports and I too would like to emphasise a little on that point. Only the other day, I read in one of the dailies of New Delhi that a year back, very heavy equipment arrived at Vizag for the Bhilai plant from Russia. There were nine or ten ships and the port was so congested that the cargo could not be unloaded for months and months. There was delay and the report was that the demurrage came to an amount of Rs. 2 crores. I do not know how far it is correct. My friend to the right indicates that it is not correct. Perhaps it is not correct and I am inclined to think so. But such things are reported in the papers and it indicates one thing, viz. we are paying some amount for demurrage and I would like to be enlightened by the Minister. Are we paying such large amounts as demurrage for the equipment from sources like Russia or Germany who are helping us in these steel plants? It was a responsible daily of Delhi and I do

not know how far the report was true. But it indicates that large amounts are being paid as demurrage when we are getting equipment for implementing the core of the Plan.

This, more than any thing else, warms us, and almost sets one a thinking whether we are planning in a very measured manner. Steel plants are, no doubt, the core of the Plan but, at the same time, merchant shipping and development of ports must be undertaken, probably, simultaneously. That is the reason why probably, such heavy demurrage is being paid.

Apart from that question, I would like to say a word or two about the minor ports. Coming as I do from one small port of Mangalore in the west coast, I would like to say that this question of development of this port has been considered for a long time. Once it was considered it was possible to develop that port into a major port. Finally that question was postponed; if not, at least the matter is not being considered now. At last it was more or less decided to develop this into an all weather port, but in that direction also there is still no progress made. I am mentioning all these facts not from the point of view of nursing any grievance or anything of that kind, but what I am feeling is that this question of development of our ports and development of shipping industry is not attracting as much attention as other items in the Plan are attracting.

Historically, it is stated that even in earlier days Delhi did not give much attention to either shipping or naval strength. Even the greatest of Mughal Emperors from Akbar to Aurangzeb did not pay any attention to the shipping industry. It is quite natural. It is in South India that we find this merchant shipping industry or naval strength as more attended to. I can remind the House of the great achievements of the Vijayanagaram Empire. I do not say that now also Delhi is acting like Mughal Emperors.

It may be that in those days North India did not pay much attention to the naval side. But, certainly, so far as the present Government is concerned, it is paying sufficient attention; there is no doubt about that. At the same time, I would say, probably, it will not be out of place if I point out that this Bill to amend and consolidate the laws comes after ten years. That is also a fact which can be remembered, only just to measure the position how far the present Government also realises the importance of navy and mercantile industry.

I wish there was a little more time between the introduction of this Bill and this discussion. In fact, the Bill is more than 23 pages, and it is almost impossible within the short period we had to analyse or give any connected opinion about the provisions.

Of course, as the position stands, the details are only discussed in the Joint Committee, and there is no purpose to go into the Bill clause by clause here. The most important aspect I would like to mention is the particular attention Government has to pay for the development of merchant shipping. The previous speakers, one or two of them, seem to think that, though they could not ignore it, the small boats and smaller naval items are not very important, the river boats or the boats with which our smaller fishermen engage themselves are not of much consequence, and it is only the bigger ships, the steamers, that we have to attend to because international trade depends on them. No doubt, we must have the latest ships and steamers but, at the same time, it cannot be forgotten that to a large extent in the coastal area there is the fishing industry and also navigation in small rivers, though not to very long distances at least to smaller distances. There is that industry and it is giving employment to a large number of people, the fishermen and others. The Government cannot neglect that side because it gives employment to those people. It is also essential from one point of view, that it is a very cheap way of transport.

The essential point this Bill will have to achieve, and with that intention probably amendments may be necessary, is that we also must develop our merchant shipping. With that main intention in view the Bill has to be looked into, and I hope the Joint Committee will attend to that aspect, which is the most important aspect.

Shri D. E. Chavan (Karad): Mr. Chairman, Sir, at the outset, I congratulate the hon. Minister for bringing this comprehensive measure before this House. I fail to understand why the Government have taken such a long time to consolidate the various measures or, rather, fragmentary acts that were there before this Bill was introduced. If we study some of the aspects of the matter, we will find how it was necessary to bring this measure much earlier than it has come and try to build up the merchant navy or merchant marine in India long before.

Sir, it is a common knowledge that we have been spending large amounts of money thus causing a considerable drain on our foreign exchange resources. If we take one matter only, that is, how much money we have spent by way of freight to foreign shipowners when we imported food-grains into this country since 1946 up to the present time, 1956-57, we will find out how much money we have paid, and how much foreign exchange we have lost, which is so badly needed for the implementation of the Second Five Year Plan.

16 hrs.

Sir, whenever questions concerning the grant of import licences with regard to machinery are raised in this House, the Ministers tell us that there is an acute shortage of foreign exchange and that in the circumstances it is not possible to grant the import licences to import machinery from the foreign countries to develop on a co-operative sector, because there is a shortage of foreign exchange; that unless the critical situa-

[Shri D R Chavan]

action in respect of the foreign exchange resources is eased, nothing could be done. That is generally the reply which is given by the Government.

The question is whether any attempt has been made by the Government to conserve these foreign exchange resources. If you take into consideration this aspect of paying freights to foreign ships, we can understand what a colossal amount of money we have spent. That is the only aspect I am dealing with.

I may here give certain figures from which the problem could be understood. In the year 1946, 22.49 lakh tons of foodgrains were imported into this country, and the freight paid to Indian shipping in that year was Rs 16.4 lakhs, while to foreign ships it was Rs 1,469.6 lakhs. In the year 1947, the foodgrains that were imported into this country were 23.34 lakh tons, and the freight that was paid to Indian shipping was Rs 89.4 lakhs, while to the ships of foreign flag it was Rs 1,440.6 lakhs. In 1948 foodgrains imported into this country amounted to about Rs 28.41 lakhs and the freight paid to Indian shipping was Rs 134.8 lakhs, while to the ships of foreign flags it amounted to Rs 1,417.2 lakhs. In the year 1949 Rs 37.06 lakh tons of foodgrains were imported into this country, and the freight paid to Indian shipping was Rs 65.9 lakhs and to the ships of foreign flags it amounted to Rs 1,348.1 lakh. Similarly the same was the case in the years 1950, 1951, 1952, 1953 up to 1956. The total amount of freight paid to the ships of foreign flags up to 1957 amounted to Rs 15,785.7 lakhs. That means, it came to about Rs 157 crores. Compared with this amount, the amount that was paid to our Indian shipping was about Rs 11.28 crores. We have paid, since 1946 up to the present time, that is, 1956-57, Rs 157 crores to the ships of foreign flags. That means, this amount was paid from our balances. That is, from the foreign exchange.

So, my submission is, from 1946 up to the present time, that is, 1956-57, about Rs 157 crores were paid to the ships of foreign flags. This amount could have been very well saved if the Government had considered this aspect of the matter and tried to build up our merchant marine much earlier than what they intended to do.

It was said on the floor of the House that in future also it would be necessary to build up our foodgrain stocks and for that purpose it was necessary to import about two lakh tons of foodgrains into this country. This will also be required to be brought into this country through ships of foreign countries for which it would be necessary to pay some amount from our foreign exchange. As I have submitted earlier, the foreign exchange situation of this country is very acute, and the Government cannot afford to spend any amount from that. Many of our programmes in the Second Five Year Plan have been held up and particularly so in the co-operative sector. People have collected money, shareholders have contributed money and some of the co-operative sugarcane factories have purchased some material and have spent Rs 5 lakhs to Rs 10 lakhs over that. When the people come to the Government and ask for import licences, the reply that is generally given is, there is shortage of foreign exchange.

May I ask the Government, what they were doing when it was known to the Government that it was necessary to import foodgrains from foreign countries and that those foodgrains will be required to be brought into this country through foreign ships. Was it ever attempted by the Government to build up our merchant navy? On the contrary, it was laid down by way of policy. The Shipping Policy Committee appointed by the Government of India had laid down a target of two million tons of mercantile

marine in order to secure to Indian shipping 100 per cent. of coastal trade of India, 75 per cent. of India's trade with Burma, Ceylon and other neighbouring countries and 50 per cent. of India's overseas trade and 30 per cent. of orient's trade formerly carried by Japanese, German and Italian vessels. Even though this policy was laid down much earlier, no attempt was made by the Government to build our merchant marine. The result is disastrous we have lost our foreign exchange; much of our programme in the Second Five Year Plan is held up on account of that.

Now, Government, after the advent of freedom, nearly after about ten years, are coming up with this comprehensive measure which they should have done much earlier than this, knowing fully well the situation that was gradually developing in this country.

The position regarding this problem has been stated in one of the books. It has been mentioned therein that India has an extensive coastline from Lakhpet to Calcutta, extending over nearly 4,000 miles. 99 per cent. of India's foreign trade is being carried by ships through the seas that surround her on all the three sides, the east, the west and the south. Over 20 million tons of coal, salt, oil and other cargo are carried through the Indian coasts, besides substantial quantities to and from the neighbouring countries like Burma, Ceylon and Pakistan. Approximately one and a half million passengers are transported on the west coast and something like five lakhs between India and Burma ports. Besides, India has an overseas trade involving another 20 million tons of cargo and two lakhs of passengers per year. Though India stands eighth in regard to the total volume of overseas trade, Indian shipping is lagging far behind. Roughly about 93 per cent. of her deep-sea trade is handled by foreign shipping companies. Out of the total world tonnage of nearly 88 million gross tons, the Indian gross registered tonnage at the end of 1952-53 stood at 4,35,300 GRT. So, it is very

necessary to build up our merchant marine and every attempt should be made in that direction. It was stated by the Minister in charge of Shipping on the floor of the House that the shortage of foreign exchange is holding up our progress in this. As I have just now pointed out, we are spending a huge amount of foreign exchange in paying freights to the ships of foreign flags if they can spare a portion of this amount, we can gradually build up our merchant marine.

So, we have got to do something. It has been stated that for the success of our Second Plan it is necessary that our agriculture should be put in order. Similarly, it is also necessary to build up our merchant marine for the success of the Second Plan. For example, take the railways. Last time when the Railway Minister spoke on the floor of the House he said that in the year 1957-58 about Rs. 30 crores have been set aside for importing some of the items that are necessary for building our railways here. So, about Rs. 30 crores have been allotted in the budget for 1957-58 for importing materials from foreign countries. So, had we succeeded in building up our merchant marine, much of this payment of foreign exchange by way of freight could have been saved.

Then, we are building up in this country so many co-operative sugar industries. About 45-50 new factories have been licensed. Machinery for the purpose of building these sugar factories have to be brought from foreign countries. There also freight has to be paid. Then this freight has to be paid in foreign currency. Therefore, at a time when our foreign exchange resources are falling to a perilously low level, we are forced to spend foreign exchange for payment of freight.

Therefore, unless we are alive to the situation and try to conserve our foreign exchange by building up our merchant marine and thereby save every pie that we can, it will not be possible for us to go ahead with the Plan and make a success of it, which

[Shri D. R. Chavan]

we so much cherish. Therefore, taking into consideration the colossal amount that we have paid and are paying to the foreign countries by way of freight, it is very necessary that we should build up this merchant marine as early as possible by making some allotments to it, if necessary, even by curtailing some other expenditure.

I am sure all these points will be discussed and thrashed out in the Select Committee when they consider the various clauses. After discussion in the Committee, it will come up before the House again, when we can go into it in detail. I am glad that Government is making every effort to build up this merchant marine.

Shri N. B. Maiti (Ghatal): At the outset, I congratulate the Minister for having brought forward this measure, which is a long-awaited one, and I think it will be taken advantage of, as time passes. While speaking about the Bill, I wish to emphasize only one or two points.

First of all, I shall say a few words about the recruitment of personnel. India, as we know, has a coastline of about 4,000 miles. It stretches from the mouth of the river Hooghly downwards to Cape Comorin and then upwards upto the Gulf of Kutch. The coastal area is inhabited by people who are adventurous, who are brave, who have been sea-faring in olden times. It is a well-known fact that people of these areas stretched and spread themselves southwards, eastwards and westwards. When they went out, they took with them not only merchandise but also some aspects of Indian civilisation.

Though this Bill deals with coastal shipping, the provisions of this Bill can be of use in bringing together people living in distant places of our continent. In this vast country it is not generally expected that people who live far away from the sea will take so much interest as the people living near the sea. It is a well-

known fact that those countries which are surrounded by sea, or which are adjacent to the sea, have got sea-faring people. England and Japan are examples. In China we find the coastal people taking interest in shipping and going to the sea, though not so much by the people living in the hinterland.

In India also, we can envisage that only those people who live near the sea will take interest in manning the seas and become seamen or apprentices or masters. Of course, I do not mean to say that people from inland, from far off places, from the middle of the country, may not come forward and run the institutions. But, generally, it is accepted that people living in the coastal areas will take greater interest than the rest. So, I would suggest to the Committee to consider whether the training could be so organised as to give impetus to those people to come in greater numbers to those avocations of life. That is my first point.

Secondly, one of my friends suggested that South India in the olden days did something about sea-faring. Here I would also like to add East India; because it is a known fact that people from Bengal went over to Ceylon, to Sumatra and Java and to other places, and their performance at the time was no less than that of the people of the South. Therefore, they should not be forgotten in this matter; and so also, I think, the people living in the western coast, the areas in the west.

What I would suggest is that there should be more ports in the coastal areas than there are now. India, having a vast hinterland, should have more ports in the coastal areas than what exists today.

16-22 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The establishment of more ports should be thought of. Though it has

not been envisaged in this Bill, my hon. friend Shri Achar suggested that arrangements should be made for the establishment of more ports. I add to what he has said and I also suggest it.

With these few words I conclude, and I thank you for the opportunity given to me.

श्री जाधव (मालेशाव) : मि० डिप्टी स्पीकर, सर, सब से पहले में मान्यवर ट्रांसपोर्ट मंत्री जी को धन्यवाद देता हूँ कि चाहे देर से ही क्यों न हो, वह यह बिल हम सदन के सामने लाये हैं। इस बारे में काफी चर्चा हो चुकी है। हमारे इंडियन और फारेन शिप्स में जो काम करने वाले मुलाजिम हैं, उनके मरक्षण के बारे में मैं कुछ बातें कहना चाहता हूँ। हमारे यहाँ करीब करीब चालीस हजार सीमेंट काम करते हैं। उनकी तनख्वाह आदि के बारे में क्या बन्दोबस्त किया जायेगा, इसका इस बिल में कोई जिक्र नहीं है। इस सम्बन्ध में मैं यह कहना चाहता हूँ कि अगर इस बिल में इस बात का जिक्र होता है कि उनकी मिनिमम तनख्वाह क्या होनी चाहिये, तो अच्छा होता। इन लोगों के बारे में मिनिमम वेजिज एक्ट की प्राविजन्ज लागू होनी चाहिये और इन के लिये इन्शोरेंस की भी गुंजाइश होनी चाहिये।

यह भी आवश्यक है कि अपर मिनिमज में इंडियानाइजेशन होना चाहिये। इस लिये इन लोगों के लिये—चाहे वे सीमेंट हो, मास्टर हो या दूसरे मुलाजिम हो—गार्ड का बन्दोबस्त होना चाहिये। मैं समझता हूँ कि आज इस विषय में जो गुंजाइश है, वह बहुत कम है।

इस इंडस्ट्री को तरक्की देने के लिये पैसा इन्वेस्ट करने का जहाँ तक प्रश्न है, मैं समझता हूँ कि उसके लिये हमारे पास काफी जरिये है। लाइफ इन्शोरेंस कॉर्पोरेशन की तरफ से करीब करीब दस लाख रुपया रोजाना इन्वेस्ट किया जाता है। क्यों न हम

गवर्नमेंट की तरफ से इस बारे में कोशिश करें और ज्यादा से ज्यादा बैसल्ज और मरकान्टाइल शिप्स आदि बनाने की कोशिश करें ?

इस देश के इतने बड़े कोस्ट की देख-भाल के लिये हम को सी-स्काउट्स रखने की कोशिश करना चाहिये। बम्बई में कुछ थोड़े से सी-स्काउट्स हैं। हिन्दुस्तान में स्काउट्स की तादाद देखते हुए अगर हम सी-स्काउट्स रखने के बारे में बन्दोबस्त करें और उनका उचित तालीम दें, तो हमको इसका बहुत फायदा होने वाला है। इस के अतिरिक्त हम को अपने कास्ट पर छोटे छोटे पोर्टम् बनाने चाहिये।

ऐसा कहा गया है कि हिन्दुस्तान इस इंडस्ट्री में पीछे नहीं था। आईने-अकबरी में लिखा है कि अक्बर के जमाने में केवल इंदम नदी पर बैसल्ज की तादाद चालीस हजार थी। इतना ही नहीं, इन बागें में हमारा हिन्दुस्तान दुनिया में बहुत आगे बढ़ा हुआ था। तो वह आज क्यों पीछड़ा हुआ है ? आजादी प्राप्त करने के बाद भी अगर हम इस सनअत की तरफ ध्यान नहीं देंगे, तो हमारा बहुत काफी नुकसान होगा।

इन लोगों की प्रोटेक्शन के लिये यह आवश्यक है कि बैसल्ज का शुरू से ही सरबे होना चाहिये—बनाते वक्त ही उनका सरबे शुरू होना चाहिये, और फिर पीरियाडिकल सरबे की व्यवस्था होनी चाहिये। इससे बैसल्ज के एक्सीडेंट्स से बचने की गुंजाइश हो सकती है।

मुझे आशा है कि जो पायट्स मैंने अर्ज किये हैं, उनके बारे में मिनिस्टर साहब जरूर अपनी कोशिश करेंगे। इतना ही मुझे कहना है।

Shri Balasahab Patil (Muz): Sir, when we read the provisions of this Bill we find that it deals with three things. One is shipping, the other is seamen and the third is about the

[Shri Balasaheb Patil]

passengers There are provisions relating to ships, and they are in respect of inspection, licensing and certificates We have heard just now that there are certain associations of persons and companies going on with this mercantile business on the sea and they are earning a lot of money What I would like to submit here is this Take this question of inspection, certificates and licensing We have had a great deal of experience of this system of licensing at one end we find there is red-tapism and at the other bribery and such other unhappy things That has been our experience Therefore, my submission at this stage while we are considering this Bill will be that so far as the ships that are there and running on the sea are concerned, licences could be issued to them And henceforward, whenever we build a ship, then from the very beginning restrictions should be put on the company and there should be inspection by government inspectors And in the government-owned harbours and shipyards the ships should be built, and there would be little question of giving licences and certificates Today, Indian mercantile shipping is in the hands of private persons Naturally, private persons do not see to the national interests first They look to their own big pockets and big profits Therefore, they choose bad ships, seamen are not experienced and they are paid low Then, again they do not care what happens on the sea In order to improve all these things, these private persons must be told that a certain amount of money should be kept aside for taking all these precautions

We have heard just now from one hon Member that certain companies are making great profits The Government should put a check on that and force these companies to build new ships Or, if they do not, the Government should take a certain amount out of their net profits and build new ships Our experience shows that we are not amongst the

nations which have a sea empire or sea power If we do not do what I have suggested, we will be far far behind We have before us the target of so much tonnage We won't be able even to reach that target within the Second Plan period

We find in this Bill there is provision for apprenticeships But, it is entirely left to the private persons It is laid down that if they think fit, they should train certain persons That is an unsatisfactory way of training our persons As a matter of fact, we have so many miles of coast line, but we have very few persons expert in seagoing business My submission is that the Government should take this question of training in their hands and there should be more centres for the training of persons Government must make a provision that the shipping companies should make arrangements for the training of persons Not only that The trainee must be paid some allowance at least so far as the training is concerned

There is a provision in this Bill about recruitment Some senior officers are appointed and they have to sit at the port stations only In our country we have so many cities in the interior, in the mainland These recruiting offices should be established in the mainland also so that they may recruit people there, give them training and give them jobs

The seamen are there They are engaged by the companies What is the basis of that? An agreement Who makes the agreement? The person who wants employment and the person who wants him to be employed As we have found, there are companies which make a lot of profit. But, these companies would not employ the persons who demand a higher pay There must be some provision made in this Bill that there should be, as my hon friend who spoke now said, some standard wages, minimum wages that are to be paid.

What is the tenure? The tenure which is mentioned in this Bill is the tenure of the agreement. Suppose a person gets a lot of profit and the seaman demands a higher pay, he will be thrown out of job. What has he to do? He has up to now been doing the work of a seaman. He will have to go without any work. That should not happen. There must be some provision in this Bill regarding tenure of appointment. Suppose a person works for ten years and then he is asked to go, where is he to go? There must be fixity of tenure. For that, there must be an officer or committee or commission to go into this question and consider the question from all aspects and make some suggestions to the Government.

There are some provisions in this Bill as to how the wages are to be calculated when a person leaves service, what deductions are to be made, etc. Where is the provision for compensation if a person is thrown out of job? There is no provision whatsoever. Regarding the textile labour, there are so many laws, Industrial Relations Act, Minimum Wages Act, etc. Why should not the Government think it necessary to import all these provisions here and make them applicable to the seamen also?

All these things have to be done. Then, we will have the best ships, the best seamen and we shall prosper in mercantile shipping also.

Shri Raj Bahadur: Mr. Deputy-Speaker, my senior colleague, Shri Lal Bahadur Shastri has given the main features of the Bill in his opening speech. It is not my purpose to traverse the same ground again. I will confine my observations to the points that have been made out by hon. Members here.

To start with, I may express our gratefulness to the Members for the measure of welcome, I should say, unanimous welcome, that they have extended to this Bill and the complimentary remarks that they have showered. In the first place, let it be

realised that this Bill represents a milestone in the development of Indian shipping. It has been claimed in our history that for over 30 centuries, Indian ships ruled the waves. We know that in Bali, Sumatra, Java, Philippines, in far-off Japan, there is ample testimony to show that Indian ships crossed the oceans, they were seaworthy and the art and industry and craft of building ships had reached an excellence which is borne out by all the imprints that our civilisation has left in those distant lands. That was what was in the ages bygone.

So far as our present age is concerned, we only know that only through the pioneering efforts of certain distinguished countrymen of ours, there was, at the dawn of Independence, just a nucleus of Indian ships. I should say this nucleus of Indian shipping itself was a sort of tribute to the great efforts that these great men made in this behalf, and to the struggle that they had to wage against the vested interests of a foreign power. We know how our industry was put down. But, then, through the efforts of the people whose names have been mentioned here, to whose memory and to whose great work I also pay my tribute, we had this nucleus. I refer to Sarvashri Chidambaram Pillai, Narottam Morarji, Walchand Hirachand. Even today we have got two stalwarts with us. One is Shri M. A. Master and the other is Shri S. N. Raju. All these people have, all these years, from inside the legislature and outside, fought the battle for Indian shipping. It may thus well be said that this Bill is a sort of symbol of the renaissance of Indian shipping. From this, we want to go ahead on the onward march of progress. That is also one of the purposes, apart from the consolidation of the various laws on this subject and the amendments that are incorporated in this Bill. We should make it a vehicle for our onward march. Therefore, the provisions of this Bill should be examined in that light and against that background.

[Shri Raj Bahadur]

I find that many hon. Members have devoted a good bit of their attention while making their observations, to the efforts that have been made by the Government and by the industry as such, in the development of Indian shipping as also to the congestion in ports, development of ports, sailing vessels manufacturing industry, coastal traffic, etc. I shall in brief make some observations in regard to each one of the points.

To start with, Shri Muhammed Elias who opened this debate from the other side said that he was rather worried about the shifting of the B.I. Lines' headquarters from Calcutta to Hong Kong. Our information, so far as it goes, is that so far they have got their headquarters at Calcutta, but we shall have to make enquiries in regard to that. In such matters however, it is obvious, that their own discretion will, after all, prevail.

The next point he made was about the treatment meted out to our seamen by the shipping companies. He said that whereas certain recommendations have been made by the ILO, in regard to wage etc we have not been able to keep up to the standards that have been laid down by them. I can only state the position as it obtains today.

Take for example, the question of wages. Indian seamen's wages are now roughly five times the pre-war level. Wages are generally negotiated between seamen's unions and ship-owners, and the Government of India have always lent their support for all the reasonable proposals for revision. I think this should be the common experience of the labour representatives that wherever reasonable proposals have been put forward by the labour representatives, the Government representatives have always sided with and supported those proposals.

During recent years various concessions have been made and agreed to by the ship owners. For example, I may refer to the merger of war bonus in the basic wages, increase in rates

of daily allowances, apart from the recent ten per cent. general increase in wages.

It was said that there was no machinery by which they could represent their grievances or put forward their legitimate demands. I may say that there is a bi-partite National Maritime Board which includes representatives of ship-owners and seafarers. This deals with questions relating to the terms and conditions of the seafarers' employment. We always encourage bi-partite negotiations and see to it that they succeed. As I have already claimed, we have always stood by the ILO conventions and in the principle of "equal pay for equal work," and in this regard, if there is any discrimination between foreign seamen and our seamen, we will always fight against that discrimination, and will try to end it as quickly as we can.

In regard to welfare, the House is aware that we have got a National Welfare Board for Seamen. This also includes seafarers' representatives. It may also be mentioned here that the report of the Committee On Welfare in Ports has already been submitted and the question of social security which has also been raised here is currently under examination. We are acting according to the recommendations of the Asian Maritime Conference held in Ceylon in 1953.

So far as seamen's employment scheme is concerned, of course the Bill as it is now has got adequate provisions, but I would request hon. Members to pay a visit some time to our seamen's employment office at Bombay. They will see what arrangements are made there, and how far they are satisfactory. For my part, I can say that a visit of mine, the first one, was an agreeable surprise to me, and I can say that the way in which the signing off and the signing on of the seamen is going on there in that particular office, the arrangements made there, the registers kept there, the records maintained and all that

is something which can very well be treated as an example for other similar institutions. It may be stated that the measures taken in this behalf have already benefited 70,000 to 80,000 seamen.

I may also refer the hon. Member to clause 204 of the Bill which also empowers the Government to frame rules in regard to the composition of the Board and the terms and conditions of the Members thereof and for similar allied matters. So, in case there is any genuine complaint or grievance of the labour representatives on this score, that can always be set right.

So far as Shri Raghunath Singh is concerned, I can only thank him for his kind words and encouragement welcoming this measure.

Shri Goray said that we have taken chapter for chapter from the British Shipping Act. We do not want to claim that this Bill is entirely original in conception and drafting. We have largely drawn upon other similar measures. Very few things in this life of ours can be claimed as original. We have got to draw upon the experiences of other similar organisations and of other countries. There is no harm if we draw upon that experience and utilise it fully to our advantage.

He says that there is no provision for making the character and the identity of a ship Indian. I can only tell him that it has been clearly laid down here and that this objective is ensured by the relevant provisions of the Bill, and I think there should be no difficulty in regard to that too. The word "company" has been defined in the Bill which states that the definition given in the Indian Companies Act will apply to these shipping companies also. The very fact that ships owned by Indian companies only will be allowed to have the status of Indian ships and that they will have to have a given majority of Indian shares will ensure the Indian character of the shipping companies will be preserved. I think all that is required in this respect is already mentioned in the Bill.

Now I come to the point made by Shri Goray in regard to the minimum age of employment of apprentices. The minimum age of employment is fixed by an international labour convention, and it is 15. Although India has not actually ratified that convention, it has accepted it in principle. Therefore, so far as the age of the apprentices is concerned, it is difficult for us to lower it, but then all the relevant provisions in this respect are also in the Bill, and if there are any shortcomings in those provisions, they can be ironed out before the Joint Select Committee. I should like to add that there should be no difficulty if any improvements are suggested in regard to those provisions.

Another point was made, namely that it is difficult for the seamen to get through the medical examination and that it takes a long time for them to wait for it. I may point out here that formerly medical examination was held once in every two years, but now it is done only once in every five years. This has reduced the frequency of examination and has lessened any possible hardships or tedium which has been experienced by the seamen. As a rule, only as many seamen are booked for medical examination on a particular day as can be examined in one day. At any rate, if there are any drawbacks or shortcomings in this respect, we can try to improve the arrangements still further.

The next point made by Shri Goray was in regard to the certificates for ships. He says the provisions are good, but that the ships' safety devices and amenities are not up to the mark, that passengers and cargoes are not well looked after. If his reference is to the deck passengers or unberthed passengers, I would only refer him to two particular provisions in this regard—clauses 226 and 248 of the Bill. I think I may in passing read out those particular provisions.

Clause 266 reads:

"(1) A ship intended to carry unberthed passengers or pilgrims

[Shri Raj Bahadur]

shall not commence a voyage from the port or place appointed under sub-section (1) of section 223, unless the master holds two certificates to the effect mentioned in sections 227 and 228."

If a cursory glance is cast over clauses 227 and 228, it will be seen that:

"The first of the certificates (hereinafter called 'certificate A') shall state that the ship is seaworthy and properly equipped, fitted and ventilated, and shall state:—

- (a) in the case of an unberthed passenger ship, the number of passengers which she is capable of carrying;
- (b) in the case of a pilgrim ship, the number of pilgrims of each class which she is capable of carrying."

There are other provisions also, but I shall not weary the House by reading them out. But clause 228 might also be referred to, which reads thus:

"The second of certificates (hereinafter called 'certificate B') shall be in the prescribed form and shall state:—

- (a) the voyage which the ship is to make, and the intermediate ports (if any) at which she is to touch;
- (b) that she has the proper complement of officers and seamen;
- (c) that the master holds a certificate of survey or a safety certificate or certificate A;
- (d) that she has on board such number of medical officers licensed in the prescribed manner and such number of attendants, if any, as may be prescribed;

(e) that food, fuel and pure water over and above what is necessary for the crew, and the other things (if any) prescribed for unberthed passenger ships or pilgrim ships, have been placed on board."

So, all these provisions are already existing.

16.52 hrs.

[MR. SPEAKER in the Chair]

Apart from that, clause 248 also gives Government the power to make rules in regard to unberthed passenger ships. That is so far as it goes in regard to unberthed passenger ships.

Shri Heda asked as to why we should not speed up our buying if we have got to do it, and he also referred to the point which was made by you, Sir, this morning, as to why we should continue to buy these ships from foreign countries. This point was amply answered by my senior colleague. I am only mentioning this because certain doubts were expressed by some Members opposite that we are not going as fast as we ought to have gone in building up our merchant navy.

As I have said, as recently as 1945, we had only 1.25 lakh tons GRT so far as Indian shipping was concerned. At the dawn of Independence, it was a little over 2 lakh tons. As to the position after 1947, I shall give the figures at two particular stages. At the end of the First Five Year Plan, we had with our shipping companies as much as 4,80,000 tons of Indian shipping, and orders had already been placed for another 1,20,000 tons. So, the target of 6 lakh tons fixed in the First Plan was achieved, and the provision that was made in this regard in that Plan was also utilised. Out of Rs. 28 crores which had been provided for, Rs. 18 crores had been spent and Rs. 8 crores had been committed for. So, at the beginning of the Second Plan period, we could say that the target for the First Plan had

been achieved, and that we could make a good start for the Second Plan, and accordingly, the target was fixed at 9 lakhs tons.

Shri V. P. Nayar: The Minister says that the First Plan target was achieved, after adding the tonnage for which orders had been placed.

Shri Raj Bahadur: Before the expiry of the period of the Plan.

Shri V. P. Nayar: From January 1st 1958, our gross tonnage was only 5.86 lakhs tons. And the First Five Year Plan was over about a year ago.

Shri Raj Bahadur: If the hon. Member would bear with me for a moment, I shall tell him what the position is. There is nothing to conceal here, and everybody knows what the position is.

As I said, at the end of the First Plan, we had 4,80,000 tons of Indian shipping. We had already placed orders for another 1,20,000 tons. That means that the target of 6 lakh tons had been achieved. But ships do take time for actual delivery.

In the Second Plan, the target was fixed at 9 lakhs tons, and a provision was made for Rs. 37 crores, together with an additional Rs. 8 crores, which was a carry-forward from the previous Plan. Out of this Rs. 45 crores, we can say that we have already placed orders for acquiring 1,81,000 tons. This brings the total to about 6 lakhs of tons on hand and to achieve our target of 9 lakh tons the gap which we can say is to be made up is to the tune of 2,10,000 tons, since 3 lakhs tons were to be added by way of new tonnage and 91,000 tons was for replacement and renewals. So out of the total allotment that we had for the Second Plan period, we can say that we have achieved the best results that could be achieved with the amount in our hand. We are now trying with the help of other schemes on the basis of "pay-as-you-earn" or deferred payments, to augment the strength of the tonnage.

Another point which was made by **Shri V. P. Nayar** was that we have not

cared for the coastal trade, and that coastal steamers charge higher freight than even the railways or the road transport services. Of course, this is a fact that steamer charges are higher, but then, here, the law of economics applies. It is a question of supply and demand. We do not have the required number of vessels that we should have for the needs of our coastal traffic. We should have at least 4 lakhs tons for our coastal shipping, but we have got only 2.40 lakhs tons. So, it is obvious that we have got to provide for more coastal vessels, and it is only then and then alone that we can cut down the freight charges.

In regard to Alleppey, the hon. Member said that that port has been dwindling in its importance on account of neglect on the part of Government. I would like to tell him that the coastal conference which is an autonomous body and which takes decisions in regard to the traffic which the coastal vessels should handle, in regard to the freights, and in regard to the terms and conditions on which the vessels would touch a particular port etc. says that unless a port offers as much as 500 tons of traffic on a particular trip, a ship will not call at that port. So far as Alleppey is concerned, we know that the ships which have to call at such minor ports have to wait two or three miles away in the stream, and in certain cases, they have got to wait as much as seven miles away in the stream, and from there all the traffic has got to be carried.

Shri Vasudevan Nair (Thiruvella): Is it not true that the foreign ships do not impose any such conditions and they come there and load and unload?

Shri Raj Bahadur: But it is a question of the facilities and the conveniences available at a particular port. We are all at one in our desire to see these minor ports grow and develop. There is no difference of opinion on that score. But the fact remains that so far as Alleppey is concerned there is a port which is very close to it, namely Cochin. When Cochin offers better facilities, we cannot

compel the steamers or the vessels which carry on this trade to call at Alleppey, because at Cochin they find all that they need. Similarly, I can give the instance of Visakhapatnam and Kakinada. Kakinada also can be developed as a very good port. As Shri Raghunath Singh has told us, in one particular day, with the help of barges, that port could handle a traffic of as much as 4000 tons of ore. Kakinada port is served by road, by rail and also by the Buckingham canal. All these facilities are there but even so it could not be developed as a major port so far. Now, if the people of Kakinada think that because of some indifference on the part of the Government of India, that port is not being developed, I think it would be neither fair nor reasonable; because, after all, if a port has to be developed then for its development we require finances. I would very much like that Alleppey, Karwar, Kakinada, Masulipatnam, or in the far north, Bedi port etc. should all be developed; and similarly, we also want that the Okha port also should be developed. But the point is that we require finances for their development. We also require some sort of arrangement by which steamers can go and call on these ports.

17 hrs.

The only answer to the problem, in my humble view, is that we should have similar steamers and smaller vessels to touch these minor ports and serve them. Unless and until we have got small steamers which can enter these ports directly and do not have to depend for facilities for loading and unloading, on lighters and barges, we cannot hope to develop these minor ports. With bigger steamers that at present serve our coast line; with steamers having a dead weight tonnage of ten or twelve thousand or seven or five thousand we cannot expect that these steamers can serve the minor ports well. Then, also the obvious law of economics will again come into play. So, the point remains

that if we want to develop these smaller ports, we should have fast-moving smaller ships, say, having a tonnage of 200, 300, 400 or 500 tons, which can go right up to the port and which may not have to depend upon the lighters or barges for their operations which evidently entails larger expenditure in loading and unloading. At the same time we also have to realise from where could we procure these small vessels. For these small vessels the only remedy is that we should develop and promote the sailing vessels manufacturing industry. When I say 'sailing vessels', I would not say that we should continue to use sails in our vessels for ever. We can mechanise those vessels. We can attune the industry to the modern needs. We can make it good enough so that the vessels that are manufactured, may be suitable enough to cover and seaworthy not only our coastal trade, but also our trade with adjacent countries. If we could rehabilitate the sailing vessels manufacturing industry on modern lines, and we know that there is a good talent for it in the country, which is already engaged even at present in manufacturing these smaller vessels, if we could utilise that talent, and patronise it; if we could train those people and start making smaller mechanised vessels and if we can serve the needs of minor ports through those vessels, then both the coastal trade will develop as also the problem of development of minor ports will also be solved. So, in regard to that particular point, I can only say that much.

I would say a word in regard to the "Andamans". As the hon. Members know, there is already a committee which is going into the question of the stability of Andamans and we shall have to wait for this report.

Mr. Achar said something about demurrage. He said that we have paid Rs. 2 crores. Just this morning I answered a question and I said with the difficulties that we have got in respect of Bombay and Calcutta all

the amount paid in respect of demurrage so far is only about Rs. 66,000 or a little over that. Of course, that does not mean that we have paid all the bills in respect of demurrage. But let us realise that so far as the liners are concerned, we do not have to pay any demurrage. They come, they have to stay in the port so long as they have not completed their work. In respect of the chartered vessels alone we have to pay some demurrage charges and there too there is a period during which—it depends upon the terms of the charter however—they have got to stay in the port and for which they cannot claim any demurrage. Only after that particular period expires, some charge may be claimed.

Mr. Speaker: How long will he take?

Shri Raj Bahadur: About five minutes.

In regard to that point of demurrage, I have said that we will give authentic figures after full investigation or enquiries made in regard to them, as soon as they are available.

Shri V. P. Nayar: What about the profits of shipping companies?

Shri Raj Bahadur: They are paying income-tax and you know very well about it.

Mr. Maiti asked us that we should make proper arrangements for training and that it should be organised so that coastal people are attracted towards this profession and that we should make good use of the talent of these people, who for generations have been seafaring. We can only say that there are provisions for this in the Bill and apart from that we have already got good institutions for training. Those institutions are following standards which are followed in U.K. By good institutions I mean to refer to the Training Ship 'Dufferin' and the Nautical and Engineering College at Bombay and similar institutions which are serving good purpose and which are turning out the required number of hands that we require for this purpose.

I think, Sir, with these words I can say that whatever other points are there, we shall consider them at the stage of the Joint Committee meeting and we shall discuss them then.

Shri Muhammed Elias (Howrah)
rose—

Mr. Speaker: All hon. Members can attend the Joint Committee meetings and also send memoranda and information to them. After it comes back from the Joint Committee, they may make their statements.

The question is:

"That the Merchant Shipping Bill, 1958, be referred to a Joint Committee of the Houses consisting of 45 members; 30 from this House, namely:—

Shri Upendranath Barman, Shrimati Ila Palchoudhuri, Shri Liladhar Kotoki, Shri S. Osman Ali Khan, Shri Harish Chandra Mathur, Shri Anirudha Sinha, Shri Ram Dhani Das, Shri Ghanshyamlal Oza, Shri Raghunath Singh, Shri Nardeo Snatak, Shri Tekur Subrahmanyam, Shri K. P. Kuttikrishnan Nair, Shri K. Periaswami Gounder, Shri Dinesh Pratap Singh, Shri Mool Chand Jain, Dr. Y. S. Parmar, Shri N. M. Wadiwa, Shri Radha Raman, Bakshi Abdul Rashid, Shri Shivram Rango Rane, Shri Raj Bahadur, Shri Hirendra Nath Mukerjee, Shri K. T. K. Tangamani, Shri Rajendra Singh, Shri Nath Pai, Shri Ram Sewak Yadav, Shri S. A. Matin, Shri Aurobindo Ghosal, Shri Badakumar Pratap Ganga Deb Bamra, and Shri Lal Bahadur Shastri.

and 15 members from Rajya Sabha;

that in order to constitute a sitting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

[Mr. Speaker]

that the Committee shall make a report to this House by the first day of the next Session;

that in other respects the Rules of Procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make; and

that this House recommends to Rajya Sabha that Rajya Sabha do joint the said Joint Committee and communicate to this House the names of members to be appointed by Rajya Sabha to the Joint Committee."

The motion was adopted.

STATEMENT RE EXPLOSION AT PATHANKOT

The Minister of Defence (Shri Krishna Menon): Mr. Speaker, Sir, Government deeply regret to have to inform the House that a tragic incident occurred at the Ordnance Rail Head Group at Pathankot on the 24th February, 1958, at 08.15 hours, resulting in considerable destruction of life and property. Six railway wagons containing ammunition and other Defence stores were on the military siding, ready for unloading. Not long after the unloading began, there was an explosion. Two of the wagons containing ammunition were completely blown off, three others are badly damaged, while the sixth wagon appears at present not to have been seriously affected. The debris, including elements and fragments of the wagons, was thrown by the ferocity of the resultant blast well over a radius of 1000 yards from the railway siding.

The explosion, which is reported to have been heard as far away as Gurdaspur, 23 miles from Pathankot, set fire to the Defence stores in the depot over a wide area. The fire raged for about three-quarters of an hour, destroying considerable quantities of stores. No lives were lost as a

result of fire. Fire parties from all Units in the station reached the spot in a few minutes and put out the fire in less than an hour with great courage and skill. Field Ambulance with necessary medical, nursing staff and blood donors of the Military Hospital also reached the spot within a few minutes of the explosion and the casualties, both Defence and civilian, were removed to the Military Hospital speedily. In the face of the constant danger of further explosions taking place, the fire fighting crew together with the personnel in the Depot and from the neighbouring Defence Units and local Civil authorities carried out rescue operations with commendable speed, courage and efficiency. The area of the Ordnance Rail Head Group, including the Army military forwarding organisation and vehicle park is now secured by civil and military guards. All civilians working in the Depot were instantly removed out of the perimeter and outside the area which is still considered unsafe.

Road and railway traffic stand suspended.

The full extent of the casualties is not yet known. As far as can be ascertained at present, 18 civilians and 8 army personnel are known to be dead. The bodies of 23 of the dead have been recovered. Three of the dead cannot be removed from the wagon where their bodies now are without risking further explosions. Eight military personnel, one civilian employee and one member of an army family received injuries. The condition of the three of the injured is serious, but they are expected to recover. 28 civilian employees are now missing. It is not known how many of these have died in the explosion. It is, however, surmised by the Army authorities that some of these who are local civilian employees may have run away to their villages and the Civil Police are making efforts to trace them.

Army Headquarters and the Defence Ministry have been in constant touch

with the Military and Civil authorities at Pathankot since the receipt of the report of the incident.

This morning, the Chief of the General Staff, the ammunition and explosives experts, Defence Ministry officials and myself reached the scene of the accident before 08.00 hours. We also went to the Military Hospital and saw the injured and the families of the dead and injured, their relatives and associates. The extent of the bereavement and of the human tragedy is considerable and harrowing.

The Defence and Civil authorities have already taken necessary steps to render assistance to the sufferers. The families of only two military personnel are at Pathankot and they have been given a grant of Rs. 600 in the aggregate. The next of kin of the remaining deceased personnel are being located and similar assistance will be given to them promptly. Prompt action will also be taken in regard to pension and other reliefs, according to their entitlements, so far as the families of the deceased military personnel are concerned.

The Deputy Commissioner, who accompanied us and who and his colleagues gave us all co-operation and with whom we discussed the position of the civilians, is taking steps to give the immediately required financial assistance to the families of the dead civilians. It is not yet possible to estimate the full extent of the loss of life and property.

It is also not possible to state at present what caused the explosion. Any attempt to do so can only be a matter of speculation or based on insufficient information, and the House would agree that it would not be proper.

The consignment of these stores by rail to the military siding in Ordnance Rail Head Group and the unloading of them by Defence and Civilian personnel is fully in accordance with rules and well-established practice and part of normal routine.

Government would like to pay their tribute to the Defence and Civilian personnel who lost their lives or suffered in the discharge of their onerous duties in the service of the country. The sympathies of the Government, and I feel sure, of this House, go out in ample measure to the men, women and children who are bereaved today and survive in the shadow of this catastrophe.

Government would like to convey their sympathies to the fellow officers and men of the Defence personnel who worked with those who are dead and injured and feel their loss deeply. Government also hope that the next of kin and the widowed and orphaned will find the strength to make readjustments imposed upon them by the irreparable loss they have suffered and the human tragedy that is theirs as a result.

A Court of Inquiry according to Army Rules has been ordered. No further particulars are available at present, nor can be given until the findings of the Court of Inquiry are received, as any such can only be based on speculation or inadequate information and will, therefore, not be fair or purposeful.

Mr. Speaker: Was all this ammunition manufactured in our ordnance depots?

Shri Krishna Menon: Yes. It is part of the normal movement of ammunition from different parts to where it has to be used. This is a rail-head inside the military area. It takes place in the normal way. As to whether in this case any one of them was defective or there was any mis-handling, I do not like to speculate.

Mr. Speaker: If any more information becomes available, it may be communicated to the House.

Shri Krishna Menon: As soon as the Court of Inquiry finishes its work, I will. If anything comes to light in the meanwhile, I will communicate it. But we would not like to make any speculation.

Mr. Speaker: In view of the elaborate statement made by the hon. Minister who had been to the spot and examined the matter himself, and in view also of the fact that there is no more material available now except what will appear hereafter before the Court of Inquiry or as a result of their inquiry, I do not think any useful purpose will be served by giving my consent to the adjournment motions. The adjournment motions are all disallowed.

Shri S. M. Banerjee (Kanpur): Any further information which the hon. Minister receives may kindly be communicated to the House.

Mr. Speaker: He said so already.

Shri Krishna Menon: There is no desire on our part to withhold information. Further information must be

in regard to the causes and allocation of responsibility, and we have to be extremely careful in this matter.

Shri V. P. Nayar (Quilon): What about the number of dead?

Mr. Speaker: Whenever any thing of importance comes to light, he will readily communicate to the House.

Shri Krishna Menon: Yes, Sir.

BUSINESS ADVISORY COMMITTEE

NINETEENTH REPORT

Sardar Hukam Singh (Bhatinda): I beg to present the Nineteenth Report of the Business Advisory Committee.

17.14 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, February 26, 1958.

DAILY DIGEST

Tuesday the 25th February 1958

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OBITUARY REFERENCE

The Speaker made a reference to the passing away of Shri Santosh Kumar Banerjee who was a sitting member of Lok Sabha. Thereafter Members stood in silence for a minute as a mark of respect.

MOTIONS FOR ADJOURNMENT 2255-59

The Speaker withheld his consent to the moving of the following adjournment motions given notice of by the members shown against them :—

- (i) Situation arising out of the explosion of ammunition wagons at a railway siding near Pathankot.

Notices by Sarvashri Ram Sewak Yadav, S. M. Banerjee, Uttamrao L. Patil and Braj Raj Singh

- (ii) The explosion at the army training firing range at Ambala

Notice by Shri Braj Raj Singh.

PAPERS LAID ON THE TABLE 2259-63

The following papers were laid on the Table :—

- (1) A copy of the Budget estimates of the Damodar Valley Corporation for the year 1958-59, under sub-section (3) of Section 44 of the Damodar Valley Corporation Act, 1948.
- (2) A copy of each of the following Notifications under sub-section (6) of Section 3 of the Essential Commodities Act, 1955 :—
 - (i) S. R. O. No. 2035-A, dated the 5th September, 1956, making certain amendments to the Cotton Textiles (Production by Handloom) Control Order, 1956.
 - (ii) S. R. O. No. 199, dated the 8th January, 1958, making certain further amendment to the Cotton Textiles (Production by Handloom) Control Order, 1956.
 - (iii) S. R. O. No. 202, dated the 18th January, 1958, making certain further amendments to the Cotton Textiles (Control) Order, 1948.

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- (3) A copy of Notification No. S.R.O. No. 488, dated the 8th February, 1958, under sub-section (2) of section 7 of the Employees' Provident Funds Act, 1952, making certain further amendment to the Employees' Provident Funds Scheme, 1952.

- (4) A copy of each of the following Notifications under sub-section (6) of Section 3 of the Essential Commodities Act, 1955 :—

- (i) S. R. O. No. 3686, dated the 18th November, 1957 containing the Bombay Wheat (Sale Control) Order, 1957.

- (ii) S. R. O. No. 3753, dated the 22nd November, 1957, making certain further amendment to the Orissa Rice (Prohibition of Export) Order, 1957.

- (iii) S. R. O. No. 4043, dated the 14th December, 1957 making certain further amendment to the 'Inter-Zonal Wheat Movement Control Order, 1957.

- (iv) S. R. O. No. 4073, dated the 19th December, 1957 making certain further amendment to the Orissa Rice (Prohibition of Export) Order, 1957.

- (v) S. R. O. No. 4074, dated the 20th December, 1957 making certain amendment to the Punjab Rice (Movement Control) Order, 1957.

- (vi) S. R. O. No. 4075, dated the 20th December, 1957 containing the Uttar Pradesh Rice (Export Control) Order, 1957.

- (vii) S. R. O. No. 4076, dated the 20th December, 1957 containing the Bihar Foodgrains (Export Control) Order, 1957.

- (viii) S. R. O. No. 4077, dated the 20th December, 1957 containing the Madhya Pradesh Rice (Export Control) Order, 1957.

- (ix) S. R. O. No. 4128, dated the 28th December, 1957 making certain further amendment to the Tripura Foodgrains (Movement) Control Order, 1956.

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- (x) S. R. O. No. 4153-A, dated the 28th December, 1957.
- (xi) S. R. O. No. 4157, dated the 30th December, 1957
- (xii) S. R. O. No. 55, dated the 4th January, 1958, making certain amendment to the Tripura Food-grains (Movement) Control Order, 1956.
- (xiii) S. R. O. No. 73, dated the 2nd January, 1958 containing the South Zone Rice (Restrictions on Rail Bookings) Order, 1958.
- (xiv) S. R. O. No. 116, dated the 11th January, 1958 making certain further amendments to the Rice (Southern Zone) Movement Control Order, 1957.
- (xv) S. R. O. No. 172, dated the 14th January, 1958 containing the Rice and Paddy (Assam) Price Control Order, 1958.
- (xvi) S. R. O. No. 251, dated the 15th January, 1958 containing the Rice and Paddy (West Bengal) Price Control Order 1958.
- (xvii) S. R. O. No. 263, dated the 18th January, 1958 making certain amendment to the Madras Rice Mills Licensing Order, 1955.
- (xviii) S. R. O. No. 263, dated the 25th January, 1958 making certain further amendments to the Orissa Rice (Prohibition of Export) Order, 1957.
- (xix) S. R. O. No. 344, dated the 25th January, 1958, making certain amendment to the South Zone Rice (Restriction on Rail Bookings) Order, 1957.
- (xx) S. R. O. No. 345, dated the 25th January, 1958 making certain further amendment to the Punjab Rice (Movement) Control Order, 1957.
- (xxi) S. R. O. No. 345-C, dated the 28th January, 1958 making certain amendments to the Rice (Restrictions on Rail Bookings) Order, 1957.

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- (xxii) S. R. O. No. 399, dated the 1st February, 1958 making certain amendment to the Inter-Zonal Wheat Movement Control Order, 1957.
- (xxiii) S. R. O. No. 400, dated the 1st February, 1958 making certain amendment to the Rice (Southern Zone) Movement Control Order, 1957.
- (xxiv) S. R. O. No. 401, dated the 1st February, 1958 making certain amendment to the Wheat Roller Flour Mills (Licensing and Control) Order, 1957.
- (xxv) S. R. O. No. 402, dated the 1st February, 1958 making certain amendment to the Bombay Rice (Export Control) Order, 1957.
- (xxvi) S. R. O. No. 403, dated the 1st February, 1958 making certain amendment to the Orissa Rice (Prohibition of Export) Order, 1957.
- (xxvii) S. R. O. No. 404, dated the 1st February, 1958 making certain amendment to the Punjab Rice (Movement Control) Order, 1957.
- (xxviii) S. R. O. No. 436 dated the 29th January, 1958 containing the Delhi Rice (Export Control) Order, 1958.
- (xxix) S. R. O. No. 438, dated the 30th January, 1958 containing the Delhi (Limitation of Guests) Order, 1958.
- (xxx) S. R. O. No. 439, dated the 30th January, 1958 containing the West Bengal Rice (Movement Control) Order, 1958
- (xxxi) S. R. O. No. 444, dated the 2nd February, 1958.

- (5) A copy of each of the following Orders, under sub-section (6) of Section 3 of the

Essential Commodities Act, 1955 :—

- (i) Requisition Orders for Gram served on certain traders in Sriganganagar (Rajasthan).
- (ii) Revised Requisition Orders for Gram served on certain traders in Sriganganagar (Rajasthan)

MESSAGES FROM RAJYA SABHA

Secretary reported the following messages from Rajya Sabha :—

- (i) That at its sitting held on the 19th February, 1958 Rajya Sabha had agreed without any amendment to the Criminal Law Amendment Bill, 1958, passed by Lok Sabha on the 12th February, 1958.
- (ii) That at its sitting held on the 17th February, 1958 Rajya Sabha had passed the Ancient Monuments and Archaeological Sites and Remains Bill, 1958.

BILL PASSED BY RAJYA SABHA LAID ON THE TABLE

Secretary laid on the Table the Ancient Monuments and Archaeological Sites and Remains Bill, 1958, as passed by Rajya Sabha.

PETITIONS REPORTED

Secretary reported the receipt of two petitions, each signed by a petitioner, in respect of the Representation of the People Act, 1951 and the Indian Post Office Rules, 1933.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) FOR 1957-58.

The Minister of Railways (Shri Jagjivan Ram) presented a statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1957-58.

COLUMNS

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REPORT OF JOINT COMMITTEE PRESENTED

Pandit Thakur Das Bhargava presented the Report of the Joint Committee on the Probation of Offenders Bill, 1957.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Shri B. S. Murthy called the attention of the Minister of Home Affairs to the statement made by the Commissioner for Scheduled Castes and Scheduled Tribes regarding the extension of the period of reservation of seats for the Scheduled Castes after 1960.

The Minister of State in the Ministry of Home Affairs (Shri Datar) made a statement in regard thereto.

STATEMENTS BY MINISTERS

- (1) The Deputy Minister of Food and Agriculture (Shri A. M. Thomas) made a statement correcting the reply given to a supplementary question on Starred Question No. 205 on the 17th February, 1958.

- (2) The Minister of Labour and Employment and Planning (Shri Nanda) made a statement regarding the accident in the Chinakuri and Central Bhowrah collieries near Asansol, and also laid on the Table copy of a Statement in that regard.

BILLS INTRODUCED

The following Bills were introduced :—

- (1) The Control of Shipping (Continuance) Bill, 1958
- (2) The Appropriation Bill, 1958.

BILL UNDER CONSIDERATION

The Deputy Minister of Finance (Shri B. R. Bhagat) moved that the Appropriation Bill for 1957-58 be taken into consideration. The discussion was not concluded.

COLUMNS

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2264-66

2266-73

2273-74

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	COLUMNS		COLUMNS
BILL PASSED	2274-76	STATEMENT BY MINISTER	2367-72
The Deputy Minister of Finance (Shri B. R. Bhagat) moved for the consideration of the Central Sales-Tax (Amendment) Bill. After the clause-by-clause consideration, the Bill was passed.		The Minister of Defence (Shri Krishna Menon) made a statement regarding the explosion of ammunition wagons at a railway siding near Pathankot.	
MOTION ADOPTED	2276-77	REPORT OF BUSINESS ADVISORY COMMITTEE PRESENTED	2372
The Minister of Transport and Communications (Shri Lal Bahadur Shastri) moved the motion <i>re</i> : suspension of the first proviso to Rule 74. The motion was adopted.		Nineteenth Report was presented.	
MOTION TO REFER BILL TO JOINT COMMITTEE ADOPTED	2277-2367	AGENDA FOR 26TH FEBRUARY, 1958.	
The Minister of Transport and Communications (Shri Lal Bahadur Shastri) moved that the Merchant Shipping Bill be referred to Joint Committee. The motion was adopted.		Consideration and passing of the Appropriation Bill and General Discussion on the Budget (Railways), 1958-59.	