

Second Series, No. 13

Wednesday, February 25, 1959
Phalguna 6, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA DEBATES

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LOK SABHA

Wednesday, February 25, 1959/
Phalguna 8, 1880 (Saka)

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

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Reorganisation of Secondary Schools

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*622. { Shri Rajendra Singh:
 Shri Ram Krishan:
 Dr. Ram Subhag Singh:
 Shri Bibhuti Mishra:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that Government have finalised certain measures to speed up reorganisation and up-grading of Secondary Schools,

(b) what those measures are and in what respect they differ from the previous ones; and

(c) the results accrued or likely to accrue?

The Minister of Education (Dr. K. L. Shrimali): (a) to (c) The Central Advisory Board of Education at its 26th session held in Madras on the 15th and 16th of January, 1959, has made certain recommendations in the matter. The proceedings have not yet been finalised. A printed copy of the proceedings will, as usual, be made available to the Library of the Lok Sabha Secretariat in due course.

Shri Rajendra Singh: May I know if a copy of the proceedings will be placed on the Table of the House so

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that this House will have ample opportunity to discuss and deliberate over it?

Dr. K. L. Shrimali: I have already said that a copy of it will be placed in the Library.

Shri Rajendra Singh: I want to know whether it will be placed on the Table of the House.

Mr. Speaker: Everything has to be printed. What is the object of asking it to be placed on the Table of the House? Shri S. M. Banerjee.

Shri S. M. Banerjee: May I know whether Government is also considering the question of salaries and working conditions of the teachers who are engaged in these secondary schools?

Dr. K. L. Shrimali: Government have already taken certain steps to increase the salaries of secondary school teachers. The consideration stage has passed long ago.

श्री बिभूति मिश्र : क्या यह सही है कि सभी सैकेंड्री स्कूलों को हायर सैकेंड्री स्कूलों में परिणत किया जा रहा है तथा जिस में पंद्रह एकड़ जमीन होगी उसी को हायर सैकेंड्री स्कूल ट्रीट किया जायेगा ?

डा० का० सा० श्रीवाली : मैंने निवेदन किया है कि जो सेंट्रल एडवाइजरी बोर्ड की सिफारिशें हैं, उनको आइडरेरी में रख दिया जायेगा ।

श्री बिभूति मिश्र : लाइब्रेरी में रखने के बारे में मैंने सवाल नहीं किया है । मैं चाहता हूँ बालनीय मंत्री महोदय मेरे प्रश्न का सीधा जवाब दें ।

अध्यक्ष महोदय : नहीं जी, नहीं दे सकते हैं।

Hon Members must read the proceedings when a copy of it is placed in the Library. If there is still any doubt or difficulty I will have it cleared up on the floor of the House. Why should the hon Minister give here a summary of what has happened?

श्री विभूति मिश्र : मैने, अध्यक्ष महोदय, सवाल यह पूछा था कि क्या सभी सैकेंड्री स्कूलों को हायर सैकेंड्री में परिणत करने सरकार जा रही है और उसी सैकेंड्री स्कूल को हायर सैकेंड्री स्कूल ट्रीट किया जायगा जिसमें पढ़ा एक जमीन रहेगी ?

डा० का० ला० श्रीमाली : मैं निवेदन कर चुका हूँ कि गवर्नमेंट की यह पालिसी है कि धीरे धीरे सभी हाई स्कूलों को हायर सैकेंड्री स्कूलों में परिणत किया जाये और आशा की जाती है कि तृतीय पंच वर्षीय योजना के अन्त तक सब हाई स्कूल हायर सैकेंड्री स्कूल हो जायेंगे।

जहाँ तक जमीन का ताल्लुक है वह एग्रीकल्चरल स्कूलों के लिये आवश्यक होगी, कितनी चाहिये यह मैं अभी नहीं कह सकता हूँ। लेकिन जहाँ टेक्निकल सबजेक्ट्स होंगे वहाँ जमीन की कोई विशेष आवश्यकता नहीं है। जहाँ एग्रीकल्चरल कोर्स होंगे, यह स्वाभाविक है कि खेती के लिये वहाँ जमीन हो और वह अवश्य होगी।

Shri Ram Krishan: May I know whether this Advisory Committee has made any recommendation about the extension of period?

Mr. Speaker: Is it not contained in the report?

Dr. K. L. Shrimali: Yes, Sir. Question has been raised about the recommendations made by the Central Advisory Board, and I have said that these will be placed in the Library

Shri Braj Raj Singh: May I know whether these recommendations about reorganisation of the secondary education system will involve any extra expenditure?

Dr. K. L. Shrimali: Well, Sir, reorganisation of education will cost additional expenditure.

Shri Rajendra Singh: Sir, I suggested to the hon Minister, through you, that the recommendations of the Central Advisory Board, as they are very important, should be placed on the Table of the House, so that we may have an opportunity to discuss them at length. I have not received a reply to that.

Mr. Speaker: Even if it is placed in the Library, if it is an important matter I will allow discussion on that.

Shri Rajendra Singh: Unless it is placed on the Table, Sir, you will not allow us to raise a discussion.

Mr. Speaker: I have said that I shall allow a discussion if the matter is so important. It does not matter whether it is placed on the Table or in the Library.

Some Hon. Members rose—

Mr. Speaker: The report has not yet been placed in the Library. Let us await the report and then I will allow any number of questions.

Shri Tangamani: Sir, even before the 26th session of the Board reorganisation has taken place in some areas. I wanted to know the details.

Mr. Speaker: We will go to the next question—Shri Samanta.

Andaman and Nicobar Islands
Advisory Council

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

Will the Minister of Home Affairs be pleased to state

(a) whether there is no Member of Parliament in the Andaman and Nicobar Islands Advisory Council,

(b) if so, the reasons therefor;

(c) whether the meeting of the Advisory Council is held at the Headquarters, Port Blair or it is also held in Nicobar Islands; and

(d) the names of the members of the Council?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) A Member of Parliament is in the Andaman and Nicobar Islands Advisory Council, since 30th September, 1957

(b) Does not arise

(c) Meetings of the Advisory Council have so far been held only at Headquarters

(d) Shri Lachman Singh M.P., Port Blair Shri K. R. Ganesh of Aberdeen Bazaar, Port Blair Shri Rajmi Ranjan Sarkar of Mathura village in Wimberleygunj Tahsil Bishop John Richardson of Car Nicobar Hajee Subhan Ali of North Bay, Port Blair

Shri S. C. Samanta: May I know how many meetings have been held since the Committee was re-constituted?

Shrimati Alva: Meetings are normally held once in three months and if necessary even more times. Last year there was an occasion when one of the meetings was missed.

Shri S. C. Samanta: Is it not a fact that the islands are situated at distant places and the conveyance is not to our satisfaction? If so, may I know if Government propose to hold meetings elsewhere also so that people who are now unable to come may be benefited?

Shrimati Alva: Up till now the meetings have been held at headquarters. If the Chief Commissioner so desires he can have the meetings anywhere else.

Shri B. K. Galkwad: May I know how many representatives there are from the Scheduled Castes, Scheduled Tribes and other Backward Class on the Advisory Council?

Shrimati Alva: There are no Scheduled Castes in Andaman and Nicobar Islands.

Shri B. K. Galkwad: What about other Backward Classes?

Mr. Speaker: Next question—Shri Shukla

Coal Production

*624. **Shri Vidya Charan Shukla:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 819 on the 10th December 1958 and state

(a) how far the target of coal production for the Second Five Year Plan period in the public sector has been achieved so far, and

(b) whether any shortfall in the target of production is anticipated?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) The public sector's target of additional coal production in the Second Plan was 12 million tons, of which 1.5 million tons were to be raised from the Simgareni Collieries and the balance of 10.5 million tons by the National Coal Development Corporation, partly from its eleven old State Collieries but mainly from the working of new collieries in virgin coal-bearing areas.

The production from the Simgareni Collieries, in 1958, was 2.12 million tons as against 1.52 million tons in 1955, showing an increase of 60 million tons that is about 40 per cent of target.

By the end of 1958, the target of 0.5 million tons of additional production, fixed for the 11 old State collieries, had been reached and even surpassed—the production in that year being 3.48 million tons against about 2.8 million tons in 1955, thus showing an increase of about 25 per cent over the original production.

A statement showing the field wise break up of the target of the National Coal Development Corporation and

the progress made in some of their new collieries upto the end of 1958, is laid on the Table of the House [See Appendix II, annexure 41]

(b) Before the end of the current Plan period, the public sector is expected to attain a level of additional production commensurate with the target of 12 million tons annually

Shri Vidya Charan Shukla. Some-time back we were told that Korba coal fields has got an additional production target of 4 million tons and Bilsampur—Korba coal fields were to produce 3 million tons. Afterwards it was indicated that these have been revised to 16 million tons and 0.5 million tons. May I know where this additional production is going to be adjusted, in which new coal fields?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh) That is all shown in the statement which has been laid on the Table of the House.

Shri Vidya Charan Shukla No adjustment is shown in the statement.

Sardar Swaran Singh Very much adjustment is there. If you total it up it comes to 10.6 million tons.

Shri Vidya Charan Shukla 1.6 millions is shown against Korba coal fields, whereas originally it was indicated as 4 million tons. I want to know where this additional 3 million tons has been shifted, in which coal field instead of Korba the production has been raised?

Sardar Swaran Singh I have given the total. I have given the various collieries from which it is to be raised. It is for the hon. Member to connect the shortfall in one to any colliery he likes.

Shri T. B. Vittal Rao May I know the production at Karanpura coal-fields during the year 1958?

Mr. Speaker Is it not in the statement?

Shri T. B. Vittal Rao: It is not in the statement—the figure for 1958. In the

statement only the additional production that is to be raised in the Karanpura coal-fields during the Plan period is given.

Sardar Swaran Singh: In the latter part of the statement some mention is made. The main point that I would like to clarify is that at the moment, there is not much of production because although coal has been exposed, still, transport facilities are not ready and they are likely to be ready within a few months. As soon as that is ready, actual production can be stepped up at a very rapid pace.

Shri T. B. Vittal Rao May I know if the plant and machinery necessary for raising something like 6.5 million tons of coal from the Karanpura coal fields are ready and only they are waiting for railway siding?

Sardar Swaran Singh I think of our total requirements of machinery for the whole of the additional production roughly about 50 per cent has already been ordered and most of it is on site. I do not anticipate any serious difficulty of any shortfall on account of paucity of machinery.

Shri Tangamani On a previous occasion we were told that the total production from January to October, 1958 is 37.96 tons. May I know what is the production for the year 1958 and whether there has been any shortfall?

Sardar Swaran Singh This question relates to the public sector collieries. I have not got readily the figures of total production till the end of 1958. But if separate notice is given I shall certainly collect that figure.

Shri Tangamani What is the total production in the public sector during this period?

Sardar Swaran Singh. That is contained in the statement that I have given.

Shri Mahanty It was anticipated that there will be a 5 per cent increase of coal production over the 1955-56 figure during the Second Plan period.

Could we know whether that target will be achieved?

Sardar Swarni Singh: I have said that in the public sector this target will be achieved. I have also indicated, because there was a lot of interest evinced in the House, the various collieries from which additional production has to be achieved. It is also hoped that the private sector will also achieve the target which has been assigned to them.

Launching of Rockets

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*625. { **Shri Rameshwar Tantia:**
Shri Vajpayee:
Shri Raghunath Singh:
Shri Naval Prabhakar:
Shri Bhakt Darshan:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether Government are aware that the Astronautical Society of India and other Scientific bodies in India are making experiments to launch rockets,

(b) if so, what steps have been taken to co-ordinate the activities of these bodies; and

(c) what results have been achieved in the country in the science of rockets?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) It has been reported by the Indian Astronautical Society, Mysore that it has launched five rockets in the country. Government are not aware of any experiments in launching rockets having been carried out by any other Scientific bodies

(b) Does not arise

(c) The experiments so far performed have not revealed any outstanding results or achievements.

Shri Rameshwar Tantia: May I know whether we are thinking of taking advice from other countries which have launched rockets already for this?

Shri Humayun Kabir: This is a matter primarily for the Ministry of Defence. When we consulted their experts, we were told that the experiments which have been performed in Bangalore by this Society are of an elementary nature.

Shri D. C. Sharma: May I know how these five rockets launched by this Society compare with the rockets launched by some other countries?

Shri Humayun Kabir: I have been advised that these are of a very elementary nature.

श्री भक्त दर्शन : क्या संयुक्त राज्य अमरीका और सोवियत रूस की सरकारों से कोई लिखा पढ़ी की गई है, या करने का विचार किया जा रहा है ताकि भारत के वैज्ञानिकों को वहां भेज कर हम वारे में प्रशिक्षण दिलाया जा सके ?

Shri Humayun Kabir: We are engaged in certain other types of work. I do not think we have reached a stage when that kind of consultation will be very fruitful from our point of view

Restrictions on Travel Abroad

*626. **Pandit D. N. Tiwary:** Will the Minister of Finance be pleased to refer to the reply given to Starred Question No 606 on 5th December, 1958 and state—

(a) whether the curb put on foreign travel has resulted in any substantial saving of foreign exchange;

(b) if so, the amount saved till the 31st January, 1959,

(c) whether any prosecution has been started or any other step has been taken against those who defied these restrictions; and

(d) if so, their number?

The Deputy Minister of Finance (Shri B. R. Bhagat). (a) and (b) The restrictions on foreign travel were placed in January, 1957. As compared with the position in 1956 the resultant savings are as follows

1957—Rs 6.53 crores

January–November, 1958—Rs 6.54 crores

Figures for December 1958 and January, 1959 are not yet available

(c) and (d) The number of cases of violations of all types adjudicated by the Director of Enforcement up to 31st December, 1958 is 132 some of which relate to violations of travel regulations. There was no case of prosecution during this period.

Pandit D. N. Tiwary. May I know whether the amount of Rs 75 which had been fixed on 17th October, 1958 for persons going abroad has been relaxed or the same continues? May I know whether the Government has received any representation that this amount is very low and cannot meet the expenses to go abroad?

Shri B. R. Bhagat. The amount is fixed Rs 75. It has not been relaxed. Government has considered all the representations that have come. The decision continues.

Pandit D. N. Tiwary. May I know whether any prosecution has been launched because, on the 5th December, 1958, the hon. Minister said that against those who are caught within the provisions of the Act, steps are taken and prosecutions are launched. May I know whether, out of 132 cases that have been caught, any prosecution against any one of them has been launched?

Shri B. R. Bhagat. As I said, 132 cases were adjudicated and fines were imposed. There was no case of prosecution during this period.

Shri Tyagi: Have any curbs been applied on the number and strength of official delegations that are sent abroad, for only lately we have read in the papers that a delegation of scientists comprising of about 40 persons including clerks and office superintendents was sent?

Shri B. R. Bhagat: So far as official delegations are concerned, there is a specific order of the Prime Minister that in all these cases, they should be strictly scrutinised, and in this Ministry we very strictly screen all such delegations. As far as the particular delegation about scientists I want to notice to answer.

Shri Jaipal Singh: Is it a fact that certain firms and their representatives have the facility of travelling on international travel cards and the cost is met by their foreign associates? If the answer is in the affirmative, I would like to know the number of people who have availed of such an opportunity and also I would like to know whether the Government have investigated as to how such credit is available to such persons.

Shri B. R. Bhagat. I want notice.

Shri Nath Pai: My question is allied to the question put by Shri Tyagi. Will the Minister state to the House if during the period under review there has been any diminution in expenditure incurred on behalf of official delegations, because a very large amount is spent on them?

Mr. Speaker: The hon. Minister said that he wants notice.

Shri Nath Pai: That is about the particular delegation to Geneva. I wanted to know the comparative figure spent on behalf of a very large number of official delegations that go abroad. I did not refer to any specific case because he has already required notice.

Mr. Speaker: Is he in a position to say generally whether there is increase or decrease?

Shri B. R. Bhagat: There has been a decrease not only on official delegations, but under all heads, there has been a general decrease in the expenditure.

Shri Vidya Charan Shukla: What was the basic travel quota allowed for travellers going abroad about 4 years back and what is the basic travel quota allowed to travellers who go at present?

Shri B. R. Bhagat: There is no basic travel quota now. That has been abolished. I think up to 1956 December, the quota was £700, subject to correction.

Shri Braj Raj Singh: We had in this House the case of Shri S. P. Jain about violation of foreign exchange. May we know specifically whether criminal prosecution has been launched against him or not yet?

Shri B. R. Bhagat: That matter is still proceeding and adjudication is going on.

Tagore Birth Centenary Celebration

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*627. { **Shri S. M. Banerjee:**
Shri Bhakt Darshan:
Shri D. C. Sharma:
Shri Aurobindo Ghosal:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 605 on the 5th December, 1958 and state.

(a) further progress made in regard to publication of works of Shri Rabindra Nath Tagore on the occasion of his birth centenary celebrations; and

(b) whether the committee appointed for this purpose has submitted a detailed scheme?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The progress since made is as follows:

1 The translation in English of one of the early novels by Tagore named *Chokher Bali* will be published by March, 1959.

2 21 Short Stories and *Chokher Bali* translated into Punjabi from Bengali are ready for the press.

3 *Chokher Bali* and *Gora* have been assigned for translation in Marathi.

(b) Yes, Sir.

Shri S. M. Banerjee: In reply to a question on 15th December, the hon. Minister said that a manuscript of 500 songs is under print in Devanagari?

Shri Humayun Kabir: They are still under print. Otherwise I would have mentioned them in the first reply.

Shri Sadhan Gupta: May I know what is the nature of the scheme that has been submitted by the Committee? What steps have been taken to implement the scheme?

Shri Humayun Kabir: It is a long statement, and I would be glad to place on the Table of the House the report of that committee. Briefly speaking, I may say that the idea is to publish in eight volumes in all Indian languages selections of Tagore's writings representing fiction, poetry, essays, drama, letters etc. There is also a proposal to bring out, in collaboration with the UNESCO, a centenary volume which will be mainly dealing with Tagore and with the various subjects of humanism in which he was interested.

श्री भक्त दर्शन : श्रीमान्, मैं यह जानना चाहता हूँ कि रवीन्द्र साहित्य के प्रकाशन के लिये कितने खर्च का अनुमान लगाया गया है और अब तक कितना खर्च हो चुका है ?

श्री हुमायुन कबीर : सर्वे का अनुमान अभी तक नहीं लगाया गया है, अगर मोनोपीय सैद्धांत इसके लिये भूमि नोटिस देने तो मैं उनको बाद में बतला सकूंगा।

Shri D. C. Sharma: May I know if any definite edition of the biography of Tagore is also going to be published, and if so, when?

Shri Humayun Kabir: The matter is under consideration.

Shri Aurobindo Ghosal: May I know whether foreign writers have also been invited for contributing to the centenary volume?

Shri Humayun Kabir: It is intended to invite a number of foreigners also to contribute to the centenary volume, but the names have not been finalised.

Shri Hem Barua: May I know if the centenary volume on the different aspects of Tagore's art and life is proposed to be published only in English or whether Government propose to have it translated into different regional languages including Hindi?

Shri Humayun Kabir: The first publication will be in English and other languages of UNESCO, because it will be a UNESCO publication, and after the volume has been published, we shall take up the question of translating it in all the major Indian languages.

Shri Sadhan Gupta: May I know if the scheme submitted has been approved by Government and if the whole of this scheme will be given effect to, or any other decision has been taken?

Shri Humayun Kabir: There is no definite scheme as such. A large number of suggestions were made out of which the Centenary Committee has made a selection of some of the more important items, and we are still working at it. I think it will be a continuous process.

श्री नरसिंह दास : अभी अभी जो के कवन से मालूम हुआ कि पहले के इन ८ खण्डों में उनका सारा साहित्य नहीं निकलेगा। मैं जानना चाहता हूँ कि क्या कोई ऐसी योजना भी बनाई जा रही है जिसमें सारी भारतीय भाषाओं में रवीन्द्र बाबू का सारा साहित्य प्रकाशित हो जाय और सब को प्राप्त हो सके?

श्री हुमायुन कबीर : रवीन्द्र बाबू का सारा साहित्य जो बंगला भाषा में निकला वह २७ बाल्यूम्स में निकला और हर बाल्यूम में करीब ६०० पेज हैं और उसमें भी अभी तक बराबर नया २ उनका साहित्य निकल रहा है। इसलिये ६०० पेज वाले २७ बाल्यूम्स के साहित्य को सारी भारतीय भाषाओं में निकालना जरा कठिन काम है। मेरे खयाल में अगर यह पहले के ८ बाल्यूम्स ही निकाले जा सके तो यह एक काफ़ी प्रगतिपूर्ण काम होगा।

Shrimati Renu Chakravartty: The commemoration volume is going to be a UNESCO publication. May I know whether the actual writing of the volume will be done by the Centenary Committee or by a committee set up by the UNESCO, and if so, what is the personnel of the UNESCO committee?

Shri Humayun Kabir: We have set up a committee to consider the composition and the contributors for the centenary volume, and that committee has made recommendations, and we shall communicate this to UNESCO. I cannot vouch for what the UNESCO will do.

Shri R. Narayanasamy: May I know whether the Tagore Celebration Committee are going to publish a memorial volume?

Shri Humayun Kabir: I have just now said there will be a centenary volume.

Dr. M. S. Anay: May I know if the Government is aware that in many

languages already certain translations have been made of the works of Tagore? Are the Government going to make enquiries about the translations that already exist, or are they going to have translations made by other authors in different languages?

Shri Humayun Kabir: Wherever good translations are available, there would be no point in undertaking new translations, but in many cases the translations will probably have to be revised.

Dr. M. S. Aney: Are they going to make enquiries about this?

Shri Humayun Kabir: We are making enquiries. Actually, it is also proposed as part of the celebrations to bring out a complete bibliography and that work has been taken in hand—of the works of Tagore and works about Tagore not only in Indian but also in other languages.

Shri Jaipal Singh: With reference to the invitation of foreign writers to join in this, may I know whether Government have considered that during the life time of the poet laureate he wanted to translate some of his smaller works into some West African languages like Fanti and Twi? Would that also be taken into consideration?

Shri Humayun Kabir: This is a suggestion for action. We shall keep it in mind.

श्री भक्त दर्शन मैं यह जानना चाहता हूँ कि इस सम्बन्ध में जो समिति नियुक्त की गई है उसमें क्या सभी भारतीय भाषाओं के प्रतिनिधि हैं और क्या उसके सदस्यों के नाम बताने की कृपा की जायेगी?

Shri Humayun Kabir: The members of the committee who were present at the last meeting were Shri Jawaharlal Nehru in the Chair, Dr. Radhakrishnan, Dr. Keskar...

Mr. Speaker: He need not read out. All that he wants to know is whether there are representatives from all the languages.

Shri Humayun Kabir: We have not gone by languages as such, but we have taken members from the Sahitya Akademi and other representative bodies. I was going to find out if all the languages were represented or not.

हिन्दू धार्मिक संस्थाओं से आय

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*६२८ { श्री भक्त दर्शन :
 { श्री होम राज :
 { श्री मोहिन् स्वकष :

क्या बिधि मंत्री २ दिसम्बर, १९५८ के ताराकित प्रश्न संख्या ४८५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि हिन्दू धार्मिक संस्थाओं, मठों व मन्दिरों की आय का उचित उपयोग करने और उनके विकास के प्रश्न के बारे में अंतिम निर्णय करने की दिशा में इस बीच क्या प्रगति हुई है?

बिधि उपमन्त्री (श्री हजारेनवीस) : यह विषय अभी तक विचाराधीन है।

An Hon Member. In English also

Shri Hajarnavis: The matter is still under consideration.

श्री भक्त दर्शन श्रीमन्, इस सम्बन्ध में पिछले लगभग दो वर्षों से सरकार की ओर से यह उत्तर मिल रहा है कि यह प्रश्न विचाराधीन है मैं जानना चाहता हूँ कि वह कौन सी विशेष कठिनाइयाँ हैं जिनकी कि वजह से निर्णय करने में इतनी देरी हो रही है?

श्री हजारेनवीस इसके बारे में राज्य सरकारों की पूछा गया। उनकी भी राय ली गई और उनकी राय आने के बाद विचार किया जा रहा है।

श्री भक्त बर्तन : श्रीमन्, अब तक राज्य सरकारों की जो सम्मतिया ली गई हैं तो क्या यह बताने की कृपा की जायेगी कि राज्य सरकारो ने किस प्रकार की सम्मतिया दी है अर्थात् वह इसका समर्थन करती है या विरोध करती है ?

The Minister of Law (Shri A. K. Sen): There is no question of opposing or supporting any particular proposal. Their views were sought as regards the propriety of legislation about particular subjects concerning this problem,—for instance the question of registration, the question of accounts, the question of investment of funds and so on. There are certain Acts passed by certain State Legislatures which are in the field, and some of those Acts may be sufficient for certain purposes; some others may require supplementation. After the views of the States were obtained, a committee was appointed by the direction of the Cabinet which went into the question and reported to the Cabinet; and the Cabinet has referred it back for preparing legislation on these important subjects concerning the problem, and the legislation is now in the process of being drafted.

श्री हेम राज : क्या मैं जान सकता हूँ कि जो यह रैलीजस इंस्टीट्यूशंस है, उनकी कोई गिनती की गई है और अगर की गई है तो कितने ऐसे इंस्टीट्यूशंस हैं जो कि उसमें आयेंगे और उनसे क्या इनकम होगी ?

Shri A. K. Sen: The question of enumerating the number of institutions will only arise provided powers are taken in that behalf in the proposed legislation.

श्री भक्त बर्तन : मंत्री जी ने अभी बताया कि कैबिनेट के निर्णय के अनुसार एक विधेयक बनाया जा रहा है व एक लेजिस्लेशन की नैयारी की जा रही है।

इसका मतलब यह हुआ कि इसके बुनियादी सिद्धान्तों का निर्णय किया जा चुका है अतः मैं जानना चाहता हूँ कि वे कौन से मोटे मोटे बुनियादी सिद्धान्त हैं जिनके आधार पर यह विधेयक बनाया जा रहा है ?

Shri A. K. Sen: Let us not anticipate the basic principles which will be accepted in the Bill. It is really a matter of opinion as to which are basic and which are not basic. It is really problems which are more important rather than principles in the matter, and I would request the hon. Member to have a little patience which he always exhibits.

Shri Rameshwar Tantia: Some months ago a news item appeared in the press that a big treasure had been removed from the Nathdwara Temple. May I know whether Government will consider making some law very soon to check things like that?

Shri A. K. Sen: All individual cases will certainly be taken into account for the purpose of finding out whether any general law is necessary to meet any particular case.

Shri V. P. Nayar: It appears that Government have been trying to go into this question for some time. Could I know whether Government have any idea of the total annual income from these institutions?

Shri A. K. Sen: Ideas are rather illusory unless they are actually ascertained. So, it is rather prudent not to give out ideas which are not based on factual investigation.

Shri Jaipal Singh: In view of the great difficulties we are having in regard to the Second, third and other plans, may I know whether at any stage Government have considered the question of invoking the gods and goddesses to come to the rescue of the country?

Mr. Speaker: It is a suggestion for action.

Shri Jadhav: May I know whether any assessment has been made of the valuables possessed by these religious institutions and their annual income?

Mr. Speaker: The hon Minister has already answered it. It is only a speculation now.

Now, next question.

Shri Joachim Alva: May I interrupt you for a minute.

Mr. Speaker: The hon Member has arisen after all the others have exhausted their questions.

Shri Joachim Alva: On a point of order. May I ask you that the hon Member's reference regarding the temples may be struck off the record?

Shri Nath Pal: When the hon Member becomes the custodian of the House, he can order it.

Higher Technological Institute Kanpur

*628. { **Shri Jagadish Awasthi:**
Shrimati Ila Palchoudhuri:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) whether the U.S. Survey Team of eminent American Engineering educationists which arrived in India in December, 1958 has submitted any report, interim or final in regard to the Higher Technological Institute proposed to be set up at Kanpur;

(b) if so, the nature of its recommendations, and

(c) if not, when its report is likely to be received?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Team has submitted a preliminary report and will follow it up by a detailed report shortly.

(b) The Team has expressed the view that the Institute of Technology planned for Kanpur will serve a real need, not only in the Northern region, but for all India. It has also expressed its agreement with the choice of the site. In addition, it has made a number of recommendations which the Team suggest might be considered by the Government of India for formulating "Programme Planning Principles" for the Institute.

(c) Does not arise.

श्री जगदीश अवास्थी क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि इस प्रस्तावित शिक्षण संस्था के लिये जिन किसानों की भूमि ली जायेगी उनको जो भूमिहीन और बेघर हो जायेगे क्या पुनर्वासित करने की कोई गारंटी दी गयी है? इस सम्बंध में उत्तर प्रदेश के मुख्यमंत्री ने प्रसिम्बली में यह वक्तव्य दिया है कि उन किसानों को जिनकी जमीन ली जायेगी चपरासियों और मालियों के पद दिये जायेंगे। मैं जानना चाहता हूँ कि क्या केन्द्रीय सरकार ने राज्य सरकार को ऐसा सुझाव दिया है कि जिन किसानों की भूमि व घर लिये जाये उनकी बदले में भूमि और घर के लिये जगह दी जाये?

श्री हुमायूँ कबीर इस तरह का सवाल तो शायद प्रान्तीय सरकार को भी भेजना चाहिये।

Mr. Speaker: I did not appreciate the question of Shri Joachim Alva on Q. 628. Let nothing of that kind be said by any Member here. There are a number of religions in this country, and hon Members are aware that we have been absolutely tolerant. Therefore, let not any hon. Member who belongs to any particular faith, which does not believe in idolatory cast any aspersions or put any questions which may appear to be a reflection upon those other persons who believe in it. That was exactly what, I thought, Shri Joachim Alva had in his mind when he asked

me to erase this question out of record. I do not think Shri Jaipal Singh ever meant anything of that kind.

Shri Jaipal Singh. Perhaps, that was what the hon Member meant. That was not what I meant. By putting this question regarding the proper utilisation of the wealth belonging to the gods and goddesses, I do not see that I have in any way hurt anybody's feeling here.

Shri Braj Raj Singh. Nobody's feeling has been hurt.

Mr. Speaker: Anyhow, it has immediately, without any hesitation, provoked a controversy.

Shri Jaipal Singh: Only in his mind, not in the mind of the House.

Mr. Speaker. Nobody ever attributes anything to Shri Jaipal Singh, but even then, even without thinking of the consequences that have arisen in the mind of Shri Joachim Alva, such things may be avoided in future.

The Minister of Law (Shri A K Sen): May I say one word in support of Shri Jaipal Singh? I did not understand him to say anything which would be any reflection on the beliefs which any individual Members here or outside may hold true.

Mr. Speaker. I agree, nor did I think so. Otherwise, I would have asked him to withdraw immediately that question.

Shri Jaipal Singh. I would like to emphasise that I am a great believer in gods and goddesses; my hon friend may not believe in them.

श्री जगदीश प्रबन्धी. क्या मंत्री जी यह बताने की कृपा करेंगे कि जो अमरीकन विशेषज्ञ आये हैं और जो वहाँ भूमि का पर्यवेक्षण करने गये थे, उन्होंने किन किन स्थानों की भूमि का पर्यवेक्षण किया है ?

श्री हुमायूँ कबीर. इसका तो मैंने जवाब दिया कि उन्होंने साइट परन्तु किया है ।

श्री जगदीश प्रबन्धी : कौन कौन से गावों की भूमि को परन्तु किया है क्या यह मंत्री जी बतला सकेंगे ?

Mr. Speaker: The hon Member may look at me instead of stretching out his hands towards the hon Minister.

श्री जगदीश प्रबन्धी. मैंने यह प्रश्न किया था कि जो अमरीकन विशेषज्ञ आये हैं उन्होंने किन किन गावों की भूमि का पर्यवेक्षण किया है ?

अध्यक्ष महोदय. सारे मसार में इतने गांव हैं। मंत्री जी किस किस का नाम बता सकते हैं।

Mr. Speaker: Does the hon Member want a recitation of the names of all the villages which they have toured in the whole world?

श्री जगदीश प्रबन्धी. जहाँ यह शिजाग मस्जिद बनने जा रही है वहाँ इसके लिये कुछ गावों की जमीन ली जा रही है। मैं यह जानना चाहता हूँ कि किन किन गावों की जमीन का पर्यवेक्षण किया गया है ?

Shri Humayun Kabir. I have already said that he may address this question to the State Government. We are not concerned with that at all. The State Government gives us a clear land free of all other liabilities, and then we build the institution.

Shri S M Banerjee: May I know the total estimated cost of this institution, and the amount sanctioned by the Central Government, and when the foundation-stone of this institution is going to be laid?

Shri Braj Raj Singh: And by whom?

Shri Humayun Kabir: There are three questions. Which one shall I answer?

Mr. Speaker: He may answer anyone he likes.

Shri Humayun Kabir: So far as the estimates are concerned, since the site has not yet been handed over to us, the detailed estimates have not been made, but, normally, an institution of this type cost something between Rs 4 crores and Rs 5 crores.

The second question is about when it would be started. After the land has been handed over to us, we shall start operations, and it is my hope that in temporary establishments the institute may begin to function before the end of the Second Five Year Plan.

As for the third question, it is too early to say when the foundation-stone will be laid.

Shri Damani: May I know how many industries they have surveyed and which particular industries this team has surveyed, and how many students are going to be trained in this institution?

Shri Humayun Kabir: This is according to a plan which was made about ten to twelve years ago, namely the Sarkar Committee's report, and the basic outline of that plan still remains. This institute will have roughly about 2000 students, of which probably 1500 to 1600 will be undergraduates, and the others will be post-graduates. As to what special subjects will be taught there, it will all depend, after the institute has been set up.

श्री जगदीश प्रसादी मैं मंत्री महोदय से जानना चाहता हूँ कि केन्द्रीय सरकार को राज्य सरकार को यह सुझाव देने में क्या आपत्ति है कि जिन किसानों की भूमि ली जाये उनको उसके बदले में भूमि दी जाये ?

The Minister of Law (Shri A. K. Sen): This question is out of order.

Land is a State subject. The Centre has nothing to do with it.

Shri Praj Raj Singh: The hon. Minister has been pleased to say that it is out of order, but this is in accordance with our principle. When anybody is being ousted from his land, we must provide land for him.

Shri Humayun Kabir: I have already said that this question should be addressed to the State Government.

Shri A. K. Sen: It is a State subject.

Mr. Speaker: Apart from all technical objections, it does not arise out of the main question. Whenever we want to establish a technical institute or a college, shall we go into the question of the land, the amount that has to be paid for it and so on? All these things are incidental. The main question relates to a Higher Technological Institute to be established at Kanpur. Hon. Members need not go into such details as to what will be the depth of the foundation and so on. There is no meaning in putting such questions.

Reconstitution of Law Commission

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*630 { Shri N. R. Munisamy.
Shri Aurobindo Ghosal

Will the Minister of Law be pleased to state

(a) whether it is a fact that the Law Commission has been recently reconstituted afresh,

(b) if so, the terms of reference,

(c) the names of the members,

(d) what functions have been assigned to it, and

(e) what is the term of the Commission?

The Deputy Minister of Law (Shri Hajarnavis): A detailed statement

regarding the reconstitution of the Law Commission is laid on the table of the House [See Appendix II, annexure No 42] As regards parts (a) to (e) of the question attention is invited to paragraphs 6 to 10 respectively of the Statement

Shri N R. Munisamy May I know the special reasons that weighed with Government in reconstituting the Law Commission instead of giving a fresh lease of life to the old commission, inasmuch as the work of the statute law revision is the same as before?

The Minister of Law (Shri A K Sen) It is all explained in the statement

Shri N R. Munisamy No reason is given there

Shri Hajarnavis May I refer my hon friend to para 10 of the statement?

Shri N R. Munisamy What were the special reasons for reconstituting a new commission instead of giving a fresh lease of life to the old commission?

Shri A K. Sen: Paragraphs 9 and 10 in the statement make it clear

Mr Speaker: All that the hon Minister can say in answer to his question is to refer him to paragraphs 9 and 10, where, according to the hon Minister, every reason has been given. If the hon Member is not satisfied, the fact remains that he is not satisfied

Shri Tangamani In the reconstituted commission with Mr T L Venkataraman Iyer as chairman and Shri P Satyanarayana Rao as one of the members, may I know who is going to be the next whole-time member, and whether the two part-time members have been chosen, and if so, their names?

Shri A. K. Sen: The names will be known as soon as they are announced

Mr Speaker: No names will be given in advance. As soon as they are appointed and names announced, the names will be given

Shri Tangamani: After the period of the first Commission was over, this Commission has been set up, as early as in December. So I would like to know when this Commission is going to start its work. It will not be able to start work unless the full complement of five members is there

Shri A. K. Sen: The work is going on, there are two members functioning including the Chairman. The other members have not been appointed yet in the sense that their names have not been announced

Shri Tangamani: We find that revision of statute law is also one of the terms of reference. I would like to know whether the question of various industrial laws will also be considered by the new Commission

Shri A K Sen: It is true that industrial law was not referred to the Law Commission at any time. But the Law Ministry has already collected the main principles which can be deduced from the leading decisions of the different High Courts and the Supreme Court, and the work has more or less been brought up to date excepting for the last six or seven months. All the work has been sent to the Labour Ministry for examination. It is our intention at a future period to publish in a collected form the leading principles on important subjects like bonus, gratuity and so on, which may be regarded as more or less settled by the leading decisions of the different courts

Mr. Speaker: The hon Member evidently wanted to know if industrial law would also be referred to the Law Commission

Shri A. K. Sen: I have said that it has not been referred.

Shri Aurobindo Ghosal: In the statement, we find that the previous Commission had recommended 12 Acts for amendment. May I know whether the reconstituted Commission will again revise the same Acts—which have already been revised?

Shri A. K. Sen: No. It is commonsense that we cannot go on revising the same Acts again.

Shri N. R. Munisamy: The Commission is permitted to devise its own procedure for its work for collection of information and for ascertaining public opinion. Is the Commission at liberty to co-opt any member at the time of deliberation in the places they visit?

Shri A. K. Sen: No co-opting of members, because there is a decision of the Cabinet fixing the number of members. But I have no doubt that they will take the co-operation of every person who may give them co-operation or help.

Shri Ramanathan Chettiar: How long will it take the reconstituted Commission to complete its work?

Shri A. K. Sen: There is no completion of work. It is a continuous process, like the Law Commissions in some other countries.

Shri N. R. Munisamy: Three members are yet to be appointed. May I know whether it is under the contemplation of Government to appoint any lady member in the Commission?

Mr. Speaker: A lady member as such, whether she knows law or not?

Shri N. R. Munisamy: No, a lady member knowing law.

Shri A. K. Sen: Government never makes an appointment with special reference to the sex of a member.

Shri Mahanty: May we know the reasons for the reconstitution of the Law Commission?

Mr. Speaker: He has already said that paragraphs 9 and 10 of the statement give the reasons. Next Question.

Shri Mahanty: On a point of order. Just now I asked a supplementary question asking the reasons for the reconstitution of the Law Commission and you had been pleased to say that the Minister has stated them in paragraphs 9 and 10. But you will find yourself that these paragraphs do not make any reference to the point at issue.

Mr. Speaker: The hon. Member did not follow what I said. All that I said was this. Shri N. R. Munisamy asked a simple question: what are the reasons for reconstituting this Commission? The hon. Minister replied that all the reasons he could urge were contained in paragraphs 9 and 10. Shri Munisamy asked a further supplementary question as he was not satisfied with them. I then said that the hon. Member must take whatever is said there; the hon. Minister is not able to give anything more. So it will only be repeating the same question by Shri Mahanty. (A hon. Member: Reasons are not given). They may not be; he is not able to give any reasons.

In all cases like this involving technical or expert knowledge, sometimes some discretion must be left to Government. Are they to say whether they are satisfied or not satisfied? Whatever may be the case, I am not able to say what it is.

Indian Law Institute

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*632. { Shri V. P. Nayar:
 { Shri Eswara Iyer:

Will the Minister of Law be pleased to state:

(a) whether the Government are giving any financial aid to the Indian Law Institute; and

(b) if so, the Control exercised by Government over this institution?

The Deputy Minister of Law (Shri Hajarnavis): (a) A non-recurring grant-in-aid of Rs 1,00,000 was given to the Indian Law Institute during the financial year 1957-58. The Institute has applied for a further grant of Rs 1,00,000 for the current financial year. The proposal is under consideration of Government.

(b) The grant-in-aid during the year 1957-58 was made to enable the Institute to make a start with a Research Director and office staff and two Research Units. To enable the Government to satisfy itself that the amount is spent on the object for which the aid was given the Institute was required to submit a statement of accounts of expenditure met from the grant-in-aid duly audited and certified by a Registered Accountant or other recognised body of auditors.

Shri V. P. Nayar. May I know whether Government have any representative in the management of this Institute?

Shri Hajarnavis: The Law Minister is *ex-officio* Member.

Shri V. P. Nayar. *Ex-officio* Member?

May I know whether the list of subjects if any, taken up for research at the Law Institute has the approval of Government?

Shri Hajarnavis: No, but I can give the subjects on which research is being carried on.

The Minister of Law (Shri A. K. Sen): It is not our policy to centralise this research work in the sense that all projects of research must have the approval of the Government before they are taken up.

Shri V. P. Nayar. I would like to know the subjects taken up for research and also whether Government have issued any directions to the

effect that international law may be made a subject for research.

Shri Hajarnavis: To the latter part of the question, the answer is 'no'; Government have not given any direction on any subject whatsoever. The subjects taken up for research are (1) administrative procedure, (2) judicial review, (3) delegated legislation, (4) inter-State movement of commodities and persons, (5) fundamental rights in the Indian Constitution their scope, operation and trend.

Reports of Commissioner for Scheduled Castes and Scheduled Tribes

*633 Shri B. K. Gaikwad. Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that the Government of India have requested all the State Governments to consider the yearly Reports of the Commissioner, Scheduled Castes and Scheduled Tribes, and

(b) if so, how many State Governments have considered the Report of the last year?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes.

(b) So far as the report of the Commissioner for Scheduled Castes and Scheduled Tribes for 1957-58 is concerned the State Governments have only recently been requested to take necessary action on the recommendations made in it and to furnish reports on the action taken or proposed to be taken by them.

Shri B. K. Gaikwad. May I know the main suggestions or recommendations made by State Governments while considering this Report?

Shrimati Alva. The hon. Member has asked a very broad question. But we have received information from Andhra Pradesh, Assam, Bihar and Uttar Pradesh as to what action is taken by them. The information is

being consolidated and will be laid on the Table of the House.

Shri B. K. Galkwad: Are Government aware that several allegations were made by members of State legislatures while discussing the Report that Government was found incompetent to implement their whole policy enunciated by them now and then?

Shrimati Alva: Members are normally critical in every legislature. Nevertheless, every State Government is going to discuss this Report from now on. Bombay and Bihar have already discussed.

Shri M. R. Krishna: Will the whole Report of the Commissioner be discussed by particular States or a separate Report will be made pertaining to the States concerned?

Shrimati Alva: No, the portion that refers to it will be discussed by each State.

Shri Jaipal Singh: In view of the failure on the part of the hon Minister of Parliamentary Affairs to have this Report discussed regularly every year, may I know whether the recommendations of the Report are at least being considered by the various Ministries at the Centre also? If so, what are the recommendations that have been considered?

Shrimati Alva: All the recommendations are considered. The current report will be coming up for discussion in both Houses in this session.

Shri Hem Barua: May I know whether any of the State Governments have so far constituted any advisory committee for the Scheduled Castes and Scheduled Tribes to advise the Government on different matters relating to these people?

Shrimati Alva: Every State has its own Advisory Board.

Shri B. K. Galkwad: May I know whether, the report which was not

considered by the State Governments, have they mentioned any reason for not doing that?

Shrimati Alva: I do not understand the question. It is all stated in the 1957-58 report. Statements are made by the Commissioner for Scheduled Castes and Scheduled Tribes. Bombay and Bihar have discussed that report—and that report was only for 1956-57.

Shri Jaipal Singh: The question was different. What the hon. Member wanted to find out was why that report was not discussed by the various State Legislatures regularly and annually.

Shrimati Alva: We have advised them and requested them only this month that they should take this up in their legislatures.

Mr. Speaker: Hon. Members who are active here have their counterparts in the State Legislatures.

Shri Jaipal Singh: We are very active; but the hon. Minister for Parliamentary Affairs does not seem to be very effective in this matter.

Mr. Speaker: Hon Member could have said that every week they want to have a discussion for a couple of hours so that all the reports may be discussed instead of merely being lodged or filed. No hon. Member ever moved any motion like that. I have been looking forward to that.

Shri Braj Raj Singh: I had moved, Sir.

Shri G. B. Pant: We have no power here to regulate the procedures or proceedings of the State Legislatures. It is for them to determine what they will take up and what they will not.

Mr. Speaker: This is exactly what I said. But the whole complaint of the hon. Members is that this Government must exercise some kind

of jurisdiction over the State Governments. Leave alone the Governments; why not their counterparts there take this up?

Shri G. B. Pant: We can only advise the State Governments.

Shri Jaipal Singh: I have to submit that the hon Home Minister has not quite given the correct picture. In the Constitution itself, the Central Government has power to give directions to the State Governments. That has not been done. It is in the article of the Constitution.

Shri G. B. Pant: The Constitution only says that the report will be laid on the Table of Parliament, not that it will be laid on the Tables of the State Legislatures. So, they are not, under the law, bound to discuss the report. We have advised them to do so and the hon Members can certainly take such action as they consider advisable and necessary.

Steel Equalisation Fund

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*634. { **Shri Morarka:**
 Shri D. V. Rao:
 Shri Nagi Reddy:

Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether an amount of about Rs. 1.5 crores is due to the Steel Equalisation Fund on account of difference in freight rates as at the end of December, 1957 from two main producers of steel;

(b) whether the said amount has been realised from the parties concerned; and

(c) if not, the reasons therefor?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir. This is an estimate

(b) No, Sir

(c) The adjustments to be made relate to the period from May, 1949 to October, 1955. There have been certain difficulties in the proving of the figures. The manner of the

adjustment is under consideration in consultation with the Ministry of Finance and the main producers.

Shri Morarka: Since this amount is pending since May, 1949 may I know whether, in the meantime, Government has intimated to this firm that if they do not pay this amount, certain interest would be chargeable?

Sardar Swaran Singh: No such formal intimation has been given to the firm.

Shri Morarka: What are the difficulties on collecting this Rs. 1.5 crores from this firm at least on account?

Sardar Swaran Singh: The difficulties that they are not obliging.

Shri Morarka: The other day, the hon Minister said in answer to my question that about Rs. 17 crores were due from these two main producers of steel on different accounts. And, again, we find that Rs. 1.5 crore, are due from the same two main producers of steel on account of freight. May I know what steps the Government is taking, in view of the Auditor-General's report, to recover this amount pending since 1949?

Sardar Swaran Singh: I said on that occasion also that I did not anticipate any difficulty in realising the amount and I stick to that view.

Mr. Speaker. The hon Member wants to know why it has not been recovered

Sardar Swaran Singh: Most of these are 'on account', and the accounts have to be scrutinised. There are some disputes on either side about the accounts; they are being gone into; and I think, the matter will be straightened out before long

Shrimati Kenn Chakravarty: On the last occasion when the question of Rs. 16.89 crores outstanding with the two main producers of steel came up, the hon. Minister stated that it

would not be difficult to get back the money. I should like to know, in view of the easiness of getting back this money, what is the difficulty standing in the way and why Government does not propose to get back this entire amount.

Sardar Swaran Singh: I do not say that the Government do not propose to get back this amount. We are taking every steps to get back the amounts.....

Shrimati Renu Chakravartty: What are the steps? That is what we want to know exactly.

Sardar Swaran Singh: Going into the accounts, actually settling the accounts and pressing them to pay.

Shri A. C. Guha: The hon. Minister has stated that there would not be any difficulty in realising the dues. At the same time, he has also said that the two companies have not been obliging enough to make the payment. How can we reconcile these two statements? Really, for the last 10 years the amount has been pending payment. What steps do Government intend taking now?

Sardar Swaran Singh: I still stick to what I said. The question that was put was as to the difficulty in asking the firms to make an 'on account' payment pending the finalisation of the final account and I said that they are not obliging enough to make an 'on account' payment without going into the final accounts.

So far as the particular point which is relevant to the present sum of Rs. 1.5 crores is concerned, I have to give a little additional information to clarify the points.

In the case of supplies from the works straight to places other than the ports, the main producers collected from the consignees the place extra fixed from time to time by Government from the port to the railway stations where the consignee was

situated and also retained the freight disadvantage element. Adjustment was, therefore, to be made between the place extra collected plus the freight disadvantage and the actual railway freight paid by the producer from his works to the destination railway station. The difference was to be credited or debited, as the case may be, to the Equalisation Fund. The adjustments are to be made from 1st of May, 1949 to 10th June, 1956 from which date the port detention prices were abolished as a result of fixing a uniform selling price for steel at different railhead stations in India. As this was a matter which related to some oldish period, there have been difficulties in finalising the accounts.

Shri Dasappa: May I know what is the rate of interest that is going to be charged on the arrears that have fallen due for the period?

Sardar Swaran Singh: I would not venture an opinion on that because, as the matter stands, I do not think there is any stipulation for charging any interest.

Shri Morarka: Is the hon. Minister aware that the public exchequer suffers a loss of Rs. 40,000 every day by the non-payment of this amount?

Sardar Swaran Singh: I do not accept that view, Sir.

Mr. Speaker: The hon. Minister said that they are not obliging enough. I understood the question to be this. There may not be a dispute with respect to every item. Why not they pay the undisputed amounts. Evidently, the hon. Member was asking that.

Sardar Swaran Singh: The undisputed amounts have been paid from time to time. Hon. Members should not carry the impression that no payments are being made. There is always a time lag between the accrual of the amounts and the actual payment thereof. Amounts have been paid from month to month. Therefore, it would not be right to carry the impression that no payments are being made.

Shri A. C. Guha: In spite of this, such a huge amount has been pending with the companies

Mr. Speaker: I am not going to allow this

Shri A. C. Guha: Just as you have stated, it would clarify the position if I am allowed to put another question

Mr. Speaker: My statement need not be clarified. Next question

Shri A. C. Guha: It will be a kind of

Mr. Speaker: I am sorry. Order, order. During Question Hour we try to elicit information but there should be a limit. If anything remains still uncleared, there are any number of ways in which that can be cleared up. The Question Hour is also over

12 hrs.

Shri Jaipal Singh: Before we proceed further, may I invoke your protection against the Home Minister and the Law Minister. I would like to read out article 339(2)

"(2) The executive power of the Union shall extend to the giving of directions to a State as to the drawing up and execution of schemes specified in the direction to be essential for the welfare of the Scheduled Tribes in the State"

As we all know, Governments make a schedule of work in the legislatures. Are we to understand that the Home Minister is not prepared to direct any of the Governments in the States that they discuss the report?

Secondly, in regard to the protection that I seek from you against the Law Minister, earlier on, during Question Hour, you were pleased to accept—I hope it is not accepted but it sounded to me as though you had agreed with him—that questions like land are State subjects and therefore we would be precluded from asking questions on them. I am not prepared to accept that position.

Mr. Speaker: That is all right.

Shri Jaipal Singh: May I explain why I am not accepting that?

Mr. Speaker: What is it he is driving at?

Shri Jaipal Singh: The point is this. When the legislation for coal-bearing areas came up here, you know under that enactment people can be removed from villages without ever having been given alternative land or house or anything like that. Are we going to accept the Law Minister's interpretation that we have no right to raise any questions here?

Mr. Speaker: It is not on account of that objection that I said we may pass over to another question. I said, apart from the question whether it ought to be discussed here or not, it is such a detail that it need not be taken up here. So the matter stands. There is nothing conclusive about this. When the matter again arises the hon. Members may bring it to my notice, and I will allow or disallow.

Shri Jaipal Singh: What about the Home Minister?

Shri G. B. Pant: So far as the Home Minister is concerned, he is ever anxious to do what he can to promote the interests of the Scheduled Castes and Scheduled Tribes whether they are in the States or in the Union territories and he counts upon the assistance and co-operation of Shri Jaipal Singh.

SHORT NOTICE QUESTION

Mr. Speaker: Dr. Melkote Absent

Shri T. B. Vittal Rao: The answer may kindly be given. As a special case, you may permit the hon. Minister to give the answer.

Shri S. M. Banerjee: It is a very important point about the Wage Board for the sugar industry.

Mr. Speaker: All right, the hon. Minister can answer.

Shri Abid Ali: (a) Yes

Shri Surendranath Dwivedy: What is the question? Let him read the question first

Mr. Speaker: This is the difficulty in permitting off-hand an answer to be given. I have to read the question evidently now. I shall read the question. There is no harm.

Wage Board for Sugar Industry

S.N.Q. 4. Dr. Melkote. Will the Minister of Labour and Employment be pleased to state

(a) whether it is a fact that the Central Wage Board for sugar industry has unanimously recommended to give interim relief to the workers in sugar factories,

(b) if so, the action taken to implement the recommendations,

(c) whether it is also a fact that due to the delay involved in implementation of the recommendation by Government the Labour Unions of the sugar factories in UP have given notice of staging a strike to materialise from about the third week of February, 1959, and

(d) if so, the steps taken to avert the same?

Shri Mahanty. On a point of order, Sir. Can questions be put from the Chair? We would like to have a ruling.

Mr. Speaker: The Chair can do anything. I only tried to read what the hon. Member, who is absent, should have done, to oblige all the hon. Members who want to know this. I am here to relieve all inconvenience in the House.

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes. A statement detailing the recommendation made by the Wage Board is placed on the Table of the Lok Sabha. [See Appendix II, annexure No 43.]

(b) The recommendation has been communicated to the Indian Sugar Mills Association with a view to ensure implementation by its member mills.

(c) No.

(d) Does not arise.

Shri S. M. Banerjee: It is known to us that the Wage Board has recommended an interim allowance of Rs 2½ only. May I know whether it is in the knowledge of the hon. Minister that this has created a great discontent among the sugar mill workers and, if so, whether this decision is going to be revised and the amount increased?

Shri Abid Ali: It is only an interim relief, it is not Rs 2½ but a minimum of Rs 3. But this is a unanimous recommendation of the Wage Board for sugar industry in which the employers and employees are represented. This was a unanimous recommendation, and we have communicated it to the mills' association, and certainly there is no discontent on this account.

Shri S. M. Banerjee. May I know whether the Chuni Mill Mazdoor Federation have raised an objection to this increase and that they have demanded that it should be a minimum of Rs 6 and, if so, what is the reaction of the Government?

Shri Abid Ali: That demand has not come to us yet, but there are some individuals and institutions who feel that they cannot exist unless some agitation and some protest is raised.

Shri S. M. Banerjee: He is insinuating. This is very wrong. Does he want to quarrel?

Shri T. B. Vittal Rao: He says "agitation" of somebody, as if he can thrive. Everytime he has been doing like that.

Shri Tangamani: Even during Question Hour.

Shri T. B. Vittal Rao: We cannot tolerate this. He should be removed from his office.

Mr. Speaker: The hon Minister does not refer to hon Members here as creating an agitation

Shri T. B. Vittal Rao: To whom has he referred?—he has no manners at all I have also to point out that he has no decorum in the debates at all

Shri Morarji Desai: May I know, Sir, if shouting is manners in this House?

Shri T B Vittal Rao The same thing will happen, certainly

Mr. Speaker. Order, order Let there be no heat We have been getting on quite smoothly Now, the point is this Is it not open to an hon Minister to say that there is really no trouble there that everything has been settled but some people are creating an agitation? Why should the hon Members think that they are the agitators here?

Shri T B Vittal Rao It is in reply to a question put from us on this side

Mr. Speaker In answer to a question, he has replied I am putting it hypothetically is it not open to an hon Minister to say that everything is quiet, and that, still, when a question is put "Is not so and so" etc, to say that that is what some agitators are trying to do? I do not know why every hon Member should take it upon himself

Shri T B Vittal Rao I can also say he is unfit to be a Deputy Labour Minister

Mr. Speaker: That is another matter

Shri Abid Ali: rose—

Shrimati Renu Chakravartty He is always replying in such a way that we have reached the limits of endurance It is not only a question of decorum, but a question of veracity

Mr. Speaker. The hon Minister will try not to provoke the other side

Shri Abid Ali. I never meant it You have rightly said it They asked whether there was any discontent I said there is no discontent They

mentioned some place (*Interruptions*) Two persons cannot speak together.

Shri S. M. Banerjee: What happened to my question?

Shri Abid Ali: I was submitting that there is no discontentment, but still, when the hon Member insisted, then, I said it is because of some individuals and organizations wanting to remain alive—(*Interruptions*)

Mr. Speaker: The hon Members can go on putting questions, but is it not necessary for the Minister to defend his case? He said there was no discontent, but when reference was made to some people, the Minister said that that is what some people are trying to create Possibly, the Minister may modulate his voice a little lower and not provoke

Shri Tangamani This interim relief is payable from 1st January 1959 May I know whether the Government have got facts before them to show whether this interim relief has been paid during this current month and, if so how much has been paid?

Shri Abid Ali I have not received any information that it has been paid or not paid

Shri Dasappa May I know whether it is not a fact that the Wage Board went thoroughly into this question of interim relief, considered the matter for a long time and both the representatives of the labour as well as the employers, i.e. mill owners, agreed to this interim relief and if so, where is the necessity now to refer the matter to the Indian Sugar Mills Association? (*Interruptions*)

Shri Abid Ali The hon Member is thoroughly right, we have not referred the matter to the Association for any further recommendation, but only to persuade their member mills to implement the recommendation

Mr. Speaker I have allowed this question as an exception It will be treated as an exception

WRITTEN ANSWERS TO QUESTIONS

प्रतिरक्षा सामान में हानि

*६३१. श्री रघुनाथ सिंह :
श्रीमती इला पालचौधरी :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि गत ४ वर्षों में प्रतिरक्षा भाण्डारों की सामान की बिक्री में ५० करोड़ रुपये की हानि हुई है ?

प्रतिरक्षा उपमंत्री (श्री रघुनाथ) :
जी नहीं ।

Legal Aid to the Poor

*635. Shri Panigrahi: Will the Minister of Law be pleased to state:

(a) whether the Orissa Government have sent to the Central Government any scheme of its own for giving legal aid to the poor,

(b) whether they have asked for any Central assistance for providing legal aid to the poor in Orissa;

(c) whether the Central Government have finally considered the schemes of Bombay and Kerala States to this effect; and

(d) whether any other State Governments have also sent a Scheme?

The Deputy Minister of Law (Shri Hajarnavis): (a) No, Sir

(b) Does not arise

(c) The Schemes framed by the Bombay and Kerala States will be taken into account in any general scheme which the Government of India may formulate for the guidance of the State Governments

(d) No, Sir

Colliery in Rajur (Bombay State)

*636. Shri Tangamani: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that the colliery of Rajur in District Yeotmal

of Bombay State has been closed down;

(b) if so, when it was closed;

(c) the reasons for the said closure; and

(d) the steps taken by Government to restart the colliery?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes.

(b) On 9-2-1957.

(c) Uneconomic working and continued losses.

(d) In order that the colliery restarts working, the State Government sanctioned transfer of the mining lease of the colliery to another party. But the latter have not yet been able to resume mining operations.

Oil India (Private) Limited

*637. Shrimati Mafida Ahmed: Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No. 63 on the 19th November, 1958 and state:

(a) whether the Memorandum and Articles of Association of Oil India (Private) Limited, have since been finalised; and

(b) if so, the date of its formal incorporation?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). Yes, Sir Oil India (Private) Limited has been incorporated on 18th February, 1959

Prohibition

*638. Shri Narasimhan: Will the Minister of Home Affairs be pleased to lay a statement on the Table showing.

(a) the steps taken so far in pursuance of the Lok Sabha Resolution passed on the 31st March, 1956 that nation-wide prohibition should be an integral part of the Second Five Year Plan; and

(b) the nature of help given or proposed to be given to the Mysore Government to enable them to enforce prohibition in the State?

The Minister of Home Affairs (Shri G. B. Pant): (a) The Resolution passed in the Lok Sabha was incorporated in the Second Five Year Plan (Chapter XXIX—pages 606-609) While it was recognised that there was need for a common approach towards prohibition for the country as a whole, it was lent to the State Governments to draw up detailed programmes according to local conditions and circumstances. A statement showing the steps taken by the various States regarding implementation of prohibition programme is placed on the Table of the House [See Appendix II, annexure No 44]

(b) Does not arise The States have taken measures for introducing prohibition themselves

Survey of Base Metals in Hilly Districts

*639. **Shri Ram Krishan:** Will the Minister of Steel, Mines and Fuel be pleased to state the nature of steps taken or proposed to be taken to intensify search for base metals in the hilly regions of Northern India?

The Minister of Mines and Oil (Shri K. D. Malaviya): With a view to intensify the search for base metals in this country a separate unit to specifically devote its attention to the exploration of base metals has been set up in the Geological Survey of India Work on silver, copper, lead and zinc etc in the hilly regions of Northern India is proposed to be intensified by strengthening the existing and forming new field parties

Subsidy to Importers of Steel Equalisation Fund

*640. { **Shri D V Rao:**
Shri Nagi Reddy:

Will the Minister of Steel, Mines and Fuel be pleased to state

(a) the amount of total "advance" and "on accounts" payments of sub-

sidy made to importers of Iron and Steel under the Scheme for Equalisation of Sale Prices upto the end of December, 1958;

(b) what are the total number of cases and total amount yet to be finally settled,

(c) the number of cases pending for a year and more, and

(d) the reasons for the delay in final settlement?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Subsidised steel is imported, on tender, by the Steel Controller. The successful tenderer pays for the entire cost of steel initially. When the steel is received, he sends it to the various users, according to the directions issued by the Steel Controller, and recovers from the consignees the Indian Controlled Prices. These are normally lower than the imported price. The difference is the subsidy. For this, the importer bills the Steel Controller. The Steel Controller pays part of the subsidy on proof of despatch and the balance after pre-audit.

Upto the 31st of December 1958, the total amount of such advance payments made amounted to Rs 33.5 crores

(b) 5,444 cases involving claims of Rs 3.7 crores

(c) 4,364 cases

(d) The final settlement of subsidy bills can be made only after pre-audit. Several types of documents are necessary in order to support the claims. Importers have experienced difficulties in the production of certain types of documents and in such cases have offered alternative proofs in substantiation of their claims. These necessitate certain relaxations which in turn requires the special sanction or consultation with audit. These difficulties are being overcome and it is hoped to quicken the pace of disposal.

Indian Students in U.K.

*641. Shri J. B. S. Mist: Will the Minister of Education be pleased to state—

(a) whether it is not a fact that in view of racial feelings, Indian students often find it difficult to secure good accommodation in U.K.

(b) what hostel facilities for Indian students, particularly woman students, are available in U.K. and whether they are adequate,

(c) if the answer to (b) be in the negative, the steps proposed to be taken to solve the accommodation problem, and

(d) whether Government propose to grant financial assistance to some voluntary social agency for providing these hostels?

The Minister of Education (Dr. K. L. Shrimall): (a) to (d) The information is being collected and will be laid on the Table of the House

Welfare of Scheduled Castes, Scheduled Tribes and other Backward Classes

*642 Shri Sonavane: Will the Minister of Home Affairs be pleased to state whether a conference of the State Ministers dealing with Scheduled Castes, Scheduled Tribes and other Backward Classes welfare is being convened in 1959?

The Deputy Minister of Home Affairs (Shrimati Alva): No such conference has been fixed

Suthanthira Tamil Nad Conference

*643. { Shri D. C. Sharma:
Shri Raghuath Singh:
Shri Aurobindo Ghosal:
Shri S. C. Samanta:
Shri Mohan Swarup:

Will the Minister of Home Affairs be pleased to state.

(a) whether the Government are aware that the Suthanthira (independ-

ent) Tamil Nad Conference, held at Tirunelveli on the 15th January, 1959, decided to launch a campaign to burn the map of India minus Tamil Nad, and

(b) if so, the steps taken by the Government in this connection?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes

(b) No specific action has been taken so far in respect of the threatened campaign which has not taken any concrete shape. The State Government are, however, maintaining a close watch on the situation and will take appropriate action as and when necessary

Andaman and Nicobar Islands

*644. Dr. Ram Subhag Singh: Will the Minister of Home Affairs be pleased to state

(a) whether Government propose to make the Andaman and Nicobar Islands a tourist centre, and

(b) if so, whether any scheme has been prepared in this regard?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Not at present, Sir

(b) Does not arise

Flood-affected People of Tripura

*645. { Shri Dasaratha Deb:
Shri Bangshi Thakur:

Will the Minister of Home Affairs be pleased to state

(a) what effective steps are being taken to protect the flood-affected people of Kailasahar and other subdivisions of Tripura,

(b) whether any temporary relief was given to the flood-affected people throughout Tripura, and

(c) if so, the minimum and the maximum amount which was awarded to each family?

The Minister of Home Affairs (Shri G. B. Pant): (a) A statement showing the details of major and minor flood protection schemes approved for various sub-divisions of Tripura is laid on the Table of the House [See Appendix II, annexure No 45]

(b) and (c) Temporary relief was given in various forms. Necessary material such as bamboo and sungrass was supplied free for repair and construction of houses, Rs 3,00,000 were provided for Tent Relief Schemes, Rs 2,00,000 for the grant of agricultural loans and about Rs 2500 for evacuating people from Kailashahar Sub-Division. Gratuitous relief was also given in cash, the maximum being Rs 100 and in isolated cases where slight damage was involved Rs 5.

Sale of Industrial Scrap

***646 Shri Assar:** Will the Minister of Steel Mines and Fuel be pleased to state

(a) whether it is a fact that 25 per cent free sale of industrial scrap has been permitted in Calcutta and Madras,

(b) whether it is a fact that 25 per cent free sale of industrial scrap has been stopped in Bombay State, and

(c) if so, the reasons therefor?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c) In order to ensure the better utilisation of the limited imports of industrial scrap, orders were issued in May, 1957 freezing all such imports by the Importers. The frozen stocks were to be sold against the Iron and Steel Controller's orders.

It was decided in August, 1958 that in order to enable quick disposal of stocks, importers may be allowed to dispose of 25 per cent of their stocks to customers of their own choice.

In October, 1958, it was found that imports of industrial scrap consisted of useful steel that could be taken by

essential users and, therefore, the concession of 25 per cent free sale was withdrawn. All these orders applied to all the ports and no distinction has been made between different ports.

Pilot Insurance Scheme

***647 Shri Shivananjappa:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Life Insurance Corporation of India has decided to introduce a Pilot Insurance Scheme in nine selected Community Development Blocks in Bihar, and

(b) if so, the purpose thereof?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Yes, Sir

(b) To extend the service of Life Insurance to rural areas.

अभ्रक का सर्वेक्षण

***६४८ श्री पद्म देव:** क्या इसपर त, खान और ईचन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार ने हिमाचल प्रदेश के महासू जिले में चीनी में स्थित अभ्रक की खानों का कोई सर्वेक्षण किया है,

(ख) यदि हा, तो उसका क्या परिणाम हुआ है, और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

खान और तेल मंत्री (श्री के० दे० मालवीय): (क) से (ग) महासू जिले में चीनी में स्थित अभ्रक की खानों का कोई सर्वेक्षण नहीं किया गया है। फिर भी ऐसा मालूम हुआ है कि वहाँ अभ्रक के भंडार हैं लेकिन भारतीय भूगर्भीय सर्वेक्षण विभाग में कर्मचारियों की कमी के कारण अभी तक इसका अनुसन्धान नहीं किया जा सका। जब उपलब्ध कर्मचारी भारतीय भूगर्भीय

सर्वेक्षण विभाग की सब से पहले पूर्ण की जाने वाली योजनाओं (priority schemes) पर लगे हुए हैं जो द्वितीय पंचवर्षीय योजना में सम्मिलित की गई हैं। यह कार्य दूसरी पंचवर्षीय योजना में सम्मिलित नहीं किया गया था।

Appointment of High Court Judges

*649. { Shri Rajendra Singh:
Shri Ram Krishan:
Sardar Iqbal Singh:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No 67 on the 19th November, 1958 and state

(a) whether Government have since received from the State Governments the lists of the persons considered suitable for appointment as High Court Judges,

(b) if so, the number of persons recommended by the Bihar Government, and

(c) whether the final approved list has been prepared?

The Minister of Home Affairs (Shri G. B. Pant): (a) There has been no change in the position since the above mentioned question was answered

(b) The list from Bihar has not yet been received

(c) Does not arise

Folk Music

*650. Pandit D. N. Tiwary: Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) whether there is a proposal to launch a country-wide drive to collect folk music; and

(b) if so, the details thereof?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b) The programme

of collection, preservation and popularization of folk music is a part of the regular activities of the Sangeet Natak Akademi. It does so by

- (i) making suitable grants to institutions and individuals in various parts of the country for specific projects,
- (ii) publication of folk songs, training in folk music etc
- (iii) building up of the Music Library of the Akademi, and
- (iv) allowing the use of collected music by individuals and institutions

The Sahitya Akademi propose to publish selections from folk songs of Assam, Punjab, Orissa, Gujrat and Kashmir

All India Radio also have a proposal to collect and record folk music

हिन्दी विश्वकोष

*६५१. { श्री भक्त दर्शन :
श्री बी० चं० शर्मा :

क्या शिक्षा मंत्री १५ दिसम्बर, १९५८ के अतागतिक प्रश्न संख्या १४७६ के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) काशी नागरी प्रचारिणी सभा द्वारा हिन्दी का जो विश्वकोष तैयार किया जा रहा है, उसके सग्रह और प्रकाशन में इस बीच क्या प्रगति हुई है,

(ख) सरकार ने इस कार्य के बिचे अब तक कितनी सहायता दी है,

(ग) अभी तक इस विश्वकोष का कितना कार्य शेष है और

(घ) इसके कब तक पूरा हो जाने की आशा है ?

शिक्षण बोर्ड (अ० क० बा० बीनारली) :
(क) से (ब). विवरण सभा-मंडल पर रख
दिया गया है। [रेसिडे परिशिष्ट २, अनुबन्ध
संख्या ४६]।

Cumulative Time Deposit Scheme

*652 { Shrimati Ila Palchoudhuri:
Shri Aurobindo Ghosal:

Will the Minister of Finance be
pleased to state the progress of and
response from the public to the cumu-
lative time deposit scheme since its
introduction in January, 1959?

The Deputy Minister of Finance
(Shrimati Tarkeshwari Sinha): The
deposits during the month of January,
1959 amounted to Rs 77,000 approxi-
mately. It is, however, too early to
assess the response to the scheme.

Boundary Disputes

*653. Shri N. R. Munisamy: Will the
Minister of Home Affairs be pleased
to state:

(a) what are the States which have
re-opened the border disputes already
settled by the State Regional Com-
mittees;

(b) whether any criterion has been
fixed for reopening issues between the
contesting States,

(c) if so, on what basis,

(d) whether it is a fact that Andhra
Pradesh claimed Parlakimidi from
Orissa State;

(e) whether similar claims were
made by Mysore and Bombay, and

(f) if so, on what areas?

The Minister of Home Affairs (Shri
G. B. Pant): (a) Bombay and Andhra
Pradesh are the two states which
have suggested re-adjustment of
borders

(b) and (c) The existing demarca-
tion of the boundaries of the States is
based on the recommendations of the
States Reorganisation Commission with

some minor adjustments made on the
basis of agreement between the
parties concerned

(d) Yes.

(e) The Bombay Government have
made some proposals for adjustment
of territories between the States of
Bombay and Mysore.

(f) The Bombay Government's pro-
posal will affect the following dis-
tricts

(i) Belgaum, Kanara, Bidar and
Gulbarga of Mysore State;
and

(ii) Sholapur, South. Satara and
Kolhapur of Bombay State

समुद्र में मछली मारने पर शगडा

*६५४. { श्री रघुनाथ सिंह :
श्री संगण्णा :

क्या गृह-कार्य मंत्री यह बताने की
कृपा करेंगे कि पश्चिम बंगाल और उड़ीसा
के बीच समुद्र में मछली मारने के बारे में
जो शगडा पूर्वी क्षेत्रीय परिषद् को सौंपा
गया था क्या वह अभी तक अनिर्णीत है ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त)
१० दिसम्बर, १९५८ को एक प्रश्न का उत्तर
देते समय सदन का जो स्थिति बताई गई
थी उसमें कोई परिवर्तन नहीं हुआ है। इस
बीच में केन्द्रीय विधि मंत्रालय ने हम
मामले के कानूनी पहलू पर विचार किया है
और उस मंत्रालय ने जो राय दी है वह दोनों
राज्य सरकारों को भेज दी गई है।

Assault on Shri Bhaurao Gaware

*655. Shri B. K. Gaikwad: Will the
Minister of Home Affairs be pleased
to state

(a) whether it is a fact that one
Shri Parashram Firaste (Gosavi) of

Konambe Village, Taluka Sinnar, District Nasik, assaulted Shri Bhaurao Gaware, a Scheduled Caste Mahar—as he was passing by the side of a Hindu Temple;

(b) whether it is a fact that that case was not attended to by the Police and so Shri Bhaurao Gaware lodged a private complaint under The Untouchability (Offences) Act in Sinnar Court, District Nasik, in the month of November or December, 1955,

(c) whether it is a fact that there were about 30 hearings during the period of 2 years during which period the accused did not present himself or was not made to be present by the court during the period, and

(d) whether it is a fact that as the complainant Shri Bhaurao Gaware absented himself for one hearing the Sinnar Court filed the case?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b) It is reported that Shri Bhaurao Gaware made a complaint to the Sinnar Police that one Shri Parashram Firaste (Gosavi) had hit him with a stone while he was passing by the side of a temple on the 1st of January, 1955. Shri Gaware's complaint was entered in the register of non-cognizable cases and he was advised by the Police to seek redress in a court of law as his case was a non-cognizable one. Shri Bhaurao Gaware filed a criminal case against Shri Parashram Firaste on the 17th January 1955. The Judicial Magistrate held that the facts only disclosed a case under section 323-IPC.

(c) There were in all 40 hearings. As the accused failed to appear in court, the Judicial Magistrate issued a bailable warrant against him on the 23rd August 1956. The warrant was returned unexecuted.

(d) The complainant absented himself from 16 hearings. From the 21st November 1956 onwards, he was continuously absent on 8 hearings and the Judicial Magistrate dismissed the complaint on the 6th April 1957.

Purchase of Iron and Steel

{ Shri Morarka:
Shri Ram Krishan:

Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether it is a fact that the Government purchased iron and steel worth Rs 77 crores involving a payment of 14 crores by way of subsidy between November 1954 and September 1956,

(b) if so, whether it was done in accordance with the rules laid down, and

(c) if not, the steps taken to regularise such future transactions?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c) Yes, Sir. Purchases were generally made by the Steel Controller in accordance with the powers delegated to him. In some cases where the value of the purchase exceeded delegated powers, he had made the purchase in anticipation of sanction. Government sanctions regularising most of such purchases have been issued.

Contribution to Share Capital of Hindustan Steel (Private) Ltd

*657 Shri Ram Krishan: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether it is a fact that M/s Krupps and Demag were released from their obligation to invest in the equity capital of the Hindustan Steel (Private) Ltd, and

(b) if so the reasons for the same?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir.

(b) The agreement entered into with Krupp Demag in 1953 was for technical services and for participation in capital investments by the two firms—Krupp and Demag—in the

capital of the Rourkela plant was to be related to the volume of orders placed on the two firms but not to exceed the equivalent of about Rs 95 crores

The two firms had the option to re-sell their shares to the Government at a premium of 20 per cent by August, 1963. Any dividends received by the two firms would have been deducted from this premium. Even when the agreement was entered into, it was realised that some element would be added to the cost of the supplies, to make up the difference between this premium and the return which the firms could have expected, if they had invested this money in Germany.

By the middle of 1956, the internal borrowing rate in Germany had risen sharply to about 8 per cent. The acceptance of German investment would have, in effect, meant payment of a high interest rate. The Government did not consider it worth-while to accept a comparatively small investment of Rs 9 crores on these terms. They preferred instead to secure a reduction in price, by releasing the German firms from the obligation to invest, before any orders were placed.

Orissa Government and the Hindustan Steel (Private) Ltd

*658. Shri Panigrahi: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether the Orissa Government had made any request to the Central Government for laying down the relationship between the Orissa Government and the Hindustan Steel (Private) Ltd,

(b) whether the Central Government has considered this request, and

(c) if so, the decision taken?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh: (a) No, Sir.

(b) and (c) Do not arise

Investigations of Indian Ocean Bed

*659. Dr. Ram Subhag Singh: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether Government are aware that Russian scientists recently carried out investigation of the bed of the Indian Ocean,

(b) if so, whether Government have received a copy of their study report; and

(c) if so, the chief features of that report?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir. The Soviet Expeditions have been carried out in the Indian Ocean, but the observations were not taken anywhere near the Indian sub-continent.

(b) No, but some notes have been published by the Soviet Embassy in India in their News Bulletins.

(c) The Expeditions are said to have revealed the nature of the rocks and the sub-water topography of the Ocean bed in some parts of the Indian Ocean which were traversed in the voyages in the southern hemisphere. The results are believed to be of general scientific interest.

National Memorial at Jallianwalabagh

{ Shri Ram Krishan:
*660. { Shri Bhakt Darshan
 { Shri D C Sharma.

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 1181 on the 18th December, 1958 and state

(a) the further progress made in the setting up of National Memorial at Jallianwala Bagh, Amritsar;

(b) the expenditure so far incurred on the work, and

(c) the extent of assistance given or assured by the Government of India

in connection with the construction of the Memorial?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) It is estimated that about 40 per cent of the work has been completed.

(b) Rs 2,37,787.29 nP upto 7th February, 1959

(c) Assistance given so far—Rs 5 lakhs Total assistance assured so far—Rs 6 lakhs

Audit of Income-tax Receipts

*661. { Shri Morarka:
Shri Ram Krishan:
Shri Nagi Reddy:
Shri Vasudevan Nair
Shri Siddananjappa:

Will the Minister of Finance be pleased to state

(a) what is the nature of the agreement reached between the Ministry of Finance and the Comptroller and Auditor General regarding audit of income-tax receipts;

(b) from what date this agreement will be implemented, and

(c) what will be the additional expenditure involved?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) It has been agreed in principle to entrust the work relating to the audit of income-tax receipts to the Comptroller and Auditor General and the details relating to the implementation of the principle and the connected procedure are under examination

(b) Does not arise at present

(c) Does not arise at present

Hindi in States

*662. Pandit D. N. Tiwary: Will the Minister of Home Affairs be pleased to state

(a) whether some of the States have switched over to Hindi for their official work,

(b) if so, the names of such States;

(c) the number of States partially carrying on their work in Hindi, and

(d) whether the States which are carrying on their work wholly or partially in Hindi have expressed any difficulty in the conduct of their work in Hindi?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c) Four States, namely Bihar, Madhya Pradesh, Rajasthan and Uttar Pradesh are carrying on their official work partially in Hindi

(d) No such difficulty has been brought to the notice of the Government of India

Russian Engineers in Bhilai

842. Shri Ram Krishan: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether it is a fact that several Russian technicians have been living at the site of Bhilai Steel Plant, and

(b) if so, whether a statement showing their number, arrangements for their residence, their wages and terms of appointment, would be laid on the Table?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh). (a) and (b) Yes, Sir There are 872 Soviet experts living in Bhilai. Of these 648 are engaged on Construction, 161 on Operational Planning and 63 with the work of consulting engineers. The salaries of 63 Experts doing the work of consulting engineers are paid by the USSR Government, whereas those of the other 809 experts are paid by the Hindustan Steel Limited

The Experts are divided into seven categories according to their salaries:

	at Rs. p.m.
One Chief Engineer	4,500
35 Leading Specialists	2,850
118 Specialists	2,400
184 Technicians and Leading Foremen	2,200
49 Interpreters	1,950
102 Foremen & Adjusters	1,800
320 Other Technicians	1,500

In addition to free furnished accommodation, these Soviet Experts are entitled to agreed rates of travelling allowance, leave concessions, medical facilities and insurance against accidents and death.

The Soviet Experts have been accommodated in the Bhilai House which has 120 suites and in residential quarters in the new Bhilai township. The duration of stay of each Soviet Expert is determined in accordance with the needs of the project.

Income-tax Arrears

843 Shri Ram Krishan: Will the Minister of Finance be pleased to state:

(a) the total number of assesseees from whom total amount of income-tax arrears due are over 1 lakh of rupees (State-wise), and

(b) the total amount to be recovered from them (State-wise)?

The Minister of Finance (Shri Morarji Desai): (a) and (b) A statement giving the position is laid on the Table of the House [See Appendix II, annexure No 47]

Demonetisation of Coins

844. Shri Ram Krishan: Will the Minister of Finance be pleased to state,

(a) the names of the coins which have ceased to be legal tender from January, 1959; and

(b) the names of coins which will cease to be legal tender during 1959-60?

The Minister of Finance (Shri Morarji Desai): (a) All yellow-coloured nickel-brass two-anna coins, all half-pice coins and all pie coins have ceased to be legal tender from January 1, 1959, except to the extent specified below

- (i) they shall continue to be legal tender upto the 30th June, 1959, only at all Offices of the Reserve Bank of India, all agency banks of the Reserve Bank conducting Government business, and at all Government treasuries and sub-treasuries, and
- (ii) they shall continue to be legal tender at the office of the Issue Department of the Reserve Bank at Bombay, Calcutta, Madras, Kanpur, New Delhi, Bangalore and Nagpur, until further notice.

(b) Any forecast of the names of coins which may be called in during 1959-60 is likely to create unnecessary scare and confusion in the public mind. As soon as any decision is taken by the Government in this regard, it will be given wide publicity much in advance of the exact date of demonetisation.

Punjore Gardens in Punjab

845. Shri Ram Krishan: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount spent on the maintenance of the Punjore Garden (Punjab) during 1958-59, and

(b) the amount proposed to be spent during 1959-60?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Rs 5,773 00 (Upto 31st January, 1959)

(b) This will depend on the funds to be voted by Parliament

Punjab Tribal and Backward Areas

844. { Shri Ram Krishan:
Shri D. C. Sharma:

Will the Minister of Home Affairs be pleased to state the progress achieved during 1958-59 so far with the amount allotted by the Central Government for the development of Tribal and Backward areas of Punjab State?

The Deputy Minister of Home Affairs (Shrimati Alva): A statement giving the required information is placed on the Table of the House. [See Appendix II, annexure No. 48].

Treasuries in Delhi

847. Shri Ram Krishan: Will the Minister of Finance be pleased to state:

(a) the number of treasuries and sub-treasuries in the Union Territory of Delhi; and

(b) the number of treasuries and sub-treasuries likely to be opened during 1959-60 in Delhi?

The Minister of Finance (Shri Morarji Desai): (a) There are two treasuries in the Union Territory of Delhi—one at Delhi and the other at New Delhi. There is also one sub-treasury attached to the Delhi Treasury.

(b) There is no proposal for the opening of any new treasury or sub-treasury in Delhi during 1959-60.

Power Sources in Southern Regions

848. Shri Nagi Reddy: Will the Minister of Home Affairs be pleased to state:

(a) whether the Committee constituted by the Southern Zonal Council to coordinate and develop the power resources in the Southern region including Mysore State has met; and

(b) if so, the items that came up for discussion and the decisions taken?

389 (A) L.S.D.—3.

The Minister of Home Affairs (Shri G. B. Pant): (a) The Committee has met thrice, on 28th May, and 19th August, 1958, and 30th January, 1959.

(b) A statement showing the items discussed and the conclusions reached thereon at the first and second meetings of the Committee is placed on the Table of the House. [See Appendix II, annexure No. 49]. Proceedings of the meeting held on the 30th January, 1959, have not so far been finalised.

Recognised Unions in Defence Installations

849. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the total number of Unions in Defence Installations recognised upto the 1st January, 1959; and

(b) the number who have applied for recognition but have not been granted so far?

The Deputy Minister of Defence (Shri Baghuramiah): (a) 71

(b) 66.

Quarters for Employees in Ordnance Factories

850. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the total number of quarters to be constructed for all categories of employees in Ordnance Factories during 1959-60; and

(b) the amount allotted to each of the factories for this purpose?

The Minister of Defence (Shri Krishna Menon): (a) During 1959-60 construction on 2318 quarters commenced in previous years will be continued and construction of 800 new quarters is expected to be taken up.

(b) Allotment of funds can be made only after the Budget for 1959-60 is passed by the Parliament.

Steel Production in Ordnance Factories

851. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the total quantity of steel produced in the Ordnance Factories during 1957-58;

(b) the increase in production during the said year as compared with the production in 1956-57; and

(c) the quantity likely to be produced during 1959-60?

The Minister of Defence (Shri Krishna Menon): (a) Production in 1957-58 was about 31,250 tons of mgots.

(b) There was a slight increase in 1957-58, by about 4 per cent. as compared with the production in 1956-57.

(c) It is not possible to supply the requisite information.

Fixation of Pay Scales of M.E.S. Employees

852. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) total number of employees both non-industrial and industrial working in M.E.S. establishments in the country whose fixation of pay is still pending;

(b) the number of cases where more than a year has passed without fixation of pay; and

(c) the reasons for such delay?

The Minister of Defence (Shri Krishna Menon): (a) 661 } As in Jan-
(b) 647 } uary 1959.

(c) Some of the reasons mainly accounting for the delay in fixation of pay in individual cases are:—

(i) Non-availability and non-receipt of service documents in respect of employees who have migrated from Pakistan and time taken in correspondence with Pakistan audit authorities for

obtaining the requisite documents/particulars;

(ii) non-availability of records regarding nerrick rates of pay in force prior to 1942 on the basis of which pay is to be fixed in certain cases;

(iii) belated representations received from illiterate or semi-literate employees and difficulties in tracing old records of previous service involving time and labour;

(iv) time taken by the concerned individual in producing collateral evidence in support of their claims and, where individuals have expressed inability to produce such evidence, difficulty in deciding such cases as they are not covered by the existing orders; and

(v) time and labour involved in examination of various records maintained for long periods of past service with a view to determining continuity of service for fixation of pay

Government are fully alive to the necessity for finalising such cases as early as possible with a view to preventing avoidable hardships to the employees and have spared no effort in this respect. They have been issuing instructions from time to time with the object of eliminating, as far as possible, the causes of delay in the fixation of pay of the employees. As a result of these measures and continuous check on the progress in finalization of cases of fixation of pay, a very large number of such cases has been settled during the last few years.

Institutes for Tribal Students in Bombay

853. Shri Pangarkar: Will the Minister of Home Affairs be pleased to state:

(a) whether any technical training institutes for tribal students in Bombay have been set up with Central assistance; and

(b) if so, their number and names of places where these are located?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No, Sir.

(b) Does not arise.

State Homes in Bombay

854. Shri Pangarkar: Will the Minister of Home Affairs be pleased to state:

(a) whether any proposal to set up State Homes and District Shelters during the year 1958-59 has been received from the Bombay Government;

(b) if so, where these will be opened; and

(c) the total amount to be spent on this scheme during 1958-59?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes

(b) 1 A State Home each at Kolhapur and Baroda for men and women respectively released from correctional institutions

2 Three District Shelters—one each at Khamagon, Himmatnagar and Godhra (Panchmahal)

3. Five Reception Centres—one each at Wadhwan, Ahmednagar, Panvel, Ratnagiri or Sawantwadi and Bombay

(c) Rs 2.27 lakhs approximately according to the approved pattern

Grants to Panjab University

855. { Shri D. C. Sharma:
Shri Ram Krishan:
Sardar Iqbal Singh:

Will the Minister of Education be pleased to state:

(a) whether any further grant or loan is proposed to be made to the Panjab University in connection with its schemes for the Second Five Year Plan; and

(b) if so, the nature and amount of such grant and loan?

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). While there is no proposal for payment of any loan to the Panjab University, the U.G.C. proposes to make further grants to the University to the extent of Rs. 92,96,200 during the remaining period of the Second Five Year Plan for the purchase of equipment, library books and journals for Science Departments, etc., for the construction of certain buildings, development of certain Departments and for the maintenance of staff and promotion of Research. In addition, grants are also likely to be paid by the Commission to the University for the Student's Aid Fund, award of Post-graduate and Research Scholarships, revision of salary scales of pay of University as well as affiliated college teachers, and extension work by the University teachers. The exact amounts in respect of these schemes cannot be determined at this stage and are not included in the amount referred to above. A suitable further grant is also proposed to be paid by the Central Government to the University towards its rehabilitation programme.

Indian Council for Cultural Relations

856. Shri D. C. Sharma: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount of work done by the Indian Council for Cultural Relations through the medium of Urdu; and

(b) whether any scheme for the future has been formulated in that connection?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No work has been done through the medium of Urdu so far.

(b) No, Sir

Foreigners in Darjeeling

857. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state the number of foreigners who

came to the District of Darjeeling, West Bengal during 1958?

The Minister of Home Affairs (Shri G. B. Pant):	Pakistanis	1,996
	Commonwealth citizens	84
	Other foreigners	5,974
	Total	8,053

Oil Survey in Punjab

353. { Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of Steel, Mines and Fuel be pleased to state the progress made in the oil survey of the foot-hill areas of the Himalayas and Koh Shivalak including Hoshiarpur District in the Punjab by the Oil and Natural Gas Commission?

The Minister of Mines and Oil (Shri K. D. Malaviya): Four geological field parties are continuing mapping in the Punjab in continuation of the work carried out during previous field season.

Two deep wells are being drilled, one in the Jawalamukhi and the other near Hoshiarpur. 3 structural holes are being drilled in the Jawalamukhi area for geological information. If any oil or gas bearing horizons are met with, the holes will be tested.

Scholarships

359. Shri Daljit Singh: Will the Minister of Education be pleased to state:

(a) the number of Government of India scholarships awarded during 1958-59 so far to collegiates belonging to the other Backward Classes (State-wise); and

(b) the procedure adopted for the award of these scholarships?

The Minister of Education (Dr. K. L. Shrinani): (a) and (b). A statement is laid on the Table of the House. [See Appendix II, annexure No. 60].

Flood Control Schemes in Adampur

360. Shri Daljit Singh: Will the Minister of Defence be pleased to refer to the reply given to Starred Question No. 1156 on the 18th December, 1958 and state:

(a) the amount spent so far and proposed to be spent to complete the flood control schemes of Adampur Aerodrome; and

(b) the facilities provided to the employees of the Aerodrome during rainy season?

The Minister of Defence (Shri Krishna Menon): (a) The scheme is being executed to provide protection from floods not only to Adampur Aerodrome but also to the railway track, the State PWD road and the surrounding villages. The total estimated cost of the scheme is Rs 26.24 lakhs. The scheme is being financed jointly by the Government of India and the Government of Punjab. The Government of Punjab will meet 25 per cent of the expenditure while the Government of India will meet the remaining 75 per cent of the expenditure. The scheme is being executed by the Government of Punjab. The State Government have been requested to intimate the amount spent so far. The information, when received, will be laid on the Table of the Lok Sabha.

(b) No special facilities have been provided.

Iron, Steel and Coal for Punjab

361. { Shri Daljit Singh:
Sardar Iqbal Singh:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the actual demand of steel, iron and coal by the Punjab State Government for 1958-59;

(b) the quantity allotted so far; and

(c) the quantity lifted by the State Government from the allotted quantity?

The Minister of Steel, Mines and Fuel (Sardar Swarn Singh): (a) to (c). A statement showing the available information is attached. [See Appendix II, annexure No. 81].

Merit Scholarships for Scheduled Caste Students

862. Shri S. M. Siddiah: Will the Minister of Education be pleased to state the number of students belonging to the Scheduled Castes, who have been awarded Merit Scholarships in Public Schools during 1958-59?

The Minister of Education (Dr. K. L. Shrinani): One, Sir

Mixed Colonies

863. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 484 on the 28th November, 1958 and state:

(a) whether the information regarding mixed colonies has been received from the remaining State Governments and Union Territories;

(b) if so, whether it will be placed on the Table, and

(c) if not, the reasons therefor?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (c). Information has since been received from the Governments of Uttar Pradesh and Jammu and Kashmir. It is still awaited from the Governments of Andhra Pradesh, Mysore and Rajasthan.

The Uttar Pradesh Government have not so far established any mixed colonies in pursuance of the recommendation of State Ministers' Conference. The Government of Jammu and Kashmir have agreed in principle to the setting up of mixed colonies and have promised to keep this in view while establishing new colonies in future.

Information, as and when received from the remaining State Governments of Andhra Pradesh, Mysore and Rajasthan, will be laid on the Table of the House.

Harijan Welfare

864. Shri Siddiah: Will the Minister of Home Affairs be pleased to state:

(a) whether there is a proposal to call another meeting of the Central Advisory Boards for Harijan Welfare and Tribal Welfare by the end of the year 1958-59; and

(b) if so, when?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, Sir

(b) The meetings of the Central Advisory Boards for Harijan and Tribal Welfare will be held sometime in March or April, 1959. The dates of the meetings have not yet been fixed

Foreign Exchange

865. Shri V. P. Nayar: Will the Minister of Finance be pleased to lay a statement on the Table showing:

(a) foreign exchange earned by exports from each State since the States re-organisation,

(b) foreign exchange earned by exports from each State by its own products grown or manufactured; and

(c) the foreign exchange allowed for each State since the 1st November, 1956 for projects under the Second Five Year Plan in (i) public sector; and (ii) private sector?

The Minister of Finance (Shri Morarji Desai): (a) to (c). Information relating to foreign exchange earned by exports or spent on imports is not maintained on a State-wise basis. Releases of foreign exchange are made in accordance with the policy prevailing from time to time on the basis of the relative priorities of the projects included in the Plan and not with reference to individual States. The

information desired is, therefore, not available.

Collection of Central Taxes and Duties in States

866. Shri V. P. Nayar: Will the Minister of Finance be pleased to state:

(a) the amount of collection of each Central tax, duty or other levies from each State since the re-organisation of States, and

(b) the amounts transferred to each State during the same period.

The Minister of Finance (Shri Morarji Desai): The information is being collected and will be laid on the Table of the House as early as possible

Setting up of a Steel Plant in Bombay State

867. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri E. C. Majhi:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there is any plan to set up a steel plant in Bombay State:

(b) if so, whether this plant will be set up in public sector or private sector; and

(c) whether any foreign assistance will be required to set up the proposed plant?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir None at present

(b) and (c) Do not arise

Reservations for Scheduled Castes and Scheduled Tribes

868. { Shri E. C. Majhi:
Shri Subodh Hansda:

Will the Minister of Home Affairs be pleased to state:

(a) the percentage of all categories of services and posts reserved under

the Central Government for Scheduled Tribes and Scheduled Castes filled upto 1958; and

(b) the steps taken in 1958 to fill up these posts?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) A statement showing number of Scheduled Castes and Scheduled Tribes appointed against reserved vacancies during the years 1952-57 in the Ministries/Departments of the Government of India and their Attached/Subordinate Offices, is placed on the Table [See Appendix II, annexure No. 53]. Information for the year 1958 is not yet due.

(b) Government have adopted various measures to improve the representation of Scheduled Castes and Scheduled Tribes in Central Services. These include the lowering of standards of suitability, relaxation of age limits, reduction in fees for examinations, wide publicity to the reserved vacancies, special coaching and training. At the same time, the unfilled reservations are carried forward for two years

Meetings of Punjab Regional Committees

869. { Shri Ram Krishan:
Shri D. C. Sharma:

Will the Minister of Home Affairs be pleased to state the number of meetings held so far by the Punjab Regional Committees?

The Minister of Home Affairs (Shri G. B. Pant): The Regional Committee for the Punjabi region and the Regional Committee for the Hindi region have held 11 and 15 meetings respectively since their constitution on the 26th November, 1957

Model School for the Orthopaedically Handicapped

870. { Shri Ram Krishan:
Shri Jhulan Sinha:

Will the Minister of Education be pleased to refer to the reply given to

Starred Question No. 786 on the 10th December, 1958 and state at what stage is the scheme for setting up of a model school for the orthopaedically handicapped children?

The Minister of Education (Dr. K. L. Shrinani): With a view to taking the fullest advantage of organisations working in this field and affording a wider coverage for the service intended, Government propose instead to assist for the purpose, suitable voluntary organisations already working for the education of orthopaedically handicapped children, in different parts of the country.

Committee on Customs Procedures and Organisations

871. { Shri Ram Krishan:
Shri Pangarkar:

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No. 934 on the 15th December, 1958 and state:

(a) whether the report of the Committee on Customs Procedures and Organisations has been considered by Government; and

(b) if so, the nature of the decision taken in this respect?

The Minister of Finance (Shri Morarji Desai): (a) and (b). The Report is still under examination

Kerala Jenmikaram Payment (Abolition) Bill

872. Shri Ram Krishan: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 1029 on the 8th December, 1958 and state:

(a) whether the Kerala Jenmikaram Payment (Abolition) Bill has since been considered; and

(b) if so, the nature of the decision taken?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). The Bill is still under consideration.

Uniform Price for Steel

873. Shri Ram Krishan: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether Government propose to fix uniform prices for steel all over the country; and

(b) if so, at what stage is this proposal?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and (b). Maximum uniform selling prices for prime quality steel at all railhead stations in India have been fixed with effect from 11th June 1958.

Vacations in High Courts

874. Shri Ram Krishan: Will the Minister of Home Affairs be pleased to state the nature of steps taken and those proposed to be taken to reduce the vacations of the High Courts?

The Minister of Home Affairs (Shri G. B. Pant): The need for increasing the number of working days of High Courts by reducing the length of their vacations was considered at the Chief Ministers' Conference held in June 1957, at the Law Ministers' Conference held in September 1957 and the Chief Justices' Conference held in October 1957. The recommendations made at these Conferences were brought to the notice of the State Governments and the High Courts. As a result of this there was some increase in the number of working days in all the High Courts in the year 1958 as compared with the year 1957 and some of the High Courts had brought the number up to 210

Power has also been taken under the High Court Judges (Conditions of Service) Amendment Act, 1958, to fix the vacation or vacations of every High Court by Order of the President. Steps are being taken to fix the vacations of High Courts under this new provision.

Joint I.A.S. Cadre for Delhi and Himachal Pradesh

875. **Shri Ram Krishan:** Will the Minister of Home Affairs be pleased to state at what stage is the question of creating a joint I.A.S. Cadre for Delhi and Himachal Pradesh?

The Minister of Home Affairs (Shri G. B. Pant): The scheme for a joint I.A.S. Cadre for Delhi and Himachal Pradesh has been referred to the Union Public Service Commission for their approval

Import of Steel

**Mr. { Shri Nagi Reddy:
Shri D. V. Rao:**

Will the Minister of Steel, Mines and Fuel be pleased to state.

(a) the total amount of steel that was imported from different countries in the year 1958 (country-wise),

(b) the prices thereof (country-wise); and

(c) the reasons for the difference in prices of steel obtained from various countries, if any?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c) Steel is not a uniform commodity like cement or wheat, but consists of a number of varieties like bars, sheets etc. The prices of each of these categories are again determined by the sizes and specifications involved. It would not, therefore, be possible to make a comparison of the prices paid for steel imported from one country with the prices paid for imports from another country. It is, however, true that even for similar categories and sizes of steel, prices sometimes vary from country to country and from supplier to supplier. These differences are usually marginal and are due to a number of factors like the process of manufacture, market conditions, freight, the time of purchase etc.

A statement showing the total quantity of steel imported from different countries in 1958 and the value of the steel is placed on the Table of the

House. [See Appendix II, annexure No 53.]

Technical Education Grants to Kerala

877. **Shri Jinachandran:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state the amount of grant (Capital and Recurring) given to Kerala Government for advancement of Technical Education during 1957-58 and 1958-59 so far, with details thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): A sum of Rs 10.39 lakhs was given to Kerala Government in 1957-58 as per details given below:—

	Rs. in lakhs
	Non- Recurring
1 College of Engineering, Trivandrum	2 59
2 Government Polytechnic, Kozhikode	80
3 Government Polytechnic, Kalamassary	7 00
TOTAL	10 39

No grant has yet been sanctioned for 1958-59

According to the revised procedures, the State Governments receive automatically ways and means advances from the Central Government of a sum equivalent to $\frac{1}{4}$ of the approved provision made for assistance to the respective States, in nine monthly instalments beginning with May, 1958

Cultural Missions

878. **{ Shri Jinachandran:
Shri Assar:**

Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) the number of cultural missions that went abroad during 1957-58 and 1958-59 so far;

(b) the countries visited and the purpose of their visits;

(c) the amount of foreign exchange expended on each of the missions; and

(d) the number of foreign cultural missions that visited India during the same period and the countries from which they came?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) to (d). Statements A and B are laid on the Table of the House. [See Appendix II, annexure No. 54.]

State Bank of India

279. { Shri Shree Narayan Das:
Shri Ram Krishan:

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 2415 on the 19th September, 1958 and state:

(a) how many branches of State Bank of India have been opened since then, State-wise; and

(b) the names of places where the branches have opened?

The Minister of Finance (Shri Morarji Desai): (a) and (b). I place on the Table of the House a statement giving the required information. [See Appendix II, annexure No. 55.]

Central Rubber Research Institute

280. Shri V. P. Nayar: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to page 10 of the Administration Report of the Council of Scientific and Industrial Research for 1956-57 and state whether the details of the proposed Central Rubber Research Institute have been worked out by the Subcommittee referred to therein?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Not yet, Sir.

Post-Matric Scholarships for Scheduled Castes in U.P.

281. Shri S. M. Banerjee: Will the Minister of Education be pleased to state:

(a) the amount allocated for award of scholarships to students belonging to Scheduled Castes for post-Matric studies in Uttar Pradesh for the year 1959-60; and

(b) the total amount of scholarships granted for the purpose during 1957-58?

The Minister of Education (Dr. K. L. Shrivastava): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) Under the Government of India Scheme of post-Matriculation scholarships to the Scheduled Castes, Scheduled Tribes and other Backward Classes students, no separate grant is allocated for the award of scholarships to the Scheduled Castes students belonging to Uttar Pradesh or any other State. The amount to be spent on the award of scholarship to the Scheduled Castes of Uttar Pradesh in 1959-60 is not known yet.

(b)

Name of the Community	Expenditure incurred
Scheduled Castes	Rs. 23,46,863

एम० ई० एस० कन्सल्वेशन कमेटी

८८२. { श्री भक्त बर्तन :
श्री बी० चं० शर्मा :

क्या प्रतिरक्षा मंत्री १० दिसम्बर, १९५८ के तारंकित प्रश्न संख्या ८१५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या एम० ई० एस० कन्सल्वेशन कमेटी की रिपोर्ट पर इस बीच विचार कर लिया गया है ; और

(क) यदि हाँ, तो क्या उस कमेटी की मुख्य सिफारिशों और उन पर किये गये निष्कर्षों को बताने वाला एक विवरण बना बटल पर रखा जायेगा ?

प्रतिरक्षा मंत्री (श्री कृष्ण मेनन) : (क) हाँ (ख). एम० ई० एस० कन्स्ट्रक्शन कमेटी की रिपोर्ट पर अभी विचार हो रहा है ।

बैबी आपत्तियों के लिये निधि

८८३. श्री सरजू पाण्डे : क्या बिस्व मंत्री २४ नवम्बर, १९५८ के तारकित प्रश्न संख्या १८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या जम्मू और काश्मीर, उत्तर प्रदेश, पश्चिम बंगाल और बिहार की राज्य सरकारों ने इस बीच बैबी आपत्तियों के लिये निधियाँ खोल ली हैं ; और

(ख) यदि हाँ, तो उनका व्यौरा क्या है ?

बिस्व मंत्री (श्री मोरारजी देसाई) : (क) और (ख). निधि खोलने की बात को जम्मू और काश्मीर सरकार ने सिद्धान्त रूप से मान लिया है ।

उत्तर प्रदेश और बिहार की सरकारों ने अपने निर्णय के बारे में अभी तक सूचना नहीं दी है, इसलिये उन्हें स्मरण दिलाया गया है ।

पश्चिम बंगाल सरकार ने निश्चय किया है कि इस प्रश्न का विचार वर्तमान वित्तीय वर्ष के अन्त तक स्पष्टित रखा जाये ।

Expansion Programme of Mysore Iron and Steel Works

884. *Shri N. B. Munkanmy*: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the Mysore Iron and Steel Works at Bhadravati has applied

for any further financial aid to the Government for its expansion programme;

(b) if so, for how much,

(c) the action taken thereon;

(d) whether the expansion programme of the Mysore Iron and Steel Works is progressing according to schedule; and

(e) whether it is a fact that there was some difficulty in getting certain equipments?

The Minister of Steel, Mines and Fuel (*Sardar Swaran Singh*): (a) to (c) In May 1957, the Mysore Government approached the Central Government for financial assistance of Rs. 5.95 crores. This was mainly for the steel expansion programme and the ferro silicon scheme, and included provision for ancillary facilities and schemes carried over from the First Five Year Plan. Government of India have approved the ferro silicon scheme and Mysore themselves are financing it. With regard to the steel expansion programme, Mysore are at present examining proposals with a view to finalise the orders, particularly the manner of financing its foreign exchange cost.

(d) Yes, Sir. The schemes already approved by the Government of India are progressing satisfactorily.

(e) Government are not aware of any difficulty.

Indian Students Abroad

885. { *Shri Raghunath Singh*:
Pandit J. P. Jyotishi:

Will the Minister of Education be pleased to state:

(a) how many Indian Students are taking education at present in foreign countries; and

(b) the number out of them who are Government of India or foreign scholarship holders?

The Minister of Education (Dr. K. L. Shrinani): (a) and (b) A statement giving the latest available information is placed on the Table of the Lok Sabha. [See Appendix II, annexure No 56]

Pension Cases

836. { Shri Raghunath Singh
Pandit D. N. Tiwary:

Will the Minister of Finance be pleased to state how many cases of pension are still pending and had not been finalised even after the retirement of Central Government servants for more than one year?

The Minister of Finance (Shri Morarji Desai): The information is being collected and will be laid on the Table of the House in due course

Indian Records in Foreign Countries

837. Shri Raghunath Singh: Will the Minister of Education be pleased to state in how many countries Indian records are available which throw some light on Indian history?

The Minister of Education (Dr. K. L. Shrinani): Indian records, i.e., records created by individuals or bodies, residing in India, excluding records created in India by agencies of Foreign Governments or International Bodies, are available in India, United Kingdom and France. Besides, records which throw light on Indian history but were created by Foreign Governments or their agencies are available in many foreign countries, e.g., United Kingdom, France, Norway, Netherlands, Denmark, USA, Portugal, Italy and Ceylon.

Foreign Exchange for Travel Abroad

838. { Shri V. P. Nayar
Shri Punnoose:
Shri Kodiyam:

Will the Minister of Finance be pleased to state—

(a) whether it is a fact that more foreign exchange was allowed in the

year 1958, as compared to 1957 for industrialists and businessmen visiting overseas; and

(b) if so, how much?

The Minister of Finance (Shri Morarji Desai): (a) and (b) According to the latest available figures, foreign exchange for business purposes to the extent of Rs 85 lakhs was released during January–November, 1958 as compared to Rs 79 lakhs released during the corresponding period in 1957. The figure of release for the month of December, 1958 is not yet available.

Lignite in Neyveli and Warkalai

839. { Shri V. P. Nayar
Shri Punnoose:
Shri Kodiyam:

Will the Minister of Steel, Mines and Fuel be pleased to state—

(a) the nature and extent of the geological investigation conducted to study the occurrence of lignite in Neyveli in Madras State as compared to the investigations in Warkalai in 1956–57, and

(b) the depth and number of drillings made in each case?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) In the Neyveli area, presence of lignite was established by only three bore holes which were in fact put down for underground water exploration and not for lignite. Subsequently, however, 33 holes were drilled at Neyveli in an area of 52 sq miles to prove the extent and the quantum of reserves. The holes put down went generally to a depth of 200 ft. except in a few cases where drilling had to be carried up to a depth of 260 ft.

Drilling in the Warkalai beds of the Varkala sedimentary patch extending into portions of Quilon and Trivandrum districts was conducted with a view to investigate lignite deposits known to occur in these beds. Sixteen

bore holes with a total footage of 2,515 were drilled between the period 8th February, 1957 to 17th March, 1958. About 50 sq miles of the area were investigated which was covered in a square pattern. Lignite found was only in the form of stray carbonised stumps of wood, occurring near the black clay beds of the Warkalai sediment.

The depth of the holes drilled ranged from 25 to 271 ft. In view of the lack of any positive evidence in any of the holes, further work in this area was not considered worthwhile.

Civilian Workers in Air Force

890. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) whether civilian workers in Air Force have been made permanent; and

(b) if so, the details thereof category-wise?

The Deputy Minister of Defence (Shri Raghuramiah): (a) Yes. In most cases confirmations have been effected.

(b) Class I—No permanent posts sanctioned as there are only 3 posts.

Class II—80 per cent of the permanent strength.

Class III—67 per cent of the permanent strength.

Class IV—No confirmations have yet been effected for want of completion of certain administrative formalities which are expected to be finalised shortly.

I.A.S. School

891. } **Shri A. K. Gopalan:**
 } **Shri Warrier:**

Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that the Audit Party which inspected the accounts and stores of the Indian

Administrative Service Training School, Delhi, have raised certain objections in the records of 1955-56 and 1956-57;

(b) if so, the nature of the objections, and

(c) whether any action has been taken to settle the objections?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) The Audit inspection report for the year 1955-56 raised objections in respect of the following matters—

(i) Purchase of 8 heaters from the local market without calling for quotations or estimates from the Electrical Engineer.

(ii) Non-issue of receipts to probationers of the 1954 and 1955 batches for amounts recovered from them towards the cost of library books lost.

(iii) Procedural irregularities in the maintenance of Cash Book and Contingent Register.

(iv) Rush of expenditure in the month of March.

(v) Loss of four library books as also non-return of library books issued to probationers.

The Audit inspection report for 1956-57 pointed out—

(i) that the cost of books supplied to the probationers had not been recovered except in one case, and

(ii) that no proper account of articles of furniture was maintained and no physical verifications conducted, it also suggested that the discrepancies revealed during a physical check on 20th June, 1957 should be investigated and communicated to Audit and that responsibility for shortage should also be fixed.

(c) Requisite action has been taken in respect of the objections raised in the Audit inspection report for 1955-56 and Audit has also been informed.

In regard to the objections raised in the Audit inspection report for the year 1956-57 action has been taken in the case of missing books to recover the cost in cases of default in returning them and to write off the books in respect whereof no definite responsibility could be fixed on any person. Action has also been initiated regarding the loss of furniture and stores, and investigations are in progress. These are expected to be finalised shortly.

दिल्ली की शोपड़ियों का गिराया जाना

५६२. श्री नवल प्रभाकर : क्या गृह-कार्य मंत्री यह बताने को कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली में लाल किले के निकट १६४७ से बसे हुए विमुक्त जातीय लोगों को शोपड़िया ३० दिसम्बर, १९५८ को गिरा दी गई थी,

(ख) यदि हा, तो उन्हें उसके बदले में कौन सा स्थान दिया गया,

(ग) कितने परिवार इस प्रकार बिस्थापित हुए,

(घ) क्या उस क्षेत्र में उनके अतिरिक्त कोई और परिवार भी रहते थे, और

(ङ) यदि हा, तो क्या उनकी शोपड़िया भी गिरा दी गई थी ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) :

(क) जी नहीं, लेकिन लाल किले के स्टेशन रटाफ भ्रूक्षर की प्रार्थना पर किले के पाबन्दीशुदा इलाके में गैर-कानूनी तौर पर बनाई गई २७ शोपड़ियां, १४ बीघा और चाय का एक स्टाल २६ और ३० दिसम्बर, १९५८ को गिराया गया। यह नहीं मालूम कि ये शोपड़िया आदि विमुक्त जातियों का थी या किसी और की।

(ख) इनके बदले में कोई और स्थान देने का सवाल नहीं उठा क्योंकि ये गैर-कानूनी तौर पर और हाल ही में बनाई गई थी।

(ग) अनुमान है कि २८ परिवार बिस्थापित हुए।

(घ) और (ङ). पाबन्दीशुदा इलाके से बाहर गैर-कानूनी तौर पर बनाई गई पुरानी शोपड़ियां आदि नहीं गिराई गई हैं।

Information from States regarding Scheduled Castes and Scheduled Tribes

593. { Shri B. K. Gaikwad:
Shri Manay:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the information called for by the Commissioner for Scheduled Castes and Scheduled Tribes is not supplied in time by the State Governments very often; and

(b) what attempts Government have made to solve this difficulty?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b). Apart from the remarks made by the Commissioner for Scheduled Castes and Scheduled Tribes in his latest report for 1957-58 regarding delay by State Governments in furnishing material for his annual reports, Government of India have not received any specific complaints from him in the matter.

Financial Powers of the Administrative Ministries

594. Shri Morarka: Will the Minister of Finance be pleased to state:

(a) the effects of enhancing the financial powers of the administrative Ministries recently; and

(b) whether this change was made in consultation with the Comptroller and Auditor-General?

The Minister of Finance (Shri Morarji Desai): (a) The precise information that the hon'ble Member desires to have is not very clear. If he desires to know the details of the new scheme of delegation of enhanced powers to

administrative Ministries, or the extent to which the financial powers of the administrative Ministries have been enhanced, these details were given adequate publicity through a Press Note on the subject issued on the 4th July, 1958. Formal orders, on the same subject, were issued by Government on the 18th August, 1958. Copies of these orders have been supplied to the Parliament Library.

If, on the other hand, the hon'ble Member desires to know the effects which the new scheme is likely to have on the functioning of the Government machinery itself, then it is a matter which can be assessed and appreciated only after some experience of the practical working of the scheme has actually been acquired. At the present moment, I can only express the hope that the scheme will secure greater efficiency and speedier implementation of development plans besides promoting better relations between the Ministry of Finance and other Ministries.

(b) Yes, Sir.

Mysore Central Excise Collectorate

895. **Shri D. A. Katti:** Will the Minister of Finance be pleased to state

(a) whether it is a fact that the Mysore Central Excise Collector has ordered all the tobacco merchants in his Collectorate to prove their solvency besides the securities that they furnish,

(b) whether there have been any instructions from Government in the matter; and

(c) whether the said rule is exceptional to the Mysore Collectorate only or is applicable to all the Collectorates?

The Minister of Finance (Shri Morarji Desai): (a) As far as Government are aware none of the tobacco merchants in the Collectorate of Central Excise, Mysore, has been asked to prove his solvency in addition to furnishing security. Solvency certificates from warehouse licensees and

their sureties have been asked for only in those cases where they are known to have defaulted in payment of Central Excise dues in the past or where there are other reasons to doubt their financial stability.

(b) Yes, Sir. There are standing instructions in regard to annual verification of solvency of warehouse licensees and their sureties.

(c) These instructions are applicable throughout India.

Prisoners in Manipur Jail

896. **Shri L. Achaw Singh:** Will the Minister of Home Affairs be pleased to state:

(a) the number of undertrial prisoners in the Manipur Jail; and

(b) the number of such prisoners as have been lodged there for over 3 months and 6 months respectively?

The Minister of Home Affairs (Shri G. B. Pant): (a) 134 on 31st January, 1959

(b) 26 and 16 respectively

Leave Rules

897. **Shri Ram Krishan:** Will the Minister of Finance be pleased to state the nature of the steps recently taken to prevent abuse of leave rules by the Central Government employees?

The Minister of Finance (Shri Morarji Desai): In view of the clear-cut provisions in the leave rules themselves, there is not much scope for their abuse. There have been, however, a few cases where leave was granted by leave-sanctioning authorities without due exercise of the discretion vested in them by the rules. To prevent the recurrence of such cases, instructions for the guidance of leave-sanctioning authorities were issued in May and September, 1958 copies of which are placed on the Table. [See Appendix II, annexure No. 57.]

Cases pending in Supreme Court and Calcutta High Court

898. Shri Subiman Ghose: Will the Minister of Home Affairs be pleased to state:

(a) how many cases and appeals under Articles 32 and 226 of the Constitution are pending at present in the High Court of Calcutta and the Supreme Court;

(b) the earliest dates of filing the said applications and the appeals in each Court;

(c) how many of these cases and appeals relate to dismissal from service; and

(d) the earliest date of such cases and appeals in each Court?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). The information is being collected and will be laid on the Table of the Lok Sabha

Manipur Excise Department

899. Shri L. Achaw Singh: Will the Minister of Finance be pleased to state:

(a) whether the Department of Excise in Manipur is going to be abolished and merged with the Police Department; and

(b) if so, the reasons therefor?

The Minister of Finance (Shri Morarji Desai): (a) No, Sir, there is no such proposal

(b) Does not arise

Seizure of Indian Currency

900. Shrimati Mafta Ahmed: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Cochin Customs seized from a passenger ship, when it berthed at Cochin on its way to Europe, in the first week of December, 1958, U.S. dollar bills and Indian currency notes valued at about rupees 5.5 lakhs; and

(b) whether any arrest has been made in this connection?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Yes, Sir. On 6th December, 1958, Indian currency worth Rs. 3,22,000 and U.S. currency worth Dollars 44,900 was found concealed in a specially constructed secret chamber in a motor car belonging to a transit passenger on board M.V. "Australia" berthed at the port of Cochin on its way from Colombo to Europe. The owner of the car has been arrested.

Scheduled Castes and Scheduled Tribes Agriculturists

901. Shri M. E. Krishna: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have any specific scheme to assist Scheduled Caste and Scheduled Tribe agriculturists;

(b) if so, whether this scheme pertains only to the Block areas or for all,

(c) what is the total amount spent under this scheme during 1956-57 and 1957-58; and

(d) what is the amount allotted to the Government of Andhra Pradesh for this purpose during the above period?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, Sir

(b) The scheme is intended for all areas

(c) The information is given below:—

	Scheduled Castes	Scheduled Tribes
	Rs. in lakhs Rs. in lakhs	
1956-57	26.69	38.19
1957-58	40.57	67.07
	67.26	105.26

The expenditure of Rs. 105.28 lakhs for Scheduled Tribes is exclusive of that incurred on agricultural schemes provided in the schematic budget of the multi-purpose projects. The information in this behalf is awaited from State Governments/Union territories.

(d) The following amounts were allotted to the Government of Andhra Pradesh:—

	1956-57	1957-58
Scheduled Castes	0.54	0.68
Scheduled Tribes	0.58	2.36
	1.12	3.04

दिल्ली में शिक्षा मंत्रियों का सम्मेलन

१०२. श्री रा० ल० तिलारी :
श्री विनोद विजय :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली में हाल में ही राज्यों के शिक्षा मंत्रियों का एक सम्मेलन हुआ था, और

(ख) यदि हा, तो उसमें क्या-क्या निर्णय किये गये ?

शिक्षा मंत्री (डा० का० ला० श्रीवास्ती) :

(क) जी, नहीं। पर निकट भविष्य में एक सम्मेलन बुलाने का विचार है।

(ख) प्रश्न नहीं उठता।

Purchase of Lathes

993. Shri Aurobindo Ghosal: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the Defence Establishments have been advised to purchase lathes manufactured by the Hindustan Machine Tools (Private) Ltd.; and

(b) if so, how many lathes have so far been purchased and for which establishments?

The Minister of Defence (Shri Krishna Menon): (a) and (b). No specific instructions to this effect have been issued from the Ministry, but as a general policy, if equipments manufactured in the country meet the technical requirements, they are procured from indigenous sources only.

46 Nos. of lathes have so far been purchased from M/s Hindustan Machine Tools (Private) Ltd., against requirements of Ordnance Factories.

Rural University in Andhra Pradesh

994 { Shri Nagi Reddy:
Shri Ramam:

Will the Minister of Education be pleased to state:

(a) the stage at which the establishment of a rural University in Andhra Pradesh stands;

(b) whether the Centre has received the opinions of the States on the report of the Committee, headed by Shri B Ramachandra Reddy;

(c) whether the Government of Andhra Pradesh has suggested Rajendra Nagar as the suitable place, and

(d) if so, when is a decision expected to be taken?

The Minister of Education (Dr. K. L. Shrinani): (a) to (c). Ministry of Education have neither received any scheme for the establishment of a Rural University from Andhra Pradesh nor the report of the Committee under reference

(d) Does not arise.

Unhealthy Tract Allowance

995. { Shri Jinachandran:
Shri Daljit Singh:
Sardar Iqbal Singh:

Will the Minister of Finance be pleased to state

(a) the names of localities in India which are classified as unhealthy tracts where extra allowance is paid to Government employees as unhealthy tract allowance; and

(b) when was this classification last made?

The Minister of Finance (Shri Morarji Desai): (a) Information is being collected and will be placed on the Table of the House in due course

(b) The classification of localities as unhealthy tracts is not made by the Government of India, but, such classification made by the State Governments from time to time is being followed

अध्यापकों के प्रशिक्षण के लिये गोष्ठियाँ

९०६. { श्री पद्म देव :
श्री स० ब० सामन्त :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) १९७८ में हिमाचल प्रदेश में अध्यापकों के प्रशिक्षण के लिये सरकारी तत्वावधान में कितनी गोष्ठियों का आयोजन किया गया, और

(ख) सरकार ने उन पर किन्ना व्यय किया ?

शिक्षा मंत्री (डा० का० ला० श्रीवास्ती) :

(क) एक ।

(ख) ३,२१८ १/- रुपये ।

हिमाचल प्रदेश में श्रृणु सहायता अधिनियम का लागू होना

९०७. श्री पद्म देव क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में श्रृणु सहायता अधिनियम कब से लागू है, और

(ख) इस अधिनियम का अधिकारिक प्रचार करने के लिये क्या उपाय किये जा रहे हैं ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) :

(क) माननीय सदस्य का मतलब शायद हिमाचल प्रदेश डेट रिडक्शन एक्ट से है। यह एक्ट हिमाचल प्रदेश में पहली अगस्त १९५४ से लागू है।

(ख) डिप्टी कमिशनर हम एक्ट का जिलो में प्रचार कर रहे हैं। प्रचार के काम को जन सम्पर्क विभाग, पंचायतो और सहकारी संस्थाओं के जरिये भी बढ़ाया जायेगा।

Scholarships

998. Shri Sonavane: Will the Minister of Education be pleased to state

(a) the total number of Scheduled Caste students State-wise, who have not been awarded the Government of India Scholarships for Post-Matric Studies for the year 1958-59 and reasons thereof, and

(b) the total number of such scholars, State-wise, who were awarded scholarships partially and reasons thereof?

The Minister of Education (Dr. K. L. Shrivastava): (a) This information will be available only after the close of the current financial year (1958-59)

(b) This information is not yet available and the time and labour to be spent in collecting this information will not be commensurate with the results to be achieved.

Iron Ore Deposits

909. **Shri Pangarkar:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that tons of iron ore deposits have been found in the bed of Manyar river in Nander district of Bombay State; and

(b) if so, the steps, if any taken for its exploitation?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir

(b) Does not arise

Indian Students Abroad

910. **Shri Pangarkar:** Will the Minister of Education be pleased to state:

(a) the number of Indian students abroad in Japan, France and Italy;

(b) how many of them are financially assisted by Government; and

(c) what is the amount of foreign exchange involved?

The Minister of Education (Dr. K. L. Shrimali): (a) According to the latest available information as on 1st January, 1958, the number of Indian students abroad in Japan, France and Italy was 8, 39 and 25 respectively

(b) Of them, 4, 11 and 1 respectively were financially assisted by Government

(c) The information regarding the amount of foreign exchange involved in respect of all Indian students abroad is already being collected to be placed periodically on the Table of the Sabha in compliance with the rulings of the Speaker given in the course of the interpellation in connection with Starred Question No 456 answered on 2nd December, 1958. This information will cover the three countries referred to in this Question.

Cars and Motor Cycles

911. { **Shri Pangarkar:**
Shri D. C. Sharma:

Will the Minister of Home Affairs be pleased to state:

(a) the number of cars and motor cycles stolen in Delhi during 1958;

(b) how many of them have been recovered so far; and

(c) the steps taken in the matter?

The Minister of Home Affairs (Shri G. B. Pant): (a)

(b)

Cars	Motor Cycles
31	45
30	32

(c) As soon as a case of theft is reported to the Police an immediate search is organised, and information communicated by wireless to other police authorities

Special Steels

912 **Shri V P Nayar:** Will the Minister of Steel, Mines and Fuel be pleased to state how much of alloy steel, tool steels and die steels are now manufactured in India as against the country's annual requirement of each?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Statistics in respect of individual items of special steels are not available. The country's annual requirement of special steels which include alloy steel, tool steels and die steels is about 30,000 tons. As against this, indigenous production has been about 2,000 to 3,000 tons a year.

भारत दर्शन यात्रा

६१३. श्री बाजपेयी : क्या वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि साहित्य अकादमी की मन्त्रणा समिति ने केन्द्रीय

सरकार से साहित्यिकों के लिये भारत दर्शन यात्रा का प्रबन्ध करने की प्रार्थना की है, और

(ख) यदि हा, तो इस विषय में सरकार की क्या प्रतिक्रिया है ?

वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य संबंधी (श्री हुनायून् कविर) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

"Smuggling of Liquid Gold"

914. **Shri Braj Raj Singh:** Will the Minister of Finance be pleased to state

(a) whether it is a fact that Italian liquid gold is being smuggled into India through Ceylon by the port of Madras,

(b) whether it is also a fact that glass bangle industry is being hard hit due to this smuggled liquid gold and

(c) what steps Government propose to take or have taken to put a stop to the smuggling of liquid gold?

The Minister of Finance (Shri Morarji Desai): (a) So far as Government is aware, Italian liquid gold is not being smuggled into India in any appreciable quantity, there was, however, only one solitary case of seizure of Italian liquid gold valued at Rs 6,352 at Madras in the recent months. This consignment was believed to have been smuggled from Ceylon.

(b) No, Sir

(c) Various steps are continuously being taken to check smuggling of goods at the ports and the Land Customs borders to stop smuggling of all kinds including that of liquid gold.

Water Scarcity in Delhi

915. { **Shri Ram Krishan.**
Shri Pangarkar:

Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that there is a threat of water scarcity in Delhi in coming summer again,

(b) if so, the causes thereof, and

(c) the nature of the steps taken or proposed to be taken to avert this threat?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c) Presumably the Hon'ble Member has in mind the difficulty apprehended in obtaining water from the Western Yamuna Canal through the Munak Escape to make good the deficiency during the lean months of May and June 1959. It was apprehended that due to certain remodelling works which have been undertaken by the Punjab Government, the Munak Escape may not release the required quantity of water during the summer of 1959. The question of utilising another Escape for this purpose was taken up with the Punjab Government and they have agreed to release the required quantity of water through the Indri Escape during the summer of 1959.

Fire in Agartala

916. **Shri Dasaratha Deb:** Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 2433 on the 19th September, 1958 and state the result of the Police investigation into the fire which occurred in MBB College, Agartala, Tripura?

The Minister of Home Affairs (Shri G. B. Pant): Of the three incidents, one is still under investigation while in regard to the remaining two, one was found to be accidental and in the other though arson was suspected no definite conclusion could be reached.

आयुष कोर के पदाधिकारियों का सम्मेलन

२१७. श्री रा० स० तिवारी क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि जनवरी, १९५९ में आयुष कोर के वरिष्ठ पदाधिकारियों का एक सम्मेलन हुआ था,

(ख) यदि हा, तो इस सम्मेलन में क्या निर्णय किये गये,

(ग) इन विर्णयों के आधार पर प्रतिरक्षा सामानों के उत्पादन को बढ़ाने के लिये क्या कदम उठाये गये, और

(घ) प्रतिरक्षा सामान के बारे में देश कब तक आत्मनिर्भर हो जायेगा?

प्रतिरक्षा मंत्री (श्री कृष्ण मेनन) :
(क) जा हा ।

(ख) यह सम्मेलन अधिकतर आर्डनेस कोर के बारे में क्रियात्मक अनुभव, जानकारी और विचारों के आदान प्रदान के लिये किया गया था । ऐसा सम्मेलन हर साल होता है ।

(ग) प्रतिरक्षा सामान के उत्पादन का काम अधिकतर आर्डनेस फैक्ट्रियों का है । उत्पादन से आर्डनेस कोर का गहरा सम्बन्ध होने हुए भी प्राप्यता जैसे कि भरणपोषण वचत और मामूला जुटाने का काम आर्डनेस कोर का है । ऐसे सम्मेलनों की विस्तृत कार्यवाही बताया नहीं जा सकी ।

(घ) अभी कोई तिथि नहीं बताई जा सकती कि जब तक देश स्वयं निर्भर हो सकेगा क्योंकि देश में, उद्योगीय उन्नति में इस बात का गहरा सम्बन्ध है ।

Violation of Foreign Exchange Regulations Act

918. Shri Assar: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that recently two foreigners were arrested in Delhi in connection with the violation of the Foreign Exchange Regulations Act,

(b) if so, the action taken against them,

(c) whether it is a fact that they have since been allowed to leave the country, and

(d) if so, the reasons therefor?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b) Presumably, the Hon'ble Member is referring to Mr R Webb, a British subject, and Miss Mandelme Paulette Soriat, a French national, who were arrested in Delhi on the 13th April, 1957 for contravention of the provisions of the Foreign Exchange Regulations Act, 1947 and Sea Customs Act, 1878. If so, Indian and foreign currency of about Rs 2,40,000 found in their possession was confiscated and a total penalty of Rs 35,000 imposed on them. They were also sentenced to one year's simple imprisonment which in the case of Miss Soriat was reduced on appeal to the period of sentence already undergone.

(c) and (d) No, the position is that they were, after they had served their sentence in the first case, awaiting their trial in another case when they were enlarged on bail. It is now reported that they have jumped bail and have possibly left the country.

हिमाचल प्रदेश में पंचायत-धर

२१९ श्री पद्म देव क्या गृह-कार्य मंत्री १० दिम्बर १९५८ के अताराकित प्रश्न संख्या १२२२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में दूसरी पंचवर्षीय योजना के

संस्कृत पचायत-वर बनाने में और क्या प्रगति हुई है ?

गृह-कार्य मंत्री (श्री श्री ० ब० पन्त)

जिस जवाब की ओर ध्यान दिलाया गया है उसमें यह बताया गया था कि २२ पचायत-वर बनाये जा रहे हैं। इनके अलावा उन १६ पचायत-वरो में से १३ पचायत-वरो का बनना शुरू हो गया है जिनके लिये उम समय सामान प्राप्त किया जा रहा था।

Post-matric Scholarships

920. Shri Balkrishna Wasmik: Will the Minister of Education be pleased to state

(a) whether the scholarship amounts payable for post-matric studies to students belonging to Scheduled Castes and Scheduled Tribes in the Vidarbha have not been paid as yet to a large number of students; and

(b) if so what are the reasons for delay?

The Minister of Education (Dr K. L. Shrimall): (a) Out of 4,551 scholarships so far sanctioned to the Scheduled Castes and Scheduled Tribes scholars belonging to Bombay State (including Vidarbha region) for the year 1958-59 amounts in respect of 3,451 students have so far been remitted to the Heads of the Institutions for payment to the concerned scholars. The amounts in respect of the remaining students are being remitted.

Separate figures for Vidarbha region of the Bombay State are not available.

(b) Considering the fact that additional funds amounting to Rs. 25 lakhs to cover all eligible Scheduled Castes candidates were made available only in the second half of November, 1958, there has been no undue delay in the award of scholarships.

Cultural Pageantry

921. Shri Radha Raman: Will the Minister of Defence be pleased to state

(a) whether Government have any plan to utilize the six tableaux prepared for the cultural pageantry for the Republic Day Celebrations, and

(b) if so, the details thereof?

The Minister of Defence (Shri Krishna Menon): (a) and (b) No, Sir. Government did not have any plans to utilise these tableaux as such. The tableaux have been dismantled by the respective Departments, and out of the materials so obtained whatever was found worthwhile has been retained for display in exhibitions etc., by appropriate parties. The remainder was disposed of as scrap.

Indian Science Congress

922. Shri D. C. Sharma: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether scientists from Russia who set the man-made satellite into the Sun's orbit, were invited to attend the Indian Science Congress held in January, 1959 at Delhi,

(b) if so whether any one of them came and attended the Science Congress,

(c) whether Indian Scientists held discussions with them regarding the technique of Sputniks etc., and

(d) if so with what results?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No, Sir.

(b) to (d) Do not arise.

Theft of Military Equipments

923. Shri Elayaperumal: Will the Minister of Defence be pleased to state

(a) whether it is a fact that some military equipments were removed from a goods train between Babina

and Bijoli Stations on Central Railway recently; and

(b) if so, what action has been taken in the matter?

The Minister of Defence (Shri Krishna Menon): (a) No such incident has been reported either to the Ministry of Defence or to the Army Headquarters.

(b) Does not arise

Lok Sahayak Sena Camps in Madras State

924. **Shri Elayaperumal:** Will the Minister of Defence be pleased to state:

(a) the location and number of camps established under section 4 of the Lok Sahayak Sena Act, 1956 in Madras State since 1st July, 1958; and

(b) the number of volunteers enrolled in different district camps of Madras State?

The Minister of Defence (Shri Krishna Menon): (a) and (b). A statement is placed on the Table [See Appendix II, annexure No 58].

Cultural Scholarships

925. { **Shri Siddananjappa:**
Shri Aurobindo Ghosal:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of persons selected for award of scholarships under the Scheme of scholarships to Young Workers in different cultural fields for training in India during the year 1958-59 so far;

(b) the fields in which the recipients will specialise; and

(c) the value of each scholarship?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 46, Sir

(b) Cultural fields such as Music, Dance, Drama and Fine Arts (Drawing Painting and Sculpture).

(c) Rs. 250 per month

नेपाली विद्यार्थी

६२६. श्री प्रकाश बीर शास्त्री :
क्या वित्त मंत्री यह बताने की कृपा करेंगे कि १९५८ में कितने नेपाली विद्यार्थी भारत सरकार के खर्च पर भारत में पढ़ने के लिये आये ?

वित्त मंत्री (श्री मोरारजी देसाई)
१९५८ में भारत सरकार के खर्च पर १७६ नेपाली विद्यार्थी भारत में पढ़ने के लिए आये ।

Insurance Premium Paid on Policies taken out by Government

927. **Sardar Iqbal Singh:** Will the Minister of Finance be pleased to state:

(a) how much amount was paid as insurance premium for fire and miscellaneous risks policies taken out by Government during 1957-58; and

(b) how much of such business was allotted to Government-owned Companies?

The Minister of Finance (Shri Morarji Desai): (a) and (b) The information is being collected from the various Ministries/Departments and will be laid on the Table of the House when ready.

Vigyan Mandirs

928. { **Sardar Iqbal Singh:**
Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Un-

starred Question No. 2058 on the 18th December, 1958 and state the names of places where Vigyan Mandirs are to be established during the remaining part of the Second Five Year Plan period?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Apart from 21 Vigyan Mandirs in position, as indicated in the statement which was laid on the Table of the House in reply given to part (a) of the Unstarred Question No. 141 on 12th February, 1959, the following locations recommended by the State Governments have been approved for establishment of additional Vigyan Mandirs during the year 1958-59:—

Bihar	1. Vaishali (District Muzaffarpur) 2. Kharagpur (District Monghyr)
Kerala	1. Chengannur (District Quilon)
Madras	1. Ariyagoundampatti (District Salem) 2. S. V. Nagram (District North Arcot)
Mysore	1. Moodabidri (District South Canara) 2. Devarayasmudram (District Kolar)
Orissa	1. Angul (District Dhenkanal) 2. Bhadrak (District Balasore)
Rajasthan	1. Sardarshahra (District Churu)
West Bengal	1. Haroa (District 24 Parganas) 2. Jhilmili (District Bankura) 3. Frgoda (District Midnapore) 4. Itachuna (District Hoogly)

Locations of Vigyan Mandirs to be set up in 1959-60 and 1960-61 have not yet been decided

Coal

929. Sardar Iqbal Singh: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the number of collieries with an annual output of one lakh tons and more;

(b) their production during 1956, 1957 and 1958; and

(c) their names and places of location?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The number of collieries producing one lakh tons and more annually varies from year to year. The number of such collieries in 1956 was 120 and that in 1957, 131. Final figures for the year 1958 are not yet available.

(b) Their production was as follows:

1956	24.48 million tons
1957	27.90 million tons
1958	Not yet available.

(c) A statement showing the names and location of collieries producing one lakh tons and more in 1957 is placed on the Table. [See Appendix II, annexure No. 59.]

Care Programme in Punjab

930 Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received any schemes from the State Government of Punjab under the 'CARE' Programme; and

(b) if so, details thereof?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No.

(b) Does not arise.

आय-कर विभाग

६३१ श्री यादव क्या वित्त मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या आय-कर विभाग में क्लर्कों को पदोन्नति दे कर निरीक्षक बनाने की कोई व्यवस्था है, श्री?

(ख) यदि हा, तो इस पदोन्नति का क्या तरीका है और यह कब से लागू है।

बिना मंत्री (श्री मोरारजी देसाई) :

(क) आयकर विभाग में अपर डिवीजन क्लर्क, स्टेनोग्राफर और हेड क्लर्क पदोन्नति के द्वारा निरीक्षक (इंस्पेक्टर) का ब्रेतन-क्रम पाने के हकदार हैं । (*ग्रेड)

(ख) विभागीय पदोन्नति समिति की सिफारिश से, योग्यता के आधार पर, चुनाव करके तरक्की दी जाती है । यह तरीका १९४८ में लागू है ।

Central Excise Department

932. { Shri D A Katti.
Shri Manay:

Will the Minister of Finance be pleased to state

(a) what is the total number of Class I Officers belonging to the scheduled castes serving in the Central Excise Department,

(b) whether the percentage of posts reserved for the scheduled castes in Class I Service is maintained, and

(c) if not, the reasons therefor

The Minister of Finance (Shri Morarji Desai): (a) There are 2 scheduled castes Officers in the Central Excise Service, Class I

(b) No, Sir

(c) Direct recruitment to the Central Excise Service, Class I, has commenced from 1955 and is made on the results of the Combined Competitive Examination, held by the Union Public Service Commission. The deficiency in the number of scheduled castes candidates is due to the fact that enough number of candidates of those communities do not succeed in the Competitive Examination

Directorate of Technical Development and Production (Air)

933. { Shri A. K. Gopalan:
Shri Kadiyan:

Will the Minister of Defence be pleased to state

(a) whether there is an organisation called "The Directorate of Technical Development and Production (Air)" under the Ministry of Defence,

(b) if so, what are the functions of this Directorate, and

(c) the number of staff, gazetted and non-gazetted, of the Directorate and expenditure on account of their pay and allowances for the years 1955-56, 1956-57 and 1957-58?

The Minister of Defence (Shri Krishna Menon): (a) Yes

(b) The Directorate is responsible for planning, organisation, setting up and the administration of research and test facilities for the design development or modification for aircraft, aero-engines and associated equipments like air armament and aviation electronics. It will initiate and progress research projects connected with aeronautical work. This organisation is also responsible for supervisory inspection of equipments manufactured for the Air Force. The Directorate is now part of the Defence Research and Development Organisation

(c) Number of Staff

Year	Gazetted	Non-Gazetted	Total	Expenditure on pay and Allowances (in thousands of Rupees)
1955-56	8	40	48	180
1956-57	9	40	49	186
1957-58	16	79	95	270

2943 Papers laid on the PHALGUNA 6, 1880 (SAKA) Papers laid on the 2944 Table

Indian Cricket

934. Shri A. M. Tariq: Will the Minister of Education be pleased to state the amount of money which has been granted for the improvement of Indian Cricket in the years 1956-57, 1957-58 and 1958-59 so far?

The Minister of Education (Dr K. L. Shrimall):

Year	Amount
1956-57	Rs 84,884-90
1957-58	Rs 50,689-58
1958-59 (so far)	Rs 60,532-72

12-11 hrs.

PAPERS LAID ON THE TABLE

REPORT OF NEYVELI LIGNITE CORPORATION (PRIVATE) LIMITED

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): I beg to lay on the Table, under sub-section (1) of Section 639 of the Companies Act, 1956, a copy of each of the following papers —

- (i) Annual Report of the Neyveli Lignite Corporation (Private) Limited for the year 1957-58 along with the Audited Accounts
- (ii) A review by the Government of the above Report [Placed in Library, See No LT-1243/59]

REPORT OF LAW COMMISSION

The Minister of Law (Shri A. K. Sen): I beg to lay on the Table a copy of each of the following papers —

- (i) Fourteenth Report of the Law Commission on the Reform of Judicial Administration (Volumes I and II)
- (ii) Summary of Recommendations of the Report
- (iii) Classified Recommendations of the Report [Placed in Library, See No LT-1244/59]

AMENDMENTS TO INDIAN POLICE SERVICE (PAY) RULES

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to lay on the Table, under sub-section (2) of Section 3 of the All India Services Act, 1951 a copy of Notification No G S R 205 dated the 21st February, 1959, making certain further amendment to Schedule III to the Indian Police Service (Pay) Rules, 1954 [Placed in Library, See No LT-1245/59]

NOTIFICATIONS UNDER SEA CUSTOMS ACT AND CENTRAL EXCISES AND SALT ACT

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, a copy of each of the following Notifications —

- (i) G S R No 148 dated the 7th February, 1959, making certain amendments to the Customs and Central Excise Duties Refund (Fixed Rates) Rules, 1958
- (ii) G S R No 149 dated the 7th February, 1959, making certain amendments to the Customs and Central Excise Duties (Brand Rates) Rules, 1958 [Placed in Library, See No LT 1246/59]

NOTIFICATIONS UNDER SEA CUSTOMS ACT

Shri B. R. Bhagat I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, a copy of each of the following Notifications —

- (i) G, S R No 150 dated the 7th February, 1959, making certain amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958
- (ii) G S R No 151, dated the 7th February, 1959 making certain amendment to the

[Shri B. R. Bhagat]

Customs Duties Drawback (Brand Rates) Rules, 1958

- (iii) G S R No 169 dated the 7th February, 1959
- (iv) G S R No 170 dated the 7th February, 1959
- (v) G S R No 185 dated the 14th February, 1959
- (vi) G S R No 186 dated the 14th February, 1959, containing the Customs Duties Drawback (Hand Inflatons) Rules, 1959 [Placed in Library, See No LT-1247/59]

NOTIFICATION UNDER MEDICINAL AND TOILET PREPARATIONS (EXCISE DUTIES) ACT

Shri B. R. Bhagat: I beg to lay on the Table, under sub-section (4) of Section 19 of the Medicinal and Toilet Preparations (Excise Duties) Act, 1955, a copy of Notification No G S R 191 dated the 14th February, 1959 [Placed in Library, See No LT-1248/59]

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-FIFTH REPORT

Sardar A. S. Saigal (Janjgir) I beg to present the Thirty-fifth Report of the Committee on Private Members' Bills and Resolutions

12.12 hrs.

CORRECTION OF ANSWER TO STARRED QUESTION NO 947

The Minister of Mines and Oil (Shri K. D. Malaviya): In reply to a supplementary by Shrimati Ila Palchoudhuri arising out of Starred Question No 947 replied to in the Lok Sabha on the 15th December, 1958, it had been stated that an expert team had gone

to Moscow to negotiate the purchase of machinery in respect of the five projects to be set up under the 500 million rouble Soviet credit. This is not correct. A team of experts, consisting of certain officers of the planning cell of the Central Water and Power Commission, on behalf of the Neyveli Lignite Corporation, visited the USSR for association only with the preparation of the detailed project report for the establishment of the Thermal Power Station at Neyveli.

On another supplementary by Shri Jaipal Singh, regarding the nature of the Soviet aid and the terms of its repayment, it had been stated in reply that it would not be in the public interest to disclose all the information since the Government has not yet taken a final decision. Actually, the terms of repayment of the Soviet loan are contained in Article V of the Indo-Soviet Agreement, dated the 9th November, 1957, copies of which were placed in the Parliament Library on the 26th November, 1957.

12.13 hrs.

APPROPRIATION BILL

The Minister of Finance (Shri Morarji Desai): 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 services of the financial year 1958-59, be taken into consideration."

Mr. Speaker. The question is

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1958-59 be taken into consideration."

The motion was adopted

*Moved with the recommendation of the President

Mr. Speaker: The question is:

"That clauses 1 to 3, the Schedule, the Enacting Formula and the Title stand part of the Bill"

The motion was adopted

Clauses 1 to 3, the Schedule, the Enacting Formula and the Title were added to the Bill

Shri Morarji Desai: I beg to move

"That the Bill be passed"

Mr. Speaker. The question is

"That the Bill be passed"

The motion was adopted

12.14 hrs

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Speaker. The House will now take up the general discussion on the Railway Budget for which 15 hours have been allotted, excluding the time to be taken by Government to reply to the debate. I might state that according to the usual rule that we have followed, there will be a time limit of fifteen minutes for each individual Member and about twenty minutes to half-an-hour in the case of Leaders of Groups

Shri A. K. Gopalan (Kasargod)
Mr Speaker, Sir, the budget that has been presented before the Parliament reflects only the present not satisfactory condition of the railways and holds no promise for the future. As far as the passengers, the business community and the railwaymen are concerned, all of them are disappointed. Passengers are disappointed because there is no hope of reducing over-crowding in the near future and there is no guarantee also against accidents. The business community does not feel enthused because there is nothing to indicate that goods will be carried quicker and safer. On the other hand, there is a fear that a new

impediment on road transport will be placed in the name of eliminating competition

As far as the railwaymen—, million strong—are concerned, there is nothing except the promise of some elementary schools for their children and also, there is a threat of tightening up of the punitive measures against them. This is the first reaction as far as the budget is concerned

Regarding the progress of the railways in the second Plan period, let us examine the expenditure and the achievements. The allocation is Rs 1,121.5 crores. In the budget speech the hon Railway Minister has said

'As the House is aware, we have since been able to obtain a further loan of 85 million dollars from the World Bank. Besides, the Development Loan Fund authorities in USA have also agreed to two loans of 40 million and 35 million dollars. Apart from these loans, assistance has also been received under the Indo-American Technical Co-operation Programme and the Colombo Plan. A loan of 20 million dollars from USA and 8 million dollars from Japan have become available for the Orissa Iron Ore Project in which the Railways are interested jointly with the Port and Mining authorities."

This shows that besides the sum that is allotted the railways have consumed more than what is normally due to them in the form of foreign exchange in the plan allotments. If we look at the expenditure and also at the targets and the fulfilment of the targets, we find that the achievements are not satisfactory and the money spent is very much more than what it was to be

The target of the second Plan was to provide for an increase in the goods traffic of 4,20,00,000 tons over the assessed goods traffic of 120 million tons at the end of the first Plan; to

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provide 50 per cent increase in passenger traffic, 842 miles of new lines, renewal of 8,000 miles of existing track and doubling of 1,607 miles, conversion of 265 miles from metre gauge to broad gauge, electrification of 826 route miles and procurement of 2,364 locos, 11,575 coaches and 1,07,277 wagons. But what is the work done? New lines opened for traffic and under construction—698 miles, doubling open for traffic in progress—190 miles, locos—1,704, coaches 4,801 and wagons—67,673, and track renewal—4,416 miles. This shows that the implementation of the Plan was not satisfactory. I do not say that there has been no improvement at all, but what I want to say is that compared to the expenditure, the achievements are not satisfactory. What is the expenditure under the Plan? We have already spent Rs. 675.82 crores and this year we are going to spend Rs. 235 crores. For the next year 1960-61, Rs. 211 crores remain. That means we are unable to cope up with the traffic and general efficiency has not improved. This is my first criticism, so far as the progress of the Plan is concerned.

I also want to point out that in 1952-53 the capital was Rs. 860.55 crores. In 1957-58, as I have explained, it was Rs. 1,125.64 crores. So, compared to the capital and achievements in 1952-53 we can certainly say that we have not been able to cope up with the situation. Further, efficiency has also not improved. Though the capital investments have increased, the performance has not improved at all. How can we now say that the performance has improved? We can say that the performance has improved only when we have been able to improve the goods traffic, the passenger amenities and passenger earnings.

In the Report it has been shown that there is a fall in the goods traffic as also in the passenger earnings. But the expenditure remains the same

though the goods and passenger earnings have gone down. In 1957-58 the fall in goods traffic was to the extent of Rs. 4.62 crores. In 1958-59 it has gone down by Rs. 14.10 crores. The money spent in 1957-58 was Rs. 316.34 crores. In 1958-59 the comparative figure was Rs. 320.21 crores. This shows that the expenditure has increased when there is a fall in the goods traffic.

What is the reason for the fall in the goods traffic? The Railway Minister has given two reasons. His two reasons for the fall in traffic and passenger earnings are: the poor purchasing power of the people due to increase in prices and the unhealthy competition of the road transport in certain lines where the wagons are practically empty. As far as passenger earnings are concerned, it is not correct to say that the travel habit of the people has not increased. The travel habit of the people has increased, because we know that the buses are now over-crowded. Of course, I quite agree that the prices have gone up and the purchasing power of the people have gone down. That factor is there. But, certainly, the fall in earnings is not due to the decrease in the habit of travel by the people. Whatever the earnings of the people may be, the travel habit has increased. So, the fall in passenger earnings is not because of the decrease in travel habit by the people but because of other reasons. Because of other difficulties the people do not take to railway transport but take to road transport.

There are two kinds of travellers—long distance travellers and short distance travellers. For short distance travel why should the passengers go to the railways, when they know that the trains are always late? When they have to go to a place immediately, say within half an hour, and if the train is late by two hours, can you expect them to wait at the station for hours together? On the other hand, the road transport is much more

regular and speedier too. So, as far as short distance travel is concerned, people are taking to road transport and not to rail transport. Also, the amenities are more there. I will come to amenities later on.

As far as long distance travel is concerned, the fare is more and so it is only people who can afford that that take to railways. These are the two reasons why there is a fall in passenger earnings. Lack of amenities is also a contributory factor.

Regarding fall in goods traffic the reason given is not at all satisfactory. Certainly, there is competition in the carriage of goods. But the competition is not about the goods that are now taken by the road transport which should have been taken by the railways. The main reason is that industrial production has increased. If in 1951-52 it was 100, now it is 140. When the production has increased, naturally the goods traffic has also increased. So, there are more goods to be carried now than in 1951-52.

Then what is the reason for the decrease in goods traffic? There are some very important reasons. One is the speed of the train. In this connection, I will give some figures. In 1951-52 in broad gauge the miles per hour was 10.7. In 1957-58 it was 9.68. In metre-gauge whereas in 1951-52 the miles per hour was 9.22 today it is 8.23. Then, the coal consumption has gone up. Whereas in 1951-52 it was 8.50 in broad-gauge now it is 10.64. In the metre-gauge also, whereas it was 2.33 in 1951-52 it is 3.05 in 1957-58. Then, the claims for compensation in 1951-52 was Rs. 2.91 crores. In 1957-58 it was Rs. 3.27 crores. So, we have lost about Rs. 1 crore. Not only that, it shows that more claims of compensation have to be paid.

When the businessmen find that not only there is delay, not only there is pilferage, not only there is waste, but there is also loss and they have to go and ask for compensation for the loss

of goods in transit, they know that it is not worthwhile to take to rail transport and so they have recourse to road transport.

Then, another most important reason is that there is no planned utilisation of capacity. Wherever wagons are necessary, we are not able to get them. In another place wagons are lying idle. They say there is priority. But so far as food and other things are concerned, the priority is not there. Andhra is a surplus State and there are many places in Andhra from where food can be exported. But for that they want wagons and they are not able to get them. Why can't we provide wagons to those areas so that food may be exported from Andhra? The Railway Minister says that wagons are being sent, but they have not reached these areas. When the people there cannot get a wagon within a week they will naturally have recourse to road transport. They will engage a lorry which can carry rice to Kerala within two days. So, my submission is that there should be priorities in the allocation of wagons. Vegetables, rice, perishables and other things must be given priority.

I will then give another experience of mine in Kerala. In one place there in Kerala there was a good catch of fish. But there was no arrangement by the Railways by which they could be sent to other places. Now, wagons are necessary and refrigerators are necessary if they are to be sent outside. If only the railways had made facilities available there, I am sure they could have taken advantage of the biggest fish catch in Kerala this year. But the Railways did not do it. Then, at Anakapalli jaggery is made. But there are no wagons to carry it.

In my opinion, some changes must be made in the priority rules in the matter of wagons. Whenever there is any surplus of rice or other necessities or perishables, special arrangements must be made by the railways to carry them immediately to other parts of the country. When

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the merchants are trying for wagons for despatch of rice, the Railways say: wagons are not available. When they want to despatch fish or jaggery, the same reply is given: wagons are not available.

Now there are certain agricultural products which are perishable. Take oranges from Andhra. They cannot wait till they get their priority 7 or 8 days afterwards, because by that time the whole thing will perish. So, for such articles special arrangements must be made to transport them the very same day.

These are some of the reasons why the goods traffic of the railways has dwindled. Then, as speed is becoming less in the railways the merchants take to road transport. It is true that the road transport is taking some goods. But is there no scope for both road transport and rail transport to go hand in hand? After all, the production is increasing and there is necessity for carrying more goods.

So, what I am saying is that it is not correct to say that because of competition by road transport the earnings of railways have gone down. There is enough goods for both railways and road transport. The only thing is that there must be co-ordination. There is no point in attacking road transport or trying to eliminate it. It has also to be improved. The difficulty today is that on the railways there is delay, pilferage, waste as also loss, as can be seen from the increase in the compensation claims. It is not as if the merchants do not like rail transport and so they take to road transport. They take whichever is convenient to them. It is easier to them. There the freight is less. As far as road transport is concerned, it has improved and that is the reason why there was a fall as far as goods traffic was concerned.

Now, I come to the question of economy drive. The Government has gone in for economy drive. What is

the principle followed in the economy drive? It is work-load, overload of work, retrenchment, not filling up posts that have fallen vacant, reversions and increasing casual labour and workers on daily wages. As far as the top is concerned, according to the figures given to us, 400 more people are appointed in the top posts. There is a top-heavy administration. As far as the lower ranks are concerned, they are retrenched. As far as the casual labour or workers are concerned, they are paid only Rs. $\frac{1}{2}$ and Rs. $\frac{1}{4}$. What is done is this. I have got a report from Kancharapara saying that so many people have been retrenched there and that the casual labourers will be dismissed after two or three months. The fate of the casual labour has been the worst in the economy drive. In spite of ten or twelve years work to their credit they remain casual employees. After three months, there is a break in service of two or three days. There is no priority in the recruitment of permanent staff. They are treated as non-railwaymen. That is as far as casual workers are concerned. After five months they are dismissed because after six months they have to be made temporary and they do not want to make them even temporary employees. They are treated as casual labour. After five, three or two months they are retrenched and are again taken in. That is the position of the casual labour. They are evading payment at CPC scales. So, casual labour is increasing and reversions are also there. Where there are ten persons working, two or three persons are sent away and the remaining seven or eight persons are asked to do the work of ten people, that is, when the reversions come. There is work-load also.

As far as the economy drive is concerned there is another aspect also but I will be able to say something about that when I come to the

situation of labour welfare. I want only to point out that the economy drive is: Do not make casual labour temporary at any time. Remove it. Then, also at the lower level certain employees are retrenched. So, instead the economy drive first must be either in the Railways or in any other department, to see that there is no wastage.

As far as wastage is concerned, I will quote the Public Accounts Committee Report for 1957-58 (Fortieth Report) Para 12 mentioned supply of defective springs. What is the loss? It is Rs. 4.74 lakhs. Para 18 says about purchase of defective axle boxes by the Eastern Railway. What is the loss? It is Rs. 1,23,000. The case of manufacture of boilers and locomotives by TELCO we have already discussed here and we know the loss. Not only that I know two or three instances.

In Kerala near Cheruvathur there is a bridge. The railway bridge was constructed. Then the engineer came examined it and said that the cement was very bad and so the bridge would not be safe. So, it was demolished. Again there is new construction. First, it is constructed and then it is demolished. Then there is another construction. I do not know whether any other expert engineer will come and say that it is bad and again it will be demolished.

In Cannanore, the railway shed was built and afterwards it was found out that it was not useful and it must be removed. These are not one or two solitary instances. The other day I went to Allahabad. The people at the station themselves said that when these buildings are very good why should there be another building. They are in the process of demolishing a very big building there. Some one or two people died also in the demolishing process. Another building is under construction and the demolition of the old building is

in progress. When people see this, they say as to why it is being demolished.

Acharya Kripalani (Sitamarhi): It may be providing employment.

Shri A. K. Gopalan: So, as far as wastage is concerned, there is a lot of wastage. What the economy drive should be, the Enquiry Committee on Corruption in Railways have definitely said that. What they have said is that economy drive must be that there should be no wastage. If wastage is not there and corruption is eliminated, there is no reason why there should be such an economy drive where casual labour and others who have worked for ten to twelve years are dismissed. You pay the daily workers only Rs. 1/4 or Rs. 1/5 per day, send them for one or two days and then again take them back.

Now I come to the question of passenger amenities. As far as passenger amenities are concerned, here is the Report of the Estimates Committee which has said as to what are the basic amenities that they have given to the passengers. There was a letter dated the 30th August, 1952, in which the Railway Board had laid down the following minimum passenger amenities to be provided in future at all stations irrespective of their status:

- Waiting Hall,
- Benches,
- Suitable arrangements for lighting, waiting hall and booking office;
- Drinking water supply,
- Improved type latrines;
- Pucca platform surface,
- Proper booking arrangements;
- Planting of shady trees

There are the basic amenities and the Railway Board has said that irrespective of their status these must be there in every station. This letter of the Railway Board was written in August, 1952. We know

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how many years have passed since. At the more important stations, there are additional amenities. As they are for important stations, I do not take them. But as far as all stations are concerned, I want to know whether after six years these basic amenities are there—I do not say almost all the stations—I want to know whether even at 50 per cent of the stations these basic amenities are there. They are not there. Here it says about improved type latrines. I do not mean the improved type of latrines. There should be latrines in a station even if it is not improved. There are stations where there are no latrines. Improvement comes only after having a latrine.

As far as drinking water is concerned, in their report the Estimates Committee have definitely said that it is the first thing as far as passenger amenities are concerned. It is not only the amenities for passengers but some other things also are taken. Suppose, Rs. 1 crore are allowed for passenger amenities. What are all the things that come under passenger amenities? They are—conversion of metre gauge into broad gauge, fire-fighting equipment at stations and sheds, provision of flag stations and conversion of halts into flag stations. All these are passenger amenities? Then, purchasing a machine also can be said to be a passenger amenity. Why not do that also? That is also for passengers. Passenger amenities are not converting halts into flag stations, purchasing fire-fighting equipment and conversion of metre gauge into broad gauge. If these are included in passenger amenities then certainly there will be no money left for latrines, drinking water and other things. Some of the major items of expenditure on station buildings are provided for under these. The Estimates Committee has definitely said:

“The Committee strongly feel that the types of expenditure and works referred to above

should not have been charged to the allotment of Rs. 3 crores intended for ‘Passengers and other Railway Users Amenities’. They are unable to believe that it was the intention of either the Convention Committees of 1949 or that of 1954 that the small sum of Rs. 3 crores should be diverted to the expenditure on big station buildings or on conversion of one type of station to another or on conversion of narrow-gauge line into metre gauge or broad gauge lines. They are left unconvinced by the argument put forward by the Railway Board during discussion that these works, being non-remunerative and therefore having no financial justification are Passenger Amenities and should be treated in accounts as such.”

I do not know whether, after this Estimates Committee’s recommendation, even today these items are also included as far as the money that is allotted for passenger amenities is concerned.

So, as far as passenger amenities are concerned, we know that in a place where summer is very severe there is no platform covering and where there is rain for six months in a year—in the South in Kerala there are many places—there is no platform covering. Something can be done to avoid the severe sun, but as far the rains are concerned, specially when there is severe rain, when there is no covering over the platform, I do not know what can be done. For platform covering, drinking water supply and other amenities much has been said. The Railway Board themselves said that within the next five or six years they would do it. But as far as basic amenities are concerned even today at 50 per cent of the stations this has not been done.

The next important point is that for improving the efficiency and the production of the Railway, the most important thing is industrial relations

and labour welfare. About the industrial relations and labour welfare, I want to point out to you the 16th Labour Conference. There is a code of discipline. The 16th and the 15th Labour Conferences held in New Delhi in June and in Naini Tal respectively formulated certain general principles in order to ensure discipline in industry. It is not only in the private industry, but it is also in the public sector. Sometime back, some six months back, the Railway Minister said that as far as the code of discipline is concerned it does not concern the Railways. When you ask the private industrialists to see that the code of discipline is implemented as far as the management and the workers are concerned, I do not know why in the Railways this code of discipline is not there. I do not know whether they have thought about it afterwards. Certain things are given there where managements and unions agree, where management's agree and where unions agree. Therein it is said that the management agree not to increase work-load unless agreed upon or settled otherwise. That is to say, as far as work-load is concerned there must be a discussion and there must be an agreement between the employers and the employees; then only it can be increased. Again, it is said there:

"not to support or encourage any unfair labour practice such as (a) interference with the right of employees to enroll or continue as union members, (b) discrimination, restraint or coercion against any employee because of recognised activity of trade unions and (c) victimisation of any employee and abuse of authority in any form;"

This is very important, because it has been said that there must be some principle about recognition of unions in the Railways. Even today the Integral Coach Factory Union and the Chittaranjan Locomotive Works Union are not recognised. They

are also affiliated to one or other Federation of Railwaymen. Not only that. As far as the Integral Coach Factory is concerned it is reported that on each engine they save Rs. 2 lakhs. Their capacity was 10. They have turned out 14 and they can turn out 14 if raw materials are made available in time. Therefore, the total saving will be to the tune of Rs. 28 lakhs. Why it is that these unions are not recognised?

As far as recognition of unions is concerned, in his speech the Minister said that he is trying for recognition of unions. That is another matter. Before that—whether Government recognises or not—in order that there may be better relations between employers and employees, in order that there may be better understanding between them, why not consider having joint production committees and also elected works committees?

Coming to the present situation in the Railways, there are reports from Kharagpur that so many things are being lost. Stealing is going on in the wagons. It is said that so many things are being taken out from the Kharagpur workshop. These things must be looked into. Therefore, why not have joint production committees and also elected works committees? What is the harm?

Then I come to labour relations. What is happening in the Railways today? I have got many cases here. Under rule 148 of the Establishment Code about 20 persons have been dismissed in the south, and about 40 or 50 people in the north. It is not a question of one or two people being dismissed. Many people have been dismissed under this rule. Look at the way in which they have been dismissed. I know of a case in the south where a man was suspended for about two years, he was given half pay, again reinstated and dismissed after giving him notice under rule 148 on the next day. What was the necessity of reinstating him if there was any case against him? If there was a case they could have

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straightway filed a case against him. There is another case of one Shri B N Dasgupta. He was transferred to some place. He went there and joined his duties but the next day he was given an order under rule 148 and dismissed. There are reports that some men of the Railway Protection Force are used for spying railway workers and make reports to the police. It is on the basis of reports received from the police that these people are driven out. As far as the Code of discipline is concerned, there is a definite rule

"to distinguish between actions justifying immediate discharge and those where discharge must be preceded by a warning, reprimand, suspension or some other form of disciplinary action and to arrange that all such disciplinary action should be subject to an appeal through normal grievance procedure,"

I can understand disciplinary action being taken. I can also understand that where there is lack of efficiency certainly there must be some punishment. If the ground is lack of efficiency, this is not the way to do it. He must be a man who had been working for 10 or 15 years. One fine morning he is given an envelope containing a note saying that his services are not required and he is given a month's salary. He does not know what it is for. If there are some charges against him you can ask him to answer them. Then you can punish him saying that he is inefficient. You do not do that. When rule 149 is used on a large scale and people are dismissed the workers do not know what will happen to them the next day, what reports will be made against them. It is victimisation and nothing else. It is not a case of punishment. I can understand a punishment being given, but I cannot understand a man who has put in years of service being dismissed even without his being charge-sheeted. He is not even told for

what reason his services are being dispensed with. Even if he is told that he is not given a chance to answer the charges and prove his innocence. This is the way in which they are dismissed from service.

As far as industrial relations are concerned the most important thing is that there must be confidence and understanding. It is only with mutual understanding and co-operation that progress can be made. Give the whole responsibility to the workers. Let there be joint production committees and elected works committees. Give the responsibility to them and then ask them to do whatever you want. If that is done, Sir, there will be no wastage. With the help of workers wastage and corruption can be eliminated. There is no use of having such economy drives, there is no need to retrench or drive out workers. You can get everything done by mutual co-operation and understanding.

I now come to the question of provision of quarters and other welfare measures. Even though some money was spent in the First Plan period, there were some lapses. There are about two lakh essential staff for whom no quarters have been provided. Only one-third of the total number of workers have been provided with quarters.

There are cases where rest houses are not provided for ticket examiners. There is the case of a ticket examiner who was prosecuted for taking bath in a tap at the station. He was prosecuted for causing public nuisance. There was no rest house where he could take his bath. A ticket examiner has to move with the passengers and he must be clean. He took his bath under the tap at the station because he had no other place and he wanted to return to his work after six hours. He was prosecuted by the police saying that he caused public nuisance.

There are the people who have to check ticketless travel. Regarding ticketless travel, Sir, I only want to invite the attention of the hon Minister to a memorial submitted by the travelling ticket examiners of Southern Railways. They have cited certain instances there. It is said that an Inspector General of Police refused to let a passenger in the air conditioned compartment in which there was accommodation. You know what the result of the ticket examiner's complaint will be. It would have gone against him and not against the Inspector General. There are so many cases like that. I would only draw the attention of the Minister to the memorial submitted by the travelling ticket examiners of Southern Railway where they say how the ticket examiners are taken to task for doing their duty. It is said that a ticket examiner was asked to get down from a second class compartment. Recently I pointed out and wrote to the Deputy Minister about a case where the tram was detained because a ticket examiner objected to an officer travelling in first class with a lady holding a second class ticket. After I pointed this out to the Deputy Minister, there are now three charges made against him. After I complained, three more charges have come against him. There are the old charges. When I put the complaint before the Deputy Minister, three more charges have come against him on some other things, that he did this, that he did that. There were these charges before? Why were these charges not communicated to him? If ticketless travel is to end, the ticket examiners should be encouraged. They must be given all facilities, whether Collector or officer or whatever it is. As regards police officers, it is said in the memo that police officers travel without tickets. They are police officers. In buses as well as Railway transport, that is done. Even if he has a ticket for third class, he goes to the first class. Suppose a ticket examiner catches him. The other day a ticket examiner was

caught by a police inspector on some charge of nuisance for taking bath. As far as ticketless travel is concerned, make the ticket examiner bold enough to come on anybody who goes without ticket, or who with a second class ticket goes in the first class. You must prosecute him. If any authority is charged he goes to the Railway Board or other officer and some charges come against him.

As I have pointed out, there should be amenities to the staff. Unless you give them houses and unless certain minimum facilities are there, things cannot be improved. As far as railway accidents are concerned, I do not want to go into them. I shall only refer to the figures to show that in 1951-52, they were 38 and in 1957-58, they were 77. As far as deaths are concerned they were 219 and they have increased to 504. I say long hours of work should not be enforced on them. Lack of maintenance of railway track and lack of supply of stores are the reasons. If accidents are to be stopped, these things have to be improved.

Passenger amenities, I have already referred to. I want only to point out one thing. In the National Users Consultative Council which was formed in the First Parliament, none from our group was there. We pointed this out to the Railway Minister. He took it up. Even now, none from our group is taken in the National Users Consultative Council. I do not know why it has been done. What are the reasons? Even today, we do not know. In the National Users Consultative Council, other parties are taken. We are omitted there. I am asking the Railway Minister if there is any special reason for it. He may be able to just say that.

There is another danger coming also. I want to point it out. The Ganga Bridge is nearing completion.

Mr. Speaker: The hon Member must leave something to other Members of his Party

Shri A. K. Gopalan: There are others who have got more things

The Minister of Railways (Shri Jagjivan Ram). The names of Members of the Lok Sabha and Rajya Sabha for the National Users Consultative Committee were given to me by the Minister of Parliamentary Affairs

Shri A. K. Gopalan. It is the Minister of Parliamentary Affairs that has chucked us out. We understand it now. I am thankful to you

The Mokamch bridge is nearing completion. The construction was over 1 year before. There are 20,000 workers. Two lakh workmen are there in various bridges. When a bridge is completed, there is the question of providing jobs for these people in the new constructions and the method to be adopted for that. I only wanted to point out this thing.

As far as efficiency of the Railway is concerned, as far as increase in production is concerned, there should be a change in the present policy of the Railway Ministry in dealing with the workers and victimising them and also using Rule 148. No employee knows what will happen to him. He is not interested in his work. For no fault, not understanding his fault, he is dismissed. There should be an elected Works Committee and Joint Production Committee, there should be stricter co-operation and confidence and understanding between the Ministry and the employees and there should be recognition of as many unions as are necessary and they should be given an opportunity to discuss for planning and for improving production and improving efficiency so that there may be no loss in goods traffic as well as passenger earnings. Also all amenities must be there. The passengers must be satisfied that there are all amenities and

they can travel in the trains in comfort. Not only is there over-crowding, there is so much of risk. Unless this is done, the rosy picture that has been painted by the Railway Minister saying that goods traffic will improve, and amenities will be there, will not be a reality. The reality today is, the people are dissatisfied, the business community is dissatisfied, the railwaymen are dissatisfied. It is only the Minister and the Railway Board that are satisfied. I want the Minister to consider all these things.

Shri Asoka Mehta (Muzaffarpur)
Mr Speaker the Railway Minister after he had presented his budget characterised it as a pedestrian budget when I had an opportunity to talk to him about it. In echoing this expression of the Prime Minister, I thought he was trying to say that the budget is something that needs to be welcomed. It has on the whole, received a good reception in the country, in the general press as well as in specialised economic journals.

There are a number of things for which the Minister deserves our congratulations for the way in which he has carried on the work of the administration in the last year. But, I deplore the note of smugness in his speech and I wish he had the time or he will find the time for a deeper probe and a fuller analysis. In the limited time at my disposal, I can only offer marginal comments and I hope and trust that the Minister will try to view them as an effort at this kind of a fuller analysis.

One of the things for which I would like to put my appreciation on record is the way in which indigenous production has been developed for rolling stock. It is a matter of satisfaction to us that increasingly we are becoming self-sufficient as far as our requirements of railway rolling stock is concerned. But, I feel that our workshops are being neglected. My colleague Shri Goray is going to devote more time to the working of work-

shops. I shall not go into it at this stage. But, I find that in the three years of the Second Plan, we have spent only Rs 24 crores out of Rs 65 crores that have been allotted for workshops. This is very slow progress. There are many things that one can say about the workshops. About the delay in equipping the workshops, the Estimates Committee has drawn attention some years ago to the heavy load that the workshops will have to carry in the years to come. I am surprised that while considerable progress has been made in other directions, we are not able to equip and modernise so as to utilise the workshops that we have.

The Railway Budget, briefly but significantly focusses attention on our economic conditions. In the Report on Indian Railways as well as in the handier volume, Indian Railways, a couple of pages have been devoted to an overall review of economic conditions. Going through the report one finds that passenger traffic had registered a big jump in 1956-57. The increase was by Rs 8 crores. And then, stagnation has set in. I realise that with our conditions of overcrowding, nothing is to be gained by having more increased passenger traffic. But, this is an indication that something is going wrong. There was a big jump, the jump has petered out not because people are frightened about overcrowding, but because they do not seem to have the wherewithal to travel. The same is the case with goods traffic. The acceleration had slowed down. In the first three years of the Plan, the increase in goods traffic works out to 20 per cent. The assumption on which we have been operating is that over the Plan period, goods traffic will increase by 50 per cent. It has not increased. These are matters for which the Railway Minister is not responsible. But, my contention is that this stagnation that has set in our economic life has made it possible for the Railways to show a good record. This record should not be judged independently but should be judged in conjunction with

the economic stagnation which we, I hope, are determined to break. Therefore, any kind of smugness on the part of the Railway Ministry—may be the Ministry or the Administration—may have adverse repercussions in the years to come. When I analyse the condition in different zones I find that between 1954-55 and 1958-59 in the areas which are covered by the Western Railway and the Northern Railway goods traffic earnings have increased by 76 per cent, while in the Eastern Railway they have increased only by 19 per cent. Again, this has nothing to do with the Railway Ministry, but here we see that there are certain parts of our country which are stagnating. As against the all-India average of 52 per cent, there are certain parts where goods traffic is picking up very fast. It means economic activities are moving on. As against that there are other parts of the country where there is a serious stagnation. A 19 per cent increase in four years is something which ought to make us sit up and take notice. I personally feel that now that the Railway Minister has started analysing the economic conditions a little greater attention may be given in future reports and a somewhat fuller analysis might be offered from the point of view of the Railways so that we may be able to judge the performance of the Railways also in the context of the general economic situation as viewed by the railways.

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The next point I would like to take up is that of operational efficiency. There is no doubt that various indices suggest that the operational efficiency has improved at least in certain directions. The difficulty is that we have no fixed criteria by which we can judge operational efficiency. The Estimates Committee had listed 16 criteria when it discussed this question of operational efficiency. I would very much like the Ministry to give us a definite list of criteria. After all, they have the technical know-how, and these

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criteria should be there from year to year, and the information should be given to us. What happens is that wherever improvements are there, those improvements are high-lighted in the speech of the Railway Minister. I am sure the Railway Minister is not interested merely in drawing a glowing picture. He is interested in this House knowing, if not from his speech at least through the very valuable reports that he makes available to us, as to what is the real condition. It should not be necessary for us to go here and there, probe into this report and that report in order to discover what the present state of operational efficiency is. There should be a fixed set of criteria, and we should know what kind of weight is being assigned to each criterion, so that we are able to judge the over-all position.

I find it frankly very difficult to judge what the over-all position is because, firstly, full information is not available. Sometimes, as I said, you have to turn somewhere else. I had to look into another report to find out that the engine hours have increased more rapidly than the train miles and this factor has adversely affected coal consumption. Engine hours have increased by 20.2 per cent, while train miles have increased by 13.2 per cent, and the result has been that coal consumption has gone up.

These are things which have got to be brought together and an over-all picture given, and the Railway Ministry's assessment given as to what is the position. Otherwise, there is a feeling that the Railway Minister is merely trying to give a glowing picture, trying to get a few bouquets. I do not think the Railway Minister who is a very senior Minister need seek bouquets, because we are not here interested in throwing brickbats at him. Both sides of the House, I am sure, are profoundly interested in judging and assessing the efficiency of our Railway administration and seeing what can be done to improve things, and I believe the report should be so

drawn up as would make it possible for us to reach any kind of significant conclusions.

There is no doubt that there has been a certain amount of improvement in operational efficiency, but as against that it must be remembered that we have invested Rs. 675 crores since 1955-56. The question again has to be asked whether the improvement in efficiency is commensurate with the investments that we have made. Now again, fairness demands that I should straightway concede that the Railways have been starved in the past, and for a long time even the necessary reforms, the necessary reconstruction was neglected, and a considerable portion of the amount that has been spent was needed for what the administration calls rehabilitation and reconstruction. It may not be possible to achieve the expansion that we need in the amount that we have spent. The much smaller railway system of the U.K. had to spend £600 million, i.e., nearly Rs. 800 crores, in order to maintain its equipment. So, I am fully aware of the difficulties and handicaps under which we are operating.

Even then, I feel that it is necessary that this kind of balancing is made to know how much of rehabilitation still remains to be done, how much of expansion is taking place and to what extent operational efficiency is being adversely affected, if at all, because we have not completed our task of rehabilitation. It is true that still 30 per cent of our engines are over-aged, 35 per cent of our coaching stock is over-aged. These difficulties are there, they are obvious, but looking at the developments that have taken place—again I do not know what base year to take—if I take 1939 as the base year I find that our capital-charge has increased by 50 per cent, but if we take the partition year as the base year, then the capital has increased by 70 per cent; labour has increased by 73 per cent; passenger traffic by 180 per cent; passenger

miles by 140 per cent, showing that the average distance that people travel is becoming shorter and shorter, goods traffic by 71 per cent, and ton miles by 100 per cent. It is necessary to work out—maybe, the administration has done it, but I cannot find it anywhere in the reports that are given to us—what precisely is the capital-output ratio in railways. This is a very important factor not only today, during the period of rehabilitation and reconstruction, but also for tomorrow when expansion will become important, because in other countries of the world there have been periods when railways have been over-utilised and there have been periods when they have been under-utilised. It has been very rarely that there is perfect synchronisation, and as one who is interested in the macro-economic assessment of our developing country, I would very much like to know in what way the railway administration looks at these problems.

The most productive period in railway construction and development in the USA was between 1897 and 1907. There the ratio was 2.48. In the Soviet Union there were two periods, one of over-utilisation and the other of somewhat optimum use. During the period of over-utilisation, 1928—32, the ratio was 1.06 per cent, while in 1936—39 it was 2.04. It is impossible for me, on the very meagre data that is available, to work out our capital-output ratio, but I think the Railway Ministry would gain by making a mistake if it did not apply its mind to it now and take the country into confidence. These are matters on which vague, general aspirations and soporific talk are not going to help. I believe that this ratio is likely to rise, and if the Railway Ministry hopes in the Third Plan, in the Fourth Plan, to have its legitimate share of allocation, it has got to prepare the country from now on, it has got to go much deeper into the economics of transport than it has cared to do so far. The kind of reports

that are given, as I said, are useful up to a point, but they are not what is needed in the context of planned economy on which we have embarked. If the Railway Minister does not get what it wants in future, I say the Railway Minister would be mainly responsible for, he will pardon my saying so, the lackadaisical manner in which he has handled this particular aspect so far. I hope he will not misunderstand me because I have already paid him tribute where I thought he has earned it.

There is no doubt that the performance shows certain improvement, but in the light of the performances in other countries, it is still very poor. If we look at the daily mileage of freight locomotives and wagons, we are where both United States of America and Russia were in 1926—30, I bring in these two countries for comparison, because the conditions there are somewhat comparable to those of ours, the railway systems in the Western European countries are on an entirely different basis. In India, for broad gauge, the figure is 80, that is, engine-miles per day, and the wagon-miles per wagon-day is 47.3. In the United States of America, in 1926—30 it was 87.9 and the wagon-miles per day was 48.2, in Russia, in 1926, it was 86.4 and 51 respectively. We are at that stage today. Today, in both these countries we find that the figures have increased, the engine-miles per day are 147 in the USA and 179 in the USSR.

13.11 hrs

[MR DEPUTY-SPEAKER in the Chair]

That is, economically speaking, I do not think we are in the 1926—30 period, we are definitely in a better position than the Soviet Union in 1926—28. Perhaps, we are not full steam ahead as far as the 1928—30 period is concerned. But the Third Plan is going to create a situation similar to an upsurge, I hope, and I would be working for it to the

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measure of my strength to see that we have a fairly sharp acceleration in our economic efforts, that acceleration would demand a new type of performance from the railways, but I do not think our railway system is being geared up to it. Between 1957-58 and 1958-59 the revenue of the railways increased by Rs 14 60 crores, while the expenditure increased by 10 04 crores. In this year, the increase in freight charge resulted in an increase of income to the tune of Rs 5 crores, which means that we have eaten into part of the increased income that we got out of the increased freight charges.

While it is true that the railways will need higher allocations in future, it must be realised that if we look at the country's economy as a whole, the public sector has to increase its margin of profit. In an economy where the public sector is expanding, a considerable proportion of the savings has got to come from the profits that are made by public enterprises.

An Hon. Member: On foodgrains also

Shri Asoka Mehta: Yes, including on foodgrains. When that question comes up, I shall try and explain my position on that also. You cannot have development without tears.

Acharya Kripalani: As if there are not enough tears now.

Shri Asoka Mehta: I am afraid so, there are not. There is no possibility of standing still. You either buckle up and move forward or the forces of the events will push you into the mire of stagnation, where not only there will be tears but blood will be exacted of you.

Therefore, as I was trying to point out, unless the railways which are the biggest enterprise in the public sector, are in a position to increase their margin of profit, I do not think

we shall be able to find the internal resources that are needed for development. To view anything in an isolation, it would be very easy for me to get up and say there should be more amenities, better wages, this advantage and that advantage and so on, it would be a very popular speech, but I am not interested in any kind of popularity. I am looking at the dangers and the difficulties that are there below the horizon, they are going to come up the horizon, and I would like to continue the role I have played, of a Cassandra keeping on warning people of the dangers and the shoals that are ahead, so that we may not have to face a shipwreck, so that we may be forewarned and, therefore, forearmed. Here, again, I feel that the Railway Ministry likes to move in smooth and favourable currents and is not willing to prepare itself for the difficulties that are at the corner.

I shall not go as far as the Estimates Committee has gone when it said that the time and energy spent on the railways in compiling the statistics was largely wasted. But I have a considerable amount of sympathy with what the committee has stated, and it is surprising that in spite of the very serious criticism that the Estimates Committee had to offer and the various detailed suggestions that it had made, so far, no response has come from the Railway Ministry.

For instance, what has been done about the Thirty-First Report of the Estimates Committee? The Estimates Committee rightly pointed out that if there was any justification for a performance budget as against the kind of budget that is put forward here, namely a purely financial budget, that was in the railways. It is now more than probably three years since this particular report was made available to the Minister. I hope that at least the Minister would enlighten us now as to what is coming in the way. The

Estimates Committee had said that probably a lot of these statistics were being collected by the Railway Administration. If they are being collected, why are they not being made available to us in a manner where it may be possible for us to assess the performance and offer our criticism not in the wide general terms in which we tend to do but in a specific manner whereby the railways may be benefited as well as the country may have the advantage? Then again, many people had argued when we were discussing the nationalisation of insurance, that there should be more than one corporation, so that comparative data would be available and there would be some kind of competition. Here while we have so many different zonal systems—we have as many as seven or eight zones of the railways in India—the information available is very sketchy. It is very difficult to find out anything, only in the Estimates Committee's report was I able to find out how the operational efficiency in different matters varies from railway to railway. They have asked in their report where the differences are there, only they echo the answers. This kind of information is necessary. All that we get is about broad gauge and metre gauge and nothing beyond that. There are these different zones, in certain places there are certain advantages and in certain others, there are disadvantages. Why is it that the progress is faster in some zones and slower in some zones? There is no reason given anywhere.

Take for instance the question of claims. In 1939 the claims have increased eightfold but the amount of money which is paid for these claims has increased a hundredfold, and the increase is very much more in the North-Eastern Railway. There must be some reason why these things are happening. There must be some explanation for this. We are merely told that these things are happening, but the advantage of having so many different railways, though under the

overall control of the Railway Board and the Railway Minister, is that we have some kind of a comparison to go on, whereby we can find out why certain places are becoming slack, why there is slack somewhere, how the slack can be removed, what difficulties arise when the slacks are removed, and so on. Though this information is not given to us, I hope that at least the Railway Minister goes through it, and the Railway Board is aware of it and they are also not satisfied with the 'Max Factored' picture that is being presented to us for our benefit.

There is a Spanish proverb which says that there is a constant quarrel between beauty and chastity. I am not competent to say anything on that but I believe there is a constant quarrel between speed and flow. One of the difficulties that any Railway Administration faces is that when it gains in speed, it loses in flow, and vice versa. Here again, there is very inadequate information. I shall not take the time of the House by going into the details of it, but I am sure the Railway Minister and his technical staff are very well aware of the enormous amount of material that needs to be collected—I do not know whether it is being collected—to be processed, to be analysed, to be studied in order to see how far this problem is being tackled. We hardly get any information in these reports on this crucial question.

The next crucial question on which there is no information is the rates of growth in the value of production with the rates of growth in the freight traffic. This varies for different industries and for different sectors. For iron and steel, the general situation seems to be, in comparable countries, that there is a curve concave upwards. When it comes to foodgrains, the position is very different, there has been a margin of error, plus or minus of 30 per cent or more. It is not possible to have any kind of exact relationship between food production and

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food transport. That has been the experience of other countries. How are we drawing our graph for the future?

There are some who have argued—I believe the Estimates Committee has argued or it may be that someone has said it in the Rajya Sabha and I am mixing up in my mind—that in future there will be less and less of food transport. But these are again problems on which ultimately the Planning Commission will have to be convinced; and it is not merely convincing the Planning Commission, but of convincing this House and the country. And it is on these matters that I suggest that from time to time reports need to be produced, if the Railway Ministry hopes to carry conviction. It is a competitive economy that we have, even a planned economy is competitive economy. Different sectors claim limited resources. If this particular sector wants to have what it considers to be its legitimate share, it has got to exercise its pressure, not pressure by any kind of undesirable methods but the only legitimate pressure in a planned economy we are entitled to exercise, that of logical arguments, presentation of facts and analyses carrying conviction to the reason of people concerned. There I find there is room for a lot of improvement.

The next question—as I said, my speech is more in the nature of marginal comments—is that of training. Now, it has been pointed out in the report that there is shortage of trained people. The Railway Administration is finding it very difficult to recruit trained people indeed. That, of course, is a larger question. That is for the country to see and I hope the Railway Minister will bring up this matter with his other colleagues.

I was recently in Indonesia. I was happily surprised to find the Education Minister telling me that the Education Ministry has set up a committee of top-level officials of the

Education Ministry, the Ministry of Commerce and Industry, the Ministry of Agriculture and the Ministry of Planning in order to see that there is maximum co-ordination in the growth curves of industry and agriculture and in those of education. I suggest that the Railway Ministry has to do something in this direction. But that is by the way.

The Class IV Staff Promotion Committee in their report have revealed a sad state of affairs. 1½ lakh railway employees are illiterate. We are talking about promotions to people. When that particular Committee was appointed, I think the Chairman of the Railway Board placed before it a rousing and inspiring vision of the man at the lowest rung rising to the highest rank. Well, that is an aspiration; that is where we want to move. But so long as 1½ lakh people remain illiterate and where there is such meagre provision of training, how do we expect any kind of significant promotions to take place? Of course, there will be mass pressure, some people will be moved up here and there, there may be nepotism, there may be people taken up one peck here or one peck there, but that, to my mind, is not at all a satisfactory state of affairs. Over a million people are employed in this undertaking. The Railway Minister is proud to claim that one out of every 100 persons in India is engaged in the railways in one form or other. Therefore, here is a place where some of these basic things have to be worked out effectively.

I would like to know what is the extent of our present need for training, what is the lag, what is the slack, in training. What is the present capacity for providing training to our people? In the Plan, Rs. 5 crores have been set apart over the whole Plan period for providing training. Is this enough? What use is being made of it? Training is a very important part if we are going to introduce the concept of social mobi-

lity. My hon friend, Shri A. K. Gopalan, waxed eloquent on joint councils and this and that. But without adequate training, without understanding, merely because people sit round a table, things do not get very easily done. This is a highly technical problem, joint production, workers' participation in management, training within industry—these are all interlinked. Anyone who has made a study of this problem knows the number of difficulties that has to be overcome. I am one of those who would love to see that our country wrestles with these problems and is able to overcome them. If it has to be done, obviously the whole problem of training deserves much closer attention than has been given, from the reports that I have before me.

Shri Joachim Alva (Kanara)
Within hardly ten years the Hindustan Machine Tools Factory has started full scale

Shri Asoka Mehta I am talking of the railways, not of the Hindustan Machine Tools Factory.

Then the Expert Committee on Coal has disclosed a serious position. Again, there is no reference to it here. Here is a committee which was appointed and which has gone into this question. It has said, for instance, that dieselisation particularly of the Southern Railway is very important. I have not the time to summarise that report but it is a very valuable report. There is no reference to that here. There is no effort, again, to wake up the country to the difficulties ahead, the need for dieselisation, the need for reducing coal consumption, how there is danger of coal taking more and more of the additional capacity that we will create. We will be like the Red Queen in Alice in Wonderland running faster and faster to be at the same spot. If we are not to be like that Red Queen—no reference to my hon friend, Shri A. K. Gopalan—it is necessary to act betimes. The present good picture that the railways are able to give is because of the economic

stagnation, that rough patch into which we have got. We do not want to be in that patch very long. We want to get out of that patch. We want to be full steam ahead. And when the economy gets full steam ahead, if you have not already prepared the country for this programme of dieselisation, you will find yourselves in considerable difficulties.

It is necessary for us to start planning from now on of diesel engines. What is being done about it? Again, it is quite possible that inter-ministry discussions are going on. But in a democracy, where Parliament is supreme, it is not enough to have inter-ministry discussions, it is necessary to take Parliament also into confidence so that slowly an informed public opinion emerges on this question.

The *Report on Indian Railways* says on page 7

It has been decided not to introduce major organisational changes such as introduction of divisional system where it does not exist for some time as they cause serious dislocation of work and retard the progress of the Plan."

I am very happy that this decision has been taken, because on more than one occasion I have been raising this point and saying that constant and frequent changes, very often of an arbitrary character, are causing severe difficulties. But again, I would like to ask the Railway Minister is it not necessary that we should assess the advantages and disadvantages of the different systems? Which system is useful where? We have tried out various systems. Can he not give us a report giving an assessment of this so that in future if any change is made we have some scales by which to judge? Why must all judgment be confined exclusively to his own Bureau so that he alone knows what is right and what is wrong and we are here either to applaud him or to attack him? Why must he put us in a posi-

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tion where any kind of significant meeting of minds becomes impossible? When you have decided not to have any more changes for the time being, may I suggest that this is a very good time for us to assess the various methods and your giving us a fairly detailed, comprehensive study which may enable us to decide the lines of our progress in future?

I am surprised at the complaint the Railway Minister has made against road transport. I have defended the railways to a considerable extent, but I would like to make my position clear. I do not want the railways to operate in this country in a seller's market. Experience about this in other countries has been very disturbing. I would like to invite the attention of the Railway Minister to the experience in the Soviet Union, because it has a certain amount of relevance. In the very informative and penetrating study *Soviet Transportation Policy*, it has been stated on page 128:

"Steel industry and rail-roads, for example, may both be owned by the State. Yet the respective interests in the matter of transportation may diverge significantly. It becomes necessary then to adjudicate the problems that arise, and Soviet policy in the last 20 years has tended to favour the rail-roads in resolving the issues between them and their clients"

These are problems which are going to come up, and I would not like the railways, as I said, to operate in a seller's market. If the Railway Minister is not just interested in becoming the spokesman of his department but is willing to have a wider outlook, as I am sure he is, he will not permit this kind of criticism to be made

In India, road transport is growing, but as the Railway Minister knows very well, in the next few years the danger is that industry and trade will increasingly develop their own road

transport component. That is what has happened in west European countries. The manufacturers have their own what is called 'C licence trucks' in which they carry their goods. That has happened and I suggest that is a thing to be welcomed, not a thing to be afraid of. In West Germany, 81 per cent of the goods are carried like that, in UK 82 per cent, in France 87 per cent and in Belgium 91 per cent. Unless you want a planned economy only for the purpose of squeezing out certain desirable developments to maintain those who are in position and power—I mean the big railway transport—if road transport is to function efficiently in the context of competition, it may also be state-owned. But if it is going to be in the context of competition—competition is not a capitalist concept at all—then there is not going to be a seller's market.

The last point I want to make is about labour. I am very unhappy about the smug attitude that the Railway Minister has taken upon this question. I have very carefully gone through the award that has been given by the arbitrator that has been appointed. The INTUC, I am very sorry to say, has behaved in a manner where they need to be told where they have got to get off. It is very necessary

I agree with the Railway Minister that there should be a single union in Railways. Here is the biggest single project in the public sector. We are going to be judged by our industrial relations in the Railways. If the industrial relations are to be what they ought to be, there has got to be a single union on the Railways. How can we have a single union with a dog-in-the-manger policy pursued by certain interested parties?

There are many things which I could say on labour. My time is up. Maybe on some other occasion, I will say what I have to say. But, I would say that while I give favourable marks to the Railway Minister—if he will per-

mit me to say that—on many things, I would like it to go on record that I am very much dissatisfied and very unhappy at the manner in which things have proceeded, as far as the trade union part of his Ministry is concerned, as far as the trade union policy of the Ministry is concerned. I hope and trust that in view of the very friendly relations that have existed between me and him, my comments that have been made will be understood in the light in which they have been made and I hope the response will be frank and helpful.

Shri Satyendra Narayan Sinha (Aurangabad—Bihar): Mr. Deputy-Speaker, Sir, at the outset I wish to congratulate the Railway Minister for the candid manner in which he has presented the various problems facing this vast organisation of Railways, and for the keen awareness he has shown in tackling these problems. His anxiety to improve the railway operation as well as his keen interest in the welfare of the families of railwaymen in the country are also commendable. I fully share the optimism that is based on the past achievements that the Railways will succeed in achieving the targets laid down for them during the Second Plan.

It is a matter of gratification that already there is steady progress towards self-sufficiency in the manufacture of steam locomotives, wagons and carriages. The completion of the Mokameh bridge itself is an achievement for which the Railway Administration can take legitimate pride. It is also hoped that with the opening of this bridge, a great bottleneck in the transshipment of goods to North Bihar, as a result of which that area has greatly suffered, would disappear.

The Railway Minister has also assured the House that the Railways would be able to meet the demand of lifting 162 million tons at the end of 1960-61. The Railway Minister has also referred to many other measures of welfare in quite a confident tone which is infectious; and, I am sure the

House will join me in congratulating him. But there are certain features which do create disquiet in our minds.

As has already been stated and as the figures show, there has been a fall in revenue both on passenger and on goods traffic. The Railway Minister himself has admitted that the demand for wagons for goods transport was generally slack practically throughout the country except on the few difficult lines through which the pressure of traffic continued. He further stated that the decline in traffic is also attributable to the diversion of high-rated traffic to road transport. Then, he said that corrective measures are being studied.

I am sorry that the hon. Minister has not taken the House into confidence as to the causes for this diversion to road transport. Is it due to convenience, safety, economy and efficiency of road transport? If he has taken the House into confidence, perhaps, we would have been in a better position to make our suggestions. As far as I think, it is because of the convenience and safety in the transport of goods and the home delivery service that private road transport offers that there is an increasing demand on this road transport and a diversion of traffic from the Railways. The Railways should not, therefore, try to throttle it by manipulating freight etc. On the contrary, if we want to enter into competition with them, it is better we pay more attention to efficiency and safety of goods in transit and also to prevent passable harassment to users. We should not resort to measures which will ultimately affect our Railways which are already showing a downward trend. I feel that it is better now to recognise this as an accomplished fact and a perennial factor to compete with.

We should readjust our freight policy as well as the programme of procurement of wagons etc. It would have been better if the Railway Minister had given the figures of wagons not utilised in the different zones during the current year. Perhaps, it

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would have enabled the House also to make some constructive suggestions to the Railway Minister. In this respect, I shall urge upon the Railway Minister to adopt some realistic policy and approach.

When there is already such a diversion to road transport and the goods traffic on railways is falling, I believe, a good percentage of the wagons must have remained unutilised. We should take these factors into account in entering upon a programme of procurement of wagons. In that case, I will ask the Railway Minister to tell us whether it would be realistic to spend Rs. 10 crores on wagons when the existing stock is not fully utilised. Why not divert a part of this amount towards the procurement of passenger coaches to relieve overcrowding, about which there has been so much complaint?

Then, I will come to another aspect of the Budget, that is, the continuous increase in working expenses, which is also causing disquiet in the minds of the Members of the House. Although it is true that the trend of working expenses in a developing economy is bound to be upward, the question naturally arises whether every expansion has necessarily to be accompanied by excessive increase in staff expenses. What is needed, therefore, is some kind of job evaluation and a rationalisation of workload and wage structure. I am afraid, if the policy of this continuous increase in personnel and overhead expenses continues at the present rate, it may affect the working of our nationalised undertaking as an enterprise run on sound business lines.

The Railway Minister has assured the House that a check on expenditure continues to be kept. I think it would have been better if the Railway Minister had taken the House into confidence as to the measures which he proposes to take for arresting this trend in the upward direction of

expenditure and a fall in the revenues. I think he should be a little more communicative on this point. I do not doubt that he is not alive to the situation. Yet among other measures that he may be contemplating he should see that there is no duplication of machinery and avoidable waste of expenditure. I would particularly mention the instance of the railway protection force and the security organisation and the vigilance organisation. We have a chief security officer of the status of a D.I.G. and several assistant security officers in the railway protection force. You have a vigilance organisation working as a separate entity on each zone. Could not the chief security officer, with his valuable experience as a senior police officer look into this? Personally I think that vigilance should be placed under the chief security officer ...

Shri Rajendra Singh (Chapra): He is still there

Shri Satyendra Narayan Sinha: It is not there; they are different officers. (Interruptions) I am coming to that. At the Railway Board's level the working of the railway protection force and the vigilance organisation is in charge of a single director. Could not this unified control be introduced on the railways themselves? If that is done I think this will work with greater co-ordination and also unnecessary duplication and the machinery will lead to greater efficiency.

The other point to which I would like to refer is the top heavy administration. Every year opinion is expressed in this House regarding this. It is high time that the Railway Minister gives his personal attention to this question. There is no doubt that the expenditure at the headquarters is bound to increase with the expansion of the entire railway system. But the question is: why have so many managerial posts? I will give you a

few instances in the rank of managerial posts in the Railway Board. Up to 1955, the secretariat work in the office of the Railway Board was managed by a single Secretary with the status of a deputy director and assisted by an assistant secretary. Now, you have a high-powered secretary, assisted by a joint secretary and three under secretaries for the same thing. Again upto 1955, there were only five members in the Railway Board. Now we have five members including a Chairman and five additional members. You have provided costly private secretaries to the members with the status of a deputy director, besides P.As., Stenos and others. Does it reflect the anxiety on the part of the administration to economise? Therefore, I beg the Railway Minister to give his personal attention to this. Whenever any project is opened we find that there is a separate general manager and all these other officers and the whole paraphernalia is set up again. What is the necessity of having this expanded Railway Board at the headquarters I have already stated that there is need of certain rationalisation of work and workload. The railways are no doubt recruiting a large number of engineers and technical staff. The Minister has told us in his speech that about 1500 engineers and engineering supervisors at various levels have been working in the various projects in connection with the Second Plan. Presumably these 1500 posts of engineers and supervisors have been created during the last three years of the Plan period. No one can object to the recruitment of engineers for an organisation like the railways. What is objectionable is that while recruiting engineers for field work, maintenance of track and other construction work, you actually utilise them as establishment and personnel officers in the office of the Railway Board and in other places. I know quite a few officers at the headquarters of the Railway Ministry who started as engineers but who were called to work in the Railway Board as secretary, or

director (establishment) or member (staff). There is a good deal of shortage of technical personnel and technical staff and engineers. Extra hands in large numbers are being recruited for the Plan. There are quite a few engineers working as establishment officers in the Board's office. It is no use utilising engineers and technical staff in office tables when they are required in the field. It is not only public money which is wasted; it is also wastage of technical personnel which is a major factor responsible for inefficiency at the highest level.

I will come to the next question which my friend Shri D. N. Tiwary referred to last year also and that is with respect to the North Eastern Railway. The ease and lethargy with which the railways move there discourages anybody to make use of that railway. For a person who wants to go from Patna to Muzaffarpur, it requires all his resoluteness to make up his mind to cross the Ganges and board the train. That takes about seven hours. What amount of man-hours is lost in this transit? It is for the Board member to find out the colossal waste which is now being indulged in in this way. Despite the fact that this matter was brought to the notice of the Railway Board every year, nothing seems to have been done so far. Every year when there is a marriage party, there is a big rush. The railway staff working there do not consider it necessary to use a little bit of foresight and use more coaches. The result is that there is so much of over-crowding even in first-class compartments that *bona fide* passengers have also to get down or they do not find any place and are simply scared away from using that railway. I would request the Railway Minister to do something straightaway to improve the position in that railway.

Secondly, I want to submit one matter to the Railway Minister who fortunately comes from the same area. I am not saying anything from any parochial point of view but from the point of view of giving employ-

[Shri Satyendra Narayan Sinha]

ment to the local people. The Gorakhpur workshop and the workshop at Izatnagar had been doubled in capacity while Samastipur workshop has not been looked after. Some more attention should be paid to the Samastipur workshop so that the workshop capacity may be increased and more people may find employment there. With these words, I wish well for the railways.

Shri Bhagavati (Darrang) Sir, Shri Gopalan has said that everybody in this country except the Railway Minister or the members of the Railway Board is unhappy at the state of affairs of the railways. I do not see why such a pessimistic view should be taken. I feel happy that the Railway Minister has stated in his speech that steady progress has been made to make the country self-sufficient in the manufacture of locomotives, coaches, wagons, etc. It is evident from the fact that purchases within the country have increased by two and a half times during the last five years ended 31st March 1958. It is also a matter of satisfaction that the research work at Lucknow and Chittaranjan research centres has made it possible to utilize the indigenous materials to produce railway stores which were traditionally imported from abroad. I feel these are basic requirements on which we can depend for improvement of the railways in this country. So if there is improvement in this line, we may feel assured of the future.

Then the question of accidents is certainly a matter of grave concern for all of us in this country. In 1957-58 the total figure of accidents exceeded 9,500. From this figure we can see that the situation is very grave. We are glad that the Railway Board and the railway administration are alive to this situation and they have taken some steps. But I would like to say that the success of the railway administration will be judged by the devices they adopt to solve this problem satisfactorily.

The Railway Minister has referred to the housing programme. It is admitted on all hands that housing is one of the very big problems in this country not only for the employees of the Government but also for very many people in the country. But it is still more so for the employees in the North-East Frontier Railway, because in that railway there are a good number of employees from the displaced persons from East Bengal. Those of the Railway Employees who have their homes in this country can keep their families at home and somehow manage to work even if the railways cannot give them accommodation, but those who come from Pakistan as refugees and are now employed here cannot manage without Railway quarters. So it is a very urgent problem especially for them. I hope the railways will take this into account and when they allocate funds for housing in the North East Frontier Railway they will grant special concessions.

I take this opportunity to express the thankfulness of the people of Assam for some of the steps the railway administration has taken recently to develop the railway system in Assam region. Following the creation of the North East Frontier Railway some improvement has been effected in the administration and operation. That can be seen from the total loading. The total loading has increased from four or five per cent to about 21 per cent. That is something commendable.

The Railway Minister has said that work on the strengthening of the Assam link over the Brahmaputra bridge has also progressed satisfactorily. That is also a matter of satisfaction for us. But I may be permitted to say that not much has been done yet in that railway for making the railway more speedy and also for increasing the passenger amenities. In speed the trains in Assam region are still far behind compared to other rail-

ways in this country. Nobody can deny that. I will cite one or two instances. A train from Tezpur to Amingaon takes about 12 hours to cover a distance of about 100 miles. This is indeed a wonderful performance! I do not see how people can, in these days, like to travel in such trains.

Then again, a passenger from Assam to Calcutta has to travel for two full days. I fear it may be more than that. It is something very absurd. I hope the railway administration will see to it that the speed is increased in that part of the country.

There are certain limitations from which the railways in that region suffer from. These limitations are because of certain facts. I may cite here some of the individual luggage packings weighing more than 30 tons cannot be transported, as the capacity of the biggest railway crane in the south bank of the Brahmaputra is 35 tons only. Again, the length of individual packages cannot exceed 30 feet. The maximum overall width of a consignment is restricted to 10 feet. The maximum height of a package that would be carried at present is only eight feet. But the dimensions of heavy machines and other things which are to be carried to the plant site in Assam are much higher. So, the industrialist either in the public sector or in the private sector finds it difficult to carry machine etc. to Assam. So, it has become a handicap in the way of setting up industries in Assam. I hope the railway administration will take steps to raise the standards of these things in the railway system in that region.

Then I may be allowed to say that not an inch of new railway line has been constructed after Independence in that part of the country. I recognize that the Assam link has been built, but that is only to replace the old line which ran through Pakistan. I would ask the Railway Minister and the Railway Board whether it is just

or not. Even now, there are places, major parts of some major districts in Assam, which have not been brought within the railway map of India. I am referring to that part from Rangapara North to Lakhimpur North of Assam, which has been totally neglected and cut off from the railway system. I would urge upon the railway administration to take up some new lines in Assam in the third Five Year Plan. A railway line from Garo Hills to Pandu via Goalpara is very essential for the development of the natural resources in this part. We all know that there are the raw materials like cement and other natural products in Garo Hills, but nobody goes there for exploiting the resources if railway lines are not built. Up till now the Government and the railway administration have not looked into this matter. The Assam Assembly has passed two or three resolutions unanimously to construct these two lines—one from Rangapara North to Lakhimpur North and another from Pandu to Garo Hills via Goalpara. I hope the Railway Ministry will see its way to accept these suggestions.

14 hrs

I may say in this connection that there are about 100 tea gardens in between Rangapara and Lakhimpur North and there are several areas for procurement of rice and paddy. Two of the most important procurement centres in Assam fall within this area. One is at Badati and the other is at Halem. So, this railway will be of very great help. I hope it will develop that part and also connect the NEFA areas.

Shri Asoka Mehta said that the railway administration has failed to tackle the trade union problem satisfactorily. He also complained about the INTUC. I do not know how far the Ministry is responsible for trade union activities. But as far as INTUC is concerned, I may say that utmost efforts were made to unite the railway employees at different levels on the part of the INTUC. I personally know that

[Shri Bhagavati]

INTUC affiliated unions have tried their best to unite some different unions at the State levels, but that has not been possible because of the attitude taken by the unions Shri Asoka Mehta gives lead to. So, I think, he has no reason to complain against the INTUC.

With these words, I conclude.

श्री जांगडे (बिलासपुर) . उपाध्यक्ष महोदय, रेलवे मंत्रालय ने देश की विभिन्न क्षेत्रीय रेलवे लाइनों के उन्नयन की ओर तथा रेलवे लाइनों की क्षमता और गति बढ़ाने की ओर जो ध्यान दिया है, उससे हमें अत्यन्त प्रसन्नता होती है। हमने यह भी देखा है कि जिन लाइनों में रेलवे की क्षमता चरम सीमा तक पहुँच चुकी है वहाँ पर या तो नई लाइनें जोड़ी जा रही हैं या लूप लाइनें चलाई जा रही हैं या बीच में क्रॉसिंग स्टेशन या अन्तरपास स्टेशन भी बनाये जा रहे हैं। पर इतना होने के बावजूद भी हमें यह पता नहीं चलता है कि विभिन्न क्षेत्रीय रेलों पर कितने मील की लम्बाई ऐसी है जहाँ पर कि गति में स्कावट है यानी जहाँ स्पीड रेस्ट्रिक्शंस हैं। हमें इस बात का पता नहीं कि विभिन्न रेलों में हर एक क्षेत्रीय रेलवे पर कुल रेलवे लाइन की लम्बाई कितनी है जहाँ पर हमें इस बात का पता चले कि लाइन की कैपेसिटी क्या है, क्षमता क्या है। इस चीज का जितने भी हमारे पास रेलवे के सम्बन्ध में कागजात आए हैं उनसे पता नहीं चला है। हमें इस बात का भी पता नहीं चला है कि इस गति को तथा इस कैपेसिटी को बढ़ाने के लिए द्वितीय पंचवर्षीय योजना में और तृतीय पंचवर्षीय योजना में कितने मील रेलवे की लाइनें हैं जिन पर हम गति बढ़ाने का विचार कर रहे हैं या उनकी क्षमता बढ़ाने का विचार कर रहे हैं या कितनी गति बढ़ाई है या

कितने मील की आवश्यकता होती है। रेलवे मंत्रालय की रिपोर्ट को पढ़ने के बाद हमें इस बात का पता भी नहीं चलता है कि देश में रेलों की कितनी वस्तुएँ खो गई हैं, उनकी कीमत क्या है? रेलों में अभी कितने इंजिन हैं जोकि साल भर काम करते हैं और कितने इंजिन ऐसे हैं जो कि साल में बीमार पड़ते हैं और कितने दिनों तक बीमार रहते हैं, इसका भी पता नहीं चलता है। इस बात का भी पता नहीं चलता है कि विभिन्न रेलवे लाइनों में ६० एल० बी० की ब्रोड गेज पर खास तौर पर चौड़ी लाइनों पर लाइनें कितनी हैं जिन को हम सीकंड ग्रेड की लाइनें कह सकते हैं और उनमें से कितनी को हम फर्स्ट ग्रेड में यानी ६० एल० बी० में बदलना चाहते हैं।

इतना कहने के बाद मैं जब रेलों के समय पर चलने की बात की जाती है उस पर आना चाहता हूँ। जब लोगों ने यह आलोचना की कि रेलों समय पर नहीं चलती हैं या समय के अनुकूल नहीं चलती हैं तो रेलवे अधिकारियों ने यह किया कि प्रत्येक लाइन पर या स्टेशन पर उनमें समय की जो दौड़ थी उसको बढ़ा दिया। फर्ज कीजिये नागपुर से दिल्ली आने से पहले २१ घंटे लगते थे तो अधिकारियों ने यह बताने के लिए कि अब गाड़िया ठीक समय पर आती हैं टाइम टेबल में २१ के बजाय २४ घंटे कर दिया और अगर आप टाइम टेबल को देखेंगे तो आपको इसका पता चल सकता है। इतना होने पर भी मैं देखता हूँ कि गाड़िया ठीक समय पर नहीं आती हैं। यह बात मेरी समझ में नहीं आती है। बहुत जगहों पर यह बात हुई है कि जैसे खडगपुर और कलकत्ते के बीच में पैसेंजर गाड़ियों के जाने में दो घंटे

समते हैं अब वहाँ चंडीगढ़ मेल जाती है, बम्बई मेल जाती है वे तीन घंटे के बाद भी पार नहीं होती है ।

यह बात भी मेरी समझ में नहीं आई है कि लोकल रेल गाड़िया जो होती हैं उनको रिसीव क्यों नहीं किया जाता है । साउथ ईस्टर्न रेलवे की गाड़ियों को ईस्टर्न रेलवे के अधिकारी अपने यहाँ क्यों नहीं रिसीव करते हैं, उनका स्वागत क्यों नहीं करते हैं । अपनी गाड़ियों को वे पहले सुविधा देंगे और उसके बाद साउथ ईस्टर्न रेलवे की गाड़ियों को सुविधा देंगे । मल्लाहाबाद, बम्बई, कलकत्ता, नागपुर इत्यादि स्टेशनों पर फारेन लाइनों की कितनी ट्रेनें हैं उनको रिसीव न करने का यह बहाना बना दिया जाता है कि एडिशनल प्लेटफार्म नहीं है या एडिशनल प्लेटफार्म की लम्बाई नहीं है, इसलिए गाड़ियों को हटा कर रोकना पड़ता है । भडारा रोड से नागपुर तक के लिए बम्बई मेल को दो या डेढ़ घंटे का समय दिया जाता है, हालांकि वह एक घंटे में पार कर सकती है । इसी तरह से सेंट्रल रेलवे फारेन रेलवे को रिसीव करने के लिए तैयार नहीं है या अगर रिसीव करती है तो कहती है कि देरी इस वास्ते होती है कि प्लेटफार्म नहीं है या प्लेटफार्म की लम्बाई नहीं है । ये बातें मैं ने आपको नमूने के तौर पर बताई हैं । इस तरह की बात आप हर जगह होती पायेंगे ।

जितने भी बड़े बड़े जक़ास हैं जैसे बल्लभगढ़, बम्बई, दिल्ली, मद्रास, कलकत्ता आदि वहाँ पर प्लेटफार्म की इतनी पसिडी है, इतनी कमी है कि हर एक रेलगाड़ी को एक डेढ़ घंटे के लिए डिस्टेंशन भुगतना पड़ता है । इसके सम्बन्ध में भी आपको कुछ न कुछ करना होगा ।

हमने रेल लाइनों को डबल तो किया है लेकिन डबल करने के बाद भी रेलें

देरी से क्यों आती हैं यह समझ में नहीं आया है । मथुरा-दिल्ली लाइन को डबल किया गया है लेकिन हमेशा गाड़िया देरी से आती हैं । खडगपुर कलकत्ता के बीच से गाड़िया देरी से चलती हैं, भडारा नागपुर की रेल गाड़िया देर से आती हैं, इसके कारण भी आपको ठकने होंगे । मैं आपको बतलाना चाहता हूँ कि जितने भी बड़े बड़े स्टेशन हैं वहाँ पर आप देखेंगे कि जब वहाँ से गाड़िया चालीस मील के करीब दूर रह जाती है तो वहीं गाड़िया लैट होती है एक घंटा या डेढ़ घंटा । यह बात समझ में नहीं आई है ।

अब मैं डबलिंग के सम्बन्ध में कुछ कहना चाहता हूँ, रेलों के उत्थान के सम्बन्ध में कुछ कहना चाहता हूँ । जो भी हमारे नए काम होते हैं उनमें जो एस्टीमेट या अनुमान लगाये जाते हैं वे गलत लगाये जाते हैं । मैं आपको एक छोटी सी बात नमूने के तौर पर बतलाना हूँ । साउथ ईस्टर्न रेलवे पर काम करने के लिए हम ठेके देते हैं, डबलिंग के लिए हम ठेका देते हैं । गिट्टी के लिए, ब्लास्ट के लिए हम उनको ठेका देते हैं । ठेका देते वक़्त यह शर्त जुड़ी रहती है कि प्रमुख स्थान पर पत्थर मिलेगा और वहाँ से पत्थर लाना पड़ेगा और यही कारण है कि कीमत कम होती है । बाद में जो ठेकेदार होता है वह १० या १५ या २० मील दूर से पत्थर लाता है और उसका चार्ज करता है और वह इस चीज को अपने टेडर में शामिल कर लेता है । इस तरह से जो खर्चा होता है वह बढ़ जाता है । यह मैंने आपको नमूने के तौर पर एक छोटी सी बात बतलाई है । दूसरी चीजों में भी इसी तरह से किया जाता है । जो कस्ट्रक्शन के लिए, या नए कामों के हमारे एस्टीमेट होते हैं वे ठीक नहीं होते हैं और अगर हम ठीक

[श्री जांगड़े]

एस्टीमेट करें तो मैं समझता हूँ कि ३०० या ४०० करोड़ रुपया सालाना हम डबलिंग के लिए खर्च करते हैं, उसमें से कम से कम पचास करोड़ रुपया बचा सकते हैं ।

अब मैं गुड्स ट्रेन की स्पीड के बारे में कुछ कहना चाहूँगा । माननीय मंत्री द्वारा बताया गया है कि गुड्स ट्रेन की अरनिंग्स में हमको काफी कमी हुई है, काफी घोटाला हुआ है । इसका कारण यह है कि गुड्स ट्रेन की जो स्पीड होती है वह १० या १२ मील घीसत से कम होती जा रही है । साथ ही साथ आप ने पैरेलल रोड्स किनारे किनारे भी बना दी हैं और स्टेट गवर्नमेंट्स चाहती हैं कि अमुक बाब लाइनों में मेल ट्रेन्स नहीं जाती हैं, आइनेरी ट्रेन्स नहीं जाती हैं, इसलिए स्टेट गवर्नमेंट्स पैरेलल रोड्स बनाती हैं ताकि उन स्टेशनों पर हमारी कारें जा सकें, बने जा सकें । आपने देखा ही होगा कि आम तौर पर जितनी भी बड़ी लाइनें हैं उनके किनारे किनारे समानान्तर दिशाओं पर हमारी बस रोड्स हैं या ट्रंक रोड्स हैं और उनके कारण आपको पैसेंजर और गुड्स अरनिंग में बहुत घोटाला खाना पड़ता है । आपको यह भी देखना होगा कि चीजे जल्दी पहुँचें । आज यह होता है कि सागर का व्यापारी यदि अपने माल को बम्बई, इंदौर, कोटा या अहमदाबाद भेजना चाहे तो ट्रक के जरिये उम माल को पहुँचाने में २४ घंटे या ४० घंटे लगते हैं जबकि गुड्स ट्रेन के जरिये नौ दिन या दस दिन कम से कम लगते हैं । ऐसी हालत में वह क्यों न अपने माल को दो दिन में पहुँचाना चाहेगा बनिस्बत गुड्स ट्रेन के । आपको यह भी देखना होगा कि क्यों अननैसेसरिली रेल-रोड कम्पिटिशन होता है । क्या आप स्टेट

गवर्नमेंट्स से परामर्श नहीं लेते हैं या उनसे सहयोग नहीं लेते हैं या वे नहीं देती हैं या जानबूझ कर हम रेल रोड कम्पिटिशन की ओर ध्यान नहीं देते हैं जिस से हमें करोड़ों रुपये का नुकसान हो रहा है । हो सकता है कि इस ओर उतना ध्यान न दिया गया हो जितना दिया जाना चाहिये था । यह भी आपको देखना होगा ।

अब मैं पैरिसेबल गुड्स के बारे में कुछ कहना चाहूँगा । वे ऐसी चीजें होती हैं जो बहुत जल्दी सड़ जाती हैं और जिन का जल्दी पहुँचना बहुत जरूरी होता है । लिखा तो रहता है "फ्रैट प्रायोरिटी टू पैरिसेबल गुड्स" लेकिन यह होता नहीं है । औरैजिस के लिए, फाइनर के लिए या इसी तरह की दूसरी चीजों के लिए जो कि पैरिसेबल होती हैं वेगन सप्लाय को प्रायोरिटी नहीं मिलती है और यही कारण है कि इस के बारे में जनता तथा व्यापारियों में बहुत असन्तोष है जिसको दूर करना बहुत आवश्यक है ।

अब मैं एजुकेशन के सम्बन्ध में कुछ कहना चाहता हूँ । हमारे रेल मंत्री महोदय ने यह घोषित किया है कि ५०० नए प्राइमरी स्कूल खोले जायेंगे । लेकिन रेलवे स्कूलों में काम करने वाले प्राध्यापकों या अध्यापकों की क्या दशा है इस ओर कोई ध्यान नहीं दिया जाता है । उनकी क्या दुर्दशा है, इस ओर आप देखते भी नहीं हैं । उनको क्वार्टर नहीं मिलते हैं । उनके जो पेन्सल है वे स्टेट लेबल के जो पेन्सल होते हैं उनसे कम होते हैं । रेलवे टीचर्स को वे स्कूल नहीं दिये जाते हैं । ट्रेड टीचर्स होते हैं लेकिन फिर भी उनको कोई तरक्की नहीं दी जाती है । गवर्नमेंट की तरफ से उनको ट्रेनिंग के लिए ट्रेनिंग सेंटर्स में भेजा तो जाता है

लेकिन गवर्नमेंट उनका खर्चा बरदास्त नहीं करती है। दो तीन साल के बाद जब वे ट्रेनिंग पा कर आते हैं तो उनकी इनक्यूबाइ में से यह रुपया काट लिया जाता है, उनको सीनियरिटी नहीं मिलती है और साथ ही साथ उनकी वे में कोई वृद्धि नहीं की जाती है, कोई वे में इनकिमेंट नहीं मिलती है। इस प्रकार का बाटा उनको सहना पड़ता है। इसके बारे में कई बार मैंने कहा है इसी सदन में और पत्र-व्यवहार भी किया है लेकिन आज तक तो कोई नतीजा नहीं निकला है। ऐसी बातों से बड़ा दुख होता है। रेलवे शिक्षकों की जो दुर्गति है, उसकी ओर रेलवे मंत्रालय ने कोई ध्यान नहीं दिया है। जो पोस्ट मास्टर होते हैं, जो टीचर्स होते हैं या विभिन्न क्षेत्रों के जो दूसरे लोग काम करते हैं उनको क्वार्टर नहीं दिये जाते हैं और मैं चाहता हूँ इस ओर आपका ध्यान जाए।

मैं समझ नहीं पाया हूँ कि कलकत्ता मद्रास के बीच मैं जो मेल ट्रेन चलती है वह इतना ज्यादा समय क्यों लेती है। दिल्ली और कलकत्ता के बीच दिल्ली व बम्बई के बीच, दिल्ली व मद्रास के बीच जो मेल ट्रेन चलती है वे कम समय लेती है और कलकत्ता मद्रास के बीच चलने वाली मेल ट्रेन जरूरत से ज्यादा समय लेती है। हो सकता है कि कहीं पर डवर्लिंग हो रही हो, कहीं पर आसिंग स्टेशन बन रहे हो, इन चीजों को मैं समझ सकता हूँ। फिर भी कलकत्ता मद्रास मेल इतना समय क्यों लेती है यह मैं नहीं समझ सकता हूँ।

नैरो गेज के ब्राड गेज में कन्वर्शन करने के सम्बन्ध में बहुत सी बातें कही गईं। दो तीन सालों से यह चर्चा चल रही है लेकिन नैरो गेज की स्पीड ६

या १० मील प्रति घंटा से ज्यादा नहीं बढ़ पाई है। अगर कोई यात्री साइकिल से चलना चाहे तो चालीस मील की दूरी वह चार घंटों में तय कर सकता है, लेकिन नैरो गेज की गाड़ी को वहां तक पहुंचने में ६ या ७ घंटे लगते हैं। कभी वह स्टेशन पर पानी लेती है कभी कुछ करती है। कभी श्राइवर गाड़ी को रोक कर जामुन और बेर के फल तोड़ कर खाने लगता है और उस के बाद आ कर गाड़ी को चलाया करता है। आज जब यह हालत है तो किस तरह से काम चलेगा यह मेरी समझ में नहीं आता।

इसके उपरान्त आप देखेंगे कि बहुत से प्रान्त ऐसे हैं जिन में आपने एक्सप्रेस गाड़ियां चलाई हैं और डिस्ट्रिक्ट और डिवीजनल हेडक्वार्टर्स को कैपिटल्स से जोड़ा है ताकि समय की बचत की जा सके। हालांकि हर जगह पर समय की बचत के लिये अनुसंधान किये जा रहे हैं लेकिन रेलवे में समय की बचत न कर के समय को बढ़ाया जा रहा है। आप ने टाइम टेबल के अन्दर जगह जगह पर समय को रिलैक्स कर दिया है। आप ने समय को २१ घंटे के बजाय २४ घंटे कर दिया है या १० की जगह पर १२ घंटे कर दिया है। हर रेलवे में रिलैक्सेशन हो गया है ताकि लोगों को यह कहने का मौका न मिले कि गाड़ियां लेट आती हैं। जिन एक्सप्रेस गाड़ियों को पहले २२ और २४ घंटे लगा करते थे किसी दूरी को तय करने के लिये, उसी दूरी को तय करने के लिये अब २५ या ३० घंटे लगते हैं। मैं इस चीज को नहीं समझ पाता हूँ।

अब मैं अपने प्रान्त की ओर आता हूँ। भोपाल नई राजधानी बनाई गई। नई राजधानी बनने का मतलब यह होता है कि केन्द्र की उस में ज्यादा जिम्मेदारी

[श्री जागडे]

है। लेकिन आज जो हमारे डिबीजनल हेडक्वार्टर्स हैं उन के लिये भोपाल से कोई स्ट्रेट ट्रेन नहीं है। एक गाड़ी चलाई गई है जिस का नाम एक्सप्रेस है, लेकिन वह जनता पैसेन्जर से भी ज्यादा समय लेती है। यही नहीं वह एक लगडी पैसेन्जर से भी ज्यादा समय लेती है। यह बात भी मेरी समझ में नहीं आती है।

बिलासपुर से भोपाल ४६३ मील है। इस के लिये गाड़ी में साढ़े बाइस घंटे लगते हैं। इस दूरी में से कम से कम ३०० मील तक तो गाड़ी पैसेन्जर की ही तरह चलती है। आखिर इस से क्या फायदा? इस के ऊपर कुछ ध्यान नहीं दिया गया। बिलासपुर से जो भोपाल एक्सप्रेस जाती है उसे बिलासपुर, कटनी, बीना हो कर चलाया जाय। वह अगर भोपाल न भी पहुँचे तो भी कोई बात नहीं। उसे बीना पर ही खत्म किया जा सकता है। इस १३ घंटे की यात्रा का जो सफर करने वाले हैं, आग्र जाने वाले या उडीसा जाने वाले यात्री, वह प्रिफर करेंगे। इस से जी० टी० की ओवरकाउटिंग भी कम हो जायेगी साथ ही लाइन कैपेसिटी बढ़ेगी और इंधन बर्बरह का भी खर्च जो होता है उस में भी कमी होगी। जबलपुर और इटारसी हो कर घूमने में और उस की तरफ मुह बदलने में जो खर्चा होता है वह भी बच सकेगा। कहते हैं कि लोगों की डिमांड नहीं है कि भोपाल से जबलपुर सीधी गाड़ी जाये। अभी भी उस की डिमांड कहा है? मैं कहता हूँ कि जिस लास पर आज जबलपुर इटारसी हो कर भोपाल को गाड़ी जाती है उसी लास पर या उस से कम लास पर बीना हो कर भी गाड़ी भोपाल जा सकती है। पठानकोट एक्सप्रेस में एक या दो डिब्बे वहा के लिये लगाये जा सकते हैं।

इसी प्रकार से इटारसी से इलाहाबाद पैसेन्जर जो जाती है वह पाँच बजे सरेरे इलाहाबाद से रवाना होती है और सनना से वह एक्सप्रेस हो जाती है। मैं चाहता हूँ कि वह इलाहाबाद में ६ बजे चला करे और दूसरे दिन ६ बजे, यानी २४ घंटे में भोपाल पहुँच जाय ताकि विध्य प्रदेश के मुमाफिको को भोपाल पहुँचने में दिक्कत न हो और गाड़ी सीधी हो ताकि इलाहाबाद से भोपाल को सीधे ही यात्री चले जायें। अगर आप टाइम टैबल को इस तरह से बदल दे तो कटनी, जबलपुर, बीना, इटारसी और सनना हर जगह के यात्रियों को सङ्गलियन हो जायेगी। इस सदन में मैं आप से कुछ पानी पाडे के सम्बन्ध में भी कहना चाहता हूँ। हम ने हर रेलवे स्टेशन पर पानी पाडे लगाये हैं। लेकिन माइड स्टेशन पर उन की ड्यूटी बहुत कम होती है। गाड़ो आने के पाँच मिनट पहले और गाड़ी जाने के पाँच मिनट बाद तक ही वे लोग काम करने हैं। इस तरह में आत्रा या पीन घंटे की ड्यूटी उन की मुश्किल से होती है जिन के लिये हम उन का ७० या ८० रुपये मासिक देते हैं, वहाँ भी देते हैं, और दूसरी मागानिया देते हैं। मैं चाहता हूँ कि रेलवे मंत्रालय इस बात पर विचार करे। आज कल व्यापारी और मारवाडी लोग आदमी रख कर प्यासो को पानी पिलवाने हैं जो कि बाल्टी ले कर घूम घूम कर पानी पिलाया करते हैं। अगर आप उन को कुछ पैसा दे दें और उन को इनकी याडी देर के लिये पानी पिलाने के लिये रख लें तो आप को पानी पाडे रखने की आवश्यकता नहीं होगी। और आप लाखों रुपये की बचत कर सकते हैं।

मैं एक चीज चतुर्य श्रेणी के रेलवे एम्प्लायोज के सम्बन्ध में कहना चाहता

हैं। आज हम उन की तनख्वाहों को बढ़ाते हैं, उन को बढ़िया देने हैं, उन के लिये सब कुछ करते हैं लेकिन फिर भी जितने इस श्रेणी के रेलवे एम्प्लॉयज हैं उन में से ६० फीसदी कर्म से दबे होने हैं। हमारे जितने साहूकार होने हैं उन के कर्म से वे दबे हुए हैं रेलवे मंत्राय को इस बात पर विचार करना चाहिये।

अन्त में एक बात रायपुर स्टेशन के बारे में भी कहना चाहता हूँ। वहाँ पर रोड आवरब्रिज बनना चाहिये और बिलाई में जो रेलवे ऐक्सिडेंट्स होते हैं उन का जाच हानी चाहिये। बिलासपुर का जो तनाय श्रेणा का वेटिंग रूम है वह ५० साल से पढ़ने का है। उस में काफी भीड़ हो जाती है और वह किनो भी वे सड़क स्टेशन से बदतर हालत में हैं। उस की अवस्था में सुवार हाना चाहिये।

Shri D. R. Chavan (Karad). Mr Deputy Speaker, Sir, before entering into the technicalities of the Railway Budget, I would like to place before the House the regional demands of the area which I represent. Before coming to that it is necessary to point out what was stated in the objectives of the Second Five-Year Plan. By pointing it out I want to emphasise here the regional disparities that are there and which it is necessary must be removed.

While laying down the objectives of the Plan, it was said that our Second Five-Year Plan seeks to rebuild rural India, to lay the foundation of industrial progress and to secure to the greatest possible extent opportunities for weaker and under-privileged sections of our people and the balanced development of all parts of the country. It further says:

"Another aspect of inequalities is that of regional disparities. In any comprehensive plan of development,

it is axiomatic that the special needs of less developed areas should receive attention."

The National Development Council also has recommended that within the resources available, every effort should be made to provide for the balanced development in different parts of the country. The new Industrial Policy Resolution also stresses the need for securing the balance in regional development. I lay emphasis on the last sentence, that is, the balanced development of all parts of the country.

Viewed in this context, a careful study and a close analysis of the Railway plan will reveal that a colossal amount of the plan provision of Rs 1125.5 crores allotted to the Railways under the Second Five Year Plan is being spent in the north on the pretext—it has been stated by the hon. Railway Minister in his last year's speech—that the provision of new lines is confined to such lines as are required for operational purposes and for the new industrial projects. This stratagem I am afraid, will result in stunting and retarding the economic growth of backward and under-developed regions besides upsetting the economic equilibrium in the country.

In this connection, I would like to make a reference to the draft manifesto of the Congress Reform Committee. This is a new party that has been formed in Madras. The manifesto says:

"Industries must be developed on a regional basis. Backward areas must be rapidly industrialised whatever may be the handicaps. There is a growing feeling in the South, which is quite justifiable, that it is being neglected. If more industries spring in the North than in the South, it is not because natural resources are far greater there than here, but because they in the North are able to bring greater political pressure on the Centre than those in the South."

[Shri D R Chavan]

Further, on the economic front the charge is made that the South is neglected in setting up of major industries. Ample funds are not forthcoming for some of the projects which are in the blueprint stage. It further says:

"It is the industrial magnets of the North that dictate the policy of the Central Government."

The only object in pointing out what has been mentioned in the manifesto of the Congress Reform Committee is to impress upon the hon. Minister the feeling that is entertained by the people in the South. I, of course, have the same feeling and say that the region which I represent, that is, Marathwada, is also badly neglected in this respect. Let us now examine whether the charge that has been made would be substantiated against the hon. Railway Minister in the light of what has been done and what is being proposed to be done during the remaining period of the Plan.

In this connection, I would like to refer to the speech of the hon. Railway Minister (Paras 22, 23, 24 and 25 on page 11). One will certainly say without any hesitation that the charge that has been made is substantial. One thing more. If one looks to the Railway map that has been supplied by the Railway Ministry, what does one find? The Railway map that has been supplied by the Railway Ministry will show that the whole of the Gangetic belt comprising Uttar Pradesh, Bihar and West Bengal in the north is interconnected and interwoven by Railways. Every village, town and city has been connected by a network of railways. The percentage of railway mileage per hundred square miles if it is calculated, in the north is far greater than in the south. This policy of dumping the money in the north if recklessly pursued without attending to the needs of the less developed regions, will, I am afraid, have disastrous effects on the unity and the

solidarity of the country. Besides, it will enable the north to develop into an industrial economy and keep the south in a state of an under-developed and backward economy which will enable the north with its superior industrial economy to rule the south. This is the warning that I am giving to the hon. Railway Minister so that in future planning at least some of the demands which have been made by the people in the south from time to time could be met.

Now I come to the regional demands which I am going to place before the House. It is not that these demands will be immediately taken into consideration and are likely to be included in the remaining period of the Plan, but my object in placing them before this House is that in case it is not possible for the hon. Railway Minister to take some of these demands in the remaining period of the Plan, at least these demands will be considered during the Third Five-Year Plan. These demands are as follows. These demands have been placed before the hon. Railway Minister from time to time. The people of Maharashtra have been demanding the construction of the following lines—

The construction of Diva-Dasgaon railway line in the districts of Ratnagiri and Colaba,

Construction of a new broad gauge line connecting Latui to Parli-Vaynath,

Construction of a new broad gauge line from Amravati to Narkhed in the Vidarbha areas of Maharashtra,

Construction of a new line connecting Baramati on the Central Railway to Nira on the Southern Railway, and

Conversion of the following lines—

Poona-Miraj-Kolhapur meter gauge section of the Southern Railway into a broad gauge line; and

Latur-Kurduwadi-Miraj-Kolhapur section from narrow gauge to broad gauge.

These are some of the outstanding immediate demands of the people of Marathwada

I am glad that the hon Railway Minister has made a reference in his Budget speech to Diva-Dasgaon line. The hon Railway Minister says that there is a possibility of construction of Diva-Dasgaon line. He further says that this is under an active consideration of the Government. Reference to a mere possibility certainly creates doubts and misgivings in the mind of a man. May I request the hon Railway Minister to be a little more definite and positive on this point and give an assurance that no matter what happens, this line would be taken up and included in the Third Five-Year Plan? Then the people would be satisfied.

Mr. Deputy-Speaker: If he himself has some misgivings, how can he help?

Shri D. R. Chavan: He referred to the mere possibility.

Shri Jadhav (Malegaon): If funds permit.

Shri D. R. Chavan: In this respect I would like the hon Railway Minister—he is not here—to remember one fact.

His predecessor, Shri Lal Bahadur Shastri, when he was in charge of the Ministry of Railways visited our side. All the demands that I have just mentioned were placed before him, and when he addressed a meeting there he assured the people that he would certainly do his best to consider those demands sympathetically and include at least some of them in the Second Five Year Plan.

Sir, the Second Five Year Plan is practically coming to an end. We are practically at the end of the third year of the Second Five Year Plan. But I am sorry to find that none of

the demands which were placed by the people of Maharashtra has been included nor was any step taken to include any of those demands in the Second Five Year Plan. I would like the hon Minister to consider the demands and at least take up some of those demands in the Third Five Year Plan. That is what I want to emphasise.

Mr. Deputy-Speaker: There are three Ministers in the Railway Ministry, not one is present here.

The Deputy Minister of Labour (Shri Abid Ali): They have just gone out.

Mr. Deputy-Speaker: At least there ought to be one here. I have no objection. The hon Minister is here, but when there are three Ministers in the Railway Ministry at least one of them can find time to remain present here. They ought to be informed of that.

Shri T. B. Vittal Rao (Khammam): Sir, the way this programme has been fixed is incorrect. There is discussion on Railway Budget going on in the other House and here also. We could have had it tomorrow.

Shri D. R. Chavan: Sir, there are three Ministers and none is present here. These are the demands that I am placing before the Minister. We get an occasion only once a year. I hope at least the Minister who is present here will note them down.

Mr. Deputy-Speaker: That is being done.

Shri Abid Ali: I will pass it on to him.

Shri D. R. Chavan: I am glad if he is doing that.

Mr. Deputy-Speaker: Anyhow, one of the Ministers ought to be present here. They ought to be informed about it.

Shri D. R. Chavan: Then, Sir, on page 14, paragraph 30 of the Minister's speech there is a reference made to Kurduwadi-Miraj-Kolhapur line.

[Shri D. R. Chavan]

The Minister says that the survey for this project is completed. I hope this project will be included in the construction programme very early. Further, I would like to press upon the Railway Minister the desirability of extending this line from Kurudwadi to Purl-Vajjnath.

I now come to the electrification programme that is undertaken by the Railway Ministry. Concerning the electrification of lines, I am sorry that no reference has been made by the Railway Minister in his Budget speech, to the extension of electrification on the Bombay-Delhi main line from Igatpuri to Bhusaval. I would like here to refer the hon. Minister who is present here to the Railway Minister's speech that was delivered last year on 17th February, 1958—page 9. There the Minister has said that the extension of electrification on the Bombay-Delhi main line from Igatpuri to Bhusaval over the busy ghat section has become an operating necessity. I fail to understand why in this year's budget speech there is no reference made to the extension of electrification from Igatpuri to Bhusaval which, the Minister last year said, has become an operating necessity. In view of the absence of reference to this electrification project, may I ask the Railway Minister what he proposes to do with regard to this important project?

Then I come to another demand—Amravati-Narkhed line. Concerning the construction of this line, I would like to mention that the survey of this line was undertaken and completed, I understand during the British regime. Here I want to request the Railway Minister to call for the record of this survey and examine it, if possible, to see whether it could be taken up in the Third Five Year Plan in view of the long-standing demand from the people for the construction of this line.

Next, Sir—this is a very important demand which I am placing before the House—is the conversion of Poona-

Miraj-Kolhapur metre gauge section into broad gauge. Sir, I want to press upon the Railway Minister the necessity and desirability of the conversion of the Poona-Miraj-Kolhapur metre gauge section of the Southern Railway into broad gauge. I understand that the Bombay Government is also pressing for this. The conversion of this line is very important and necessary in view of the fact that lot of developmental activities are likely to be generated in the area served by this line in the near future, as the hydro-electric power that would be generated in the year 1960-61 and made available for rural electrification from Koyana hydro-electric project will create immense opportunities for the development of industries in those areas. Industrial development of this poverty-stricken area is entirely dependent upon this project.

There are, Sir, other advantages if this project is undertaken. The advantages are from other points of view. This will enable Government to start some of the basic industries like the fertiliser plant and the aluminium plant for the location of which this area is ideally suited. I believe, the Minister is aware of the fact that there is a plentiful availability of raw material like bauxite and other things in those areas. If this project is undertaken that will accelerate the programme of industrial development in the hinterland of Maharashtra. It is very necessary because the people most of them are poverty-stricken, and unless some industrial projects are undertaken and something is done for them there would not be any employment opportunities and the standard of living of those people will not increase. These are, Sir, some of the demands which I hope the Railway Minister will consider carefully and do something to include in the future programme.

Then I come to the next point which is very important and which has been stressed by every Member in this House, and that is about corruption in

the Railways The Railway Minister has also stated in his budget speech that there is rampant corruption on the Railways The problem of corruption continues as ever before in spite of the activities of the vigilance organisation and the various preventive measures adopted by the Railway Administration to eradicate this evil

I am glad that the Railway Minister has accepted the established fact that there is corruption on the Indian Railway, and that he is tackling this problem That is what he has said in his speech I am sorry I have to bring to the notice of Government that corruption is prevalent at a very high level It is no use catching the minor fry at a lower level The top officers can do positive damage to national interests in addition to putting Government to a loss of money

In this connection, I would like to point out one or two instances The Cambata Ferro Manganese Plant at Tumsar Road, I understand has been sanctioned a siding off a single track main line which can be considered a very dangerous practice from the point of view of safety of passenger traffic The main railway station of Tumsar Road is two miles away and the normal thing would have been to bring the siding from the Tumsar Station This would have been in line with all railway regulations as well as safety rules This will save Cambatas a few lakhs of rupees which they would have to spend otherwise This has been done at the cost of a dangerous practice and risk to regular passenger traffic

Another thing is, a pump-house at Tumsar Road for Cambatas Ferro Manganese has been sanctioned at the site where the railway pump-house is operating This was objected to by the Railway technical staff and the Deputy Chief Engineer, South-Eastern Railway The Railways were afraid that if considerable amount of water is pumped away by Cambata Ferro Manganese Plant, they will be starved of their supply

which is very essential The engineers objected to it, but I understand that influence was brought against this wholesome technical advice of the Deputy Chief Engineer of the South-Eastern Railway

I understand that an ex-Member and ex-Adviser of the Indian Railway Board is in the employment of Messrs Cambata Ferro Manganese Private Ltd and it is said that this gentleman has used his influence to do all these things It should be taken serious note of because this siding has been sanctioned even though it is likely to cause considerable damage to the safety of the passengers All these things are allowed to be done As I just now mentioned, it is said that some person in the employ of Cambata is bringing influence over some of the persons and the technical advice that is tendered is being overruled The crux of the problem is that big officers of the Railway Board join big firms and companies with whom they establish their contacts before retirement and then they use their influence on behalf of the firms in which they are engaged Therefore I have to make a suggestion and the suggestion is that such officers must be asked to submit the scrutiny of their contract to the Government before they are allowed to accept jobs in private firms This should be taken note of

There is another instance which is very important, of how some inadvertence on the part of the Railways creates scope and opportunity for corruption What happened in this case was, the District Traffic Superintendent, North-Eastern Railway, Fategarh issued a circular letter dated 10-12 55 with regard to clearance of goods from Fategarh district Under the circular, clearance of broad gauge traffic was restricted from Kaimganj only via Farukhabad instead of the proper and shorter route, Kanpur, Hathras, Mathura Later on, another circular letter dated 16-10 56 was issued by some one on behalf of and under the authority of the Chief Operating Superintendent, North Eastern Railway, Gorakhpur with

[Shri D. R. Chavan]

respect to the booking of goods traffic between stations on the North Eastern Railway. This is a very important question that I want to place before the Railway Minister. The question is whether the enforcement of the scheme under the above two circulars is strictly in accordance with law. For that purpose, I would like to refer to section 54 of the Indian Railways Act. Section 54 says:

"(1) Subject to the control of the Central Government, a railway administration may impose conditions, not inconsistent with this Act or with any general rule thereunder, with respect to the receiving, forwarding or delivering of any animals or goods.

(2) The railway administration shall keep at each station on its railway a copy of the conditions for the time being in force under sub-section (1) at the station, and shall allow any person to inspect it free of charge at all reasonable times."

This section confers powers on the railway administration. Railway administration has been defined in section 3. It says,

"'railways administration' or 'administration', in the case of a railway administered by the Government, means the manager of the railway and includes the Government . . ."

The question is whether the restrictions imposed on the traffic and the circulars which have been issued by the Traffic Superintendent would be consistent with the provisions of the Act and the rules framed thereunder or they are inconsistent with the Act and the rules framed thereunder. That has got to be decided. What has happened here? This is a very

important point. This section 54 confers rule-making powers on the Railway administration. Railway administration has been defined in section 3 and it means the manager or the Government. The question would be whether the Traffic Superintendent could issue circulars and regulate that traffic or restrict the traffic. That is the point. This was done in 1955 and it continued till 1958. It may be argued by the Railway Minister that these circulars were issued by the District Traffic Superintendent, but subsequently sanction was granted by the Government or by the Railway Administration. Then, the question would be, why was the Indian Railways Amending Act passed? That is the point. The Indian Railways Amending Act has been passed in 1957. In the Amending Act of 1957 which came into force in December, 1958, this rationalisation scheme was adopted. What happens under the circumstances? If it could be legal and within the competence of the law or the rules framed thereunder to regulate traffic by an ordinary Traffic Superintendent, what was the necessity of passing this Amending Act? That is the point. What happens under the circumstances? If a route is diverted or restricted, that creates ample opportunities, rather a sort of source of corruption for the Railway officials. I understand that several representations concerning this irregularity or illegality were made to the Railway Administration, including the Minister, Members of the Railway Board and the superior officers concerned, but no notice of them was taken. This callous attitude of indifference on the part of the Railways, may I submit, is responsible for creating scope for corruption in the Railway administration? This has got to be seen. I understand that several representations from 1954 up to the present time were made, but no notice has been taken. Therefore, this should be considered.

With these words, I close.

सुधी मसिबेन बडेज (भानन्द)

उपाध्यक्ष महोदय, मैं कुछ बातों की ओर रेलवे मंत्रालय का ध्यान खींचना चाहती हूँ ।

हमारी रेलवेज ने टूरिस्ट ट्रैफिक के लिये काफी कुछ किया है और करना उचित भी है क्योंकि इससे आपको फारेन एक्सचेंज मिलता है । परन्तु मेरी बिनती है कि इसके साथ ही आप जो थर्ड क्लास की स्पेशल रेलगाडियां चलाते हैं, उनका भी समुचित बढोबस्त करना चाहिये । हमें आज थर्ड क्लास की स्पेशलें तो दिखाई देती हैं परन्तु उन स्टेशनों पर जहाँ कि यह स्पेशलें ठहरती हैं, वहाँ पर उनके वास्ते कोई माकूल इतजाम नहीं किया जाता है । कभी कभी तो पानी तक का ठीक से इतजाम नहीं होता । मैं अभी विगत वर्ष के नवम्बर मास में ही नई दिल्ली के स्टेशन पर एक थर्ड क्लास स्पेशल रेलगाडी में गई थी जहाँ कि मैंने यह देखा कि वह स्पेशल प्लेटफार्म पर नहीं थी बल्कि कुछ हट कर बाजू में खड़ी हुई थी और जहाँ पर कि करीब दो फुट जगह होगी और नीचे घूल में उनके खाने पकान का और पानी पिलाने का इतजाम था । यह इतजाम जब नई दिल्ली रेलवे स्टेशन पर स्पेशल ट्रेनों का है तो आप स्वयं भ्रमदाज लगा सकते हैं कि और जगहों पर जहाँ कि स्पेशलें ठहरती होंगी वहाँ पर क्या हालत होती होगी ।

आप प्रचार करने हैं कि हमारे देश में भ्रमदाजी भ्राने के बाद क्या २ काम हुये हैं और वह देखने के लिये लोग जा रहे हैं और इसीलिये आप स्पेशलों में जाने के लिये सुभीता देते हैं और उत्तेजन देते हैं और जब वहाँ पर आपका इतजाम ऐसा खरब हो तो फिर आप स्वयं इसका भ्रमदाज लगा सकते हैं कि वे लोग कैसा असर लेकर जायेंगे ?

मैं यह भी जानना चाहती हूँ कि स्पेशलें किस तरह से दी जाती हैं, किस ओर से दी जाती हैं और कौन सी एजेंसी के द्वारा दी जाती हैं ? इसमें किसी को क्या कुछ मुनाफा बनाने की गुंजाइश रखी है ? यह मैं इस लिये कहती हूँ क्योंकि इस बारे में मेरे पास शिकायत आई है कि महीनों तक उन्होंने स्पेशलें मांगी हैं लेकिन उन्हें दी नहीं जाती और उनके बाद के लिखने वाले लोगों को स्पेशलें दी जाती हैं । इसलिये इस बारे में आपको जरा खानबीन करनी चाहिये कि ऐसी गडबड क्यों होती है ?

आपने मीटरगेज और नैरोगेज पर भीड़ दूर करने के लिये क्या उपाय सोचे हैं ? नदियाड से पसो पाज मीटरगेज जाती है वहाँ मैं बराबर देखती रहती हूँ कि डिब्बों के अन्दर लोग मनुष्यों की तरह नहीं बल्कि भेड़-बकरियों की तरह भरे होते हैं और डिब्बों की छतों के ऊपर भी लोग बैठे रहते हैं और कितने ही लोग खड़े खड़े और लटक कर चलते हैं । उनमें भीड़ का कोई शुमार नहीं रहता है और यह भीड़भाड़ और रेलपेल हम आज से नहीं बल्कि वर्षों से देख रहे हैं । अगर उसको ब्रीडगेज या मीटरगेज करना हो तो जल्दी करिये वरना नैरोगेज पर डिब्बे बढाने का कोई इतजाम करना चाहिये ।

सौराष्ट्र में मीटरगेज की ट्रेन की बात मैं आपको बतलाती हूँ । अभी इस महीने की १४ तारीख को मैं बीरमगाम से राजकोट जा रही थी । उस ट्रेन में आपने बहिनो के लिये सिर्फ दो ही डिब्बे थर्ड क्लास के रखे हैं और भीड़ इतनी अधिक थी कि उसमें हम लोग भेड़-बकरियों की तरह से धस गये । हालांकि सामान किसी के पास ज्यादा नहीं था मगर बीरमगाम में हम लोग बड़ी मुश्किल से डिब्बे में चढ़ सके । आपको इस ओर ध्यान देना चाहिये और कुछ न कुछ इतजाम करना चाहिये और

[सुश्री मणिबेन पटेल]

बहिनों के लिये कम्पार्टमेंट्स बढ़ाने चाहिये। मैंने यह भी देखा कि सौराष्ट्र के पुरुष लोग स्त्रियों के कम्पार्टमेंट्स में घुस आते हैं और ध्यान दिलाया जाता है कि बहिनो का डब्बा है तो वे कह देते हैं इसमें हर्ज ही क्या है और रेलवे कर्मचारियों से पुरुष लोग स्त्रियों के डिब्बों में घाने से रोका नहीं जाता है।

वेस्टर्न रेलवे में कई ट्रेनों में आपने दूध वालो के लिये अलग डिब्बे रखे हैं जो कि उचित है क्योंकि उनके कारण पैसंजर्स को बहुत तकलीफ होती थी। परन्तु मैं आपको बतलाना चाहती हूँ कि अभी पिछले महीने रात को साढ़े ग्यारह की पेसेन्जर ट्रेन में जब मैं अहमदाबाद से सूरत जा रही थी तब बहिनो के थर्ड क्लास के डिब्बे के अन्दर दूध वाली बहिनें अपने अपने बरतन लेकर रात में साढ़े ग्यारह बजे घुस आईं। जब हमने रेलवे के एक कर्मचारी का ध्यान खींचा कि आपने इन दूध वालो के लिये एक बड़ी सी बोगी रखी है तब इस डिब्बे के अन्दर उनको न घाने दें तो उन्होंने हमको जवाब दिया कि बहिनों के घाने में कोई हर्ज नहीं है। अब मेरी समझ में नहीं आता कि जब आपने पुरुष दूधवालो के लिये एक अलग पूरी बोगी रखी है तब आप दूधवाली स्त्रियों के लिये भी कोई एक अलग कम्पार्टमेंट बनाने का प्रबन्ध क्यों नहीं करते और यह इतजाम न होने से पैसंजर्स को काफी तकलीफ होती है। वे बेचारी दूधवालिया थकी मादी आती हैं और आपस में झगडा फसाद करती हैं जिसके कि कारण औरो को भी तकलीफ होती है। इसलिये इस ओर भी आपका ध्यान जाना चाहिये और कोई मुनासिब बन्दोबस्त होना चाहिये।

सौराष्ट्र जानने वाली जा कीर्ति एक्सप्रेस है उसमें बहिनो के वास्ते ४ कम्पार्टमेंट्स तो कम से कम रहने ही चाहिये।

आपने पुरुषों के वास्ते स्लीपिंग ब्रैजमेंट किया है और उसका रिजर्वेशन करने के लिये पुरुषो को अधिकार दिया है। मेरा कहना है कि इस तरह की स्लीपिंग ब्रैजमेंट की व्यवस्था स्त्रियों के लिये भी होनी चाहिये। अब इसके लिये आपका यह कहना कि हमारी बहिनें स्लीपिंग ब्रैजमेंट के लिये जनरल कम्पार्टमेंट में रिजर्वेशन करा सकती हैं, ठीक नहीं है क्योंकि अभी हमारे यहाँ पर इतना विवेक आया नहीं है कि कोई बहिन खड़ी हो तो कोई पुरुष उसको बैठने की जगह भी दे दे और स्वयं खड़ा हो जाय अलबत्ता विदेशी पुरुष इसका खयाल रखते हैं और वे तो यहाँ तक खयाल रखते हैं कि अगर उनके पास कोई महिला बैठी होती है तो वे बीड़ी सिगरेट पीने से पहले उससे पूछ लेते हैं कि क्या मैं यहाँ पर बीड़ी सिगरेट पी सकता हूँ। लेकिन हमारे देश में इसका बिलकुल उलटा है, और यहाँ पर तो नोब पास में बैठी हुई महिला की ओर मुह करके सिगरेट पीते हैं और उसका धुआ उनके मुह पर जाता है। मेरी आप से प्रार्थना है कि हमारी बहिनो के लिये भी रिजर्वेशन का कोई अलग से प्रबन्ध होना चाहिये ताकि उनको भी पुरुषो की तरह कुछ ज्यादा पैसा देकर रिजर्वेशन मिल जाय और १, १, घंटा पहले से स्टेशन पर आना न पड़े।

डिलक्स ट्रेनों में जो आपने साधारण थर्ड क्लास रखने का बन्दोबस्त किया है वह बहुत उचित किया है और अच्छी बात को है परन्तु जो बहिनो का डिब्बा होता है उसके ऊपर खानी चाक से "लेडीज" लिखा होता है और रात में उसका पड़ना मुश्किल हो जाता है। इसके अलावा मेडीज कम्पार्टमेंट्स में अन्दर से डिब्बे को बंद करने का इतजाम होता नहीं है। अभी मैं पिछले महीने १३ तारीख को इधर

से थर्ड क्लास में डिलक्स ट्रेन में गई तो मने पाया कि थर्ड क्लास के दरवाजे के बोर्ड का एक पेंच ही निकल गया था और जब तक कि उसको सही न किया जाय दरवाजा बंद नहीं हो सकता था और दरवाजा खुला रहने से हवा आती है और बरसात का मीसम हो तो डिब्बे के अन्दर पानी आ सकता है। मथुरा रेलवे स्टेशन पर मैंने एक रेलवे कर्मचारी का ध्यान इस खराबी की ओर खींचा लेकिन अक्सर हमारे देखने में आता है कि रेलवे कर्मचारी साधारण तौर पर मुसाफ़िरों द्वारा की गई शिकायतों के प्रति एक उपेक्षा भाव बर्तने हैं। मैंने उनका ध्यान खींचा। वह चले गये और किसी ने मुझे पहिचान लिया और दूसरा जब एक कर्मचारी आया तो उसको मैंने कहा तब जा कर कही वह दुस्त किया गया और तीन तरफ़ चाभी लगाई गई और एक दरवाजा खुला रक्खा। अब ठीक से दरवाजे बंद न होने के कारण और उनमें चाभी की व्यवस्था ठीक न रहने के कारण दरवाजे खुले रह जाते हैं और पीछे की ओर से स्त्रियों के डिब्बे में पुरुष लोग घुस आते हैं और जिससे कि महिलाओं को बहुत विकृत उठानी पड़ती है। कभी कभी चोर वगैरह भी पीछे से घुस आते हैं। रेलवे मंत्रालय को इस ओर विशेष ध्यान देना चाहिये। और महिलाओं के डिब्बों पर काफ़ी साफ़ तौर पर पेंट होना चाहिये कि यह महिलाओं के डिब्बे हैं और उनमें दरवाजे और अन्दर से चटकर्ना वगैरह की व्यवस्था ठीक होनी चाहिये। खानी चाक से लिखने से यह काम नहीं हो सकता।

आपकी डिलक्स ट्रेन में फ़र्स्ट क्लास और एक्स्प्रेस क्लास के लिये सफ़ाई करने वालों का प्रबन्ध है और वे गाड़ी में ही रहते हैं। इसलिये उन दजों में तो कोई तकचोक नहीं होती। लेकिन आडिनरी थर्ड क्लास के लिये भी सफ़ाई का प्रबन्ध होना चाहिये। यह तो मैं जानती

हूँ कि जो आदमी गाड़ी में चलता है वह तो वहां नहीं आ सकता। लेकिन जिस तरह से और गाड़ियों के लिये सफ़ाई वाला आदमी आता है उसी तरह डिलक्स में भी थर्ड क्लास की व्यवस्था होनी चाहिये और उसको देखना चाहिये।

इसी तरह से डिलक्स ट्रेन में आडिनरी थर्ड क्लास के रीसिजन के लिये चाय और खाने आदि का भी कुछ प्रबन्ध होना चाहिये कि कोई आबे और पूछाछा करे कि जेने कि और रेल गाड़ियों पर होता है। इस तरह कोई देखता नहीं है। आपको इस बारे में भी अपने कर्मचारियों को सूचना देनी चाहिये कि ऐसा नहीं होना चाहिये।

जो आपकी बोगीज़ हूँ वे तो अब अपने यहा ही बनती हैं। लेकिन आपको यह देखना चाहिये कि जब वह कारख़ाने से बन कर आवें तो ठीक ठीक बन कर आवें। मैंने देखा है कि उसमें जो बारिया होती हैं वे ठीक तरह से नीचे से पूरी बन्द नहीं होतीं। एक कोने या दूसरे कोने में आबे या पाव इंच का अन्तर रहता है। इससे गरमी में तो धूल अन्दर आती है और बरसात में इनमें से पानी आता है और सीट भीग जाती है और निकम्मी हो जाती है। उन सीटों पर पैसिजर नहीं बैठ सकते।

आपने कहा कि हमने गाड़ियों में खे लगाये हैं और लाइट लगाई है। मगर क्या आपको यह मालूम है कि आपके पंखे ठीक से चलते नहीं हैं। पिछली बार मैं बम्बई जा रही थी। मैंने स्विच बन्द को मगर पंखा बन्द नहीं हुआ। परिणाम यह हुआ कि उससे मुझे ज़ुकाम हो गया और बाद में बुलार हो गया। अगर इस तरह से आप पंखे और लाइट का प्रबन्ध करें, तो इससे क्या फायदा।

फिर अभी मैं इधर दिल्ली से जा रही थी कि रास्ते में बत्ती बन्द हो गयी। दिन

[सुश्री मणिबेन पटेल]

को तो आपकी बत्ती जलती रहती है तब बन्द होने पर भी, रात को नहीं जलती। इसलिये मेरा यह सुझाव है कि जिस बत्त याई में से गाडी स्टेशन पर आवे तो यह प्रबन्ध होना चाहिये कि यह देख लिया जाये कि सब चीजें ठीक हैं या नहीं।

15 hrs.

आपने कई स्टेशनों पर एक और सुविधा का प्रबन्ध किया है कि पैसिजर को यह बताया जाता है कि यह ट्रेन इस समय जायगी, और उस जगह जहाँ होगी आदि। मेरा सुझाव है कि मजदूरों को क्या देना चाहिये। मेरा अपना अनुभव यह है कि जो आपके मजदूर स्टेशनों पर होते हैं वे पैसिजर्स को काफी तंग करते हैं। कोई एक नंग का आठ घाना मागता है, कोई एक रुपया मागता है और अगर पैसिजर के पास कुछ बड़ा बोझा है और वह तकलीफ में है तो दो रुपया मागते हैं और दूसरे और मजदूर को भाने भी नहीं देते। अगर और भीड़ हो तो जगह रोकने के लिये आपके मजदूर याई में चले जाते हैं और जगह रोकने के लिये रुपया, दो रुपया, पांच रुपया पैसिजर से लेते हैं। तो मेरा तो यह कहना है कि यह आपके जो मजदूर हैं वे तो लाइसेंस हैं। वह लोग किस तरह से याई में जा सकते हैं और मुसाफिरो से पैसे ले सकते हैं। आपके बाच एंड वाड के लोग क्या करते रहते हैं। जो आपका स्टेशन स्टाफ है और जो आपके बाच एंड वाड वाले हैं वे क्या देखते हैं। मैं देखती हूँ कि स्टेशन पर बहुत से भिखारी रहते हैं, बहुत से लेप्रासी वाले रहते हैं, कुत्ते रहते हैं, दातुन बेचने वाले रहते हैं, और भी बहुत से लोग रहते हैं। मैं तो रोज रोज आती जाती रहती हूँ इसलिये मुझे देखते ही यह पता लग जाता है कि किसके पास टिकट है और किनके पास नहीं है। क्या आपके रेलवे

के कर्मचारी यह नहीं देखते? मालूम होता है कि वह घाल मीचे रहते हैं और कि चलो जो चलता है उसे चलने दो। आज सरकार हर व्यक्ति से कह रही है कि पैसा पैसा बचाना चाहिये और उससे सरकार को मदद करनी चाहिये। लेकिन आपके कर्मचारी ही इन चीजों को न देखें और इस तरह से रेलवे का नुकसान हो, यह चीज नहीं होनी चाहिये।

आपने कई जगह वाटर कूलर लगाये हैं। अच्छा किया है। मगर क्या आपको मालूम है कि कई जगह ये वाटर कूलर चलते ही नहीं हैं और जहाँ ये नहीं चलते हैं वहाँ पर मुसाफिरो के पीने के लिये दूसरे ठंडे पानी का भी प्रबन्ध नहीं होता है। अब आपका कूलर चलता नहीं और दूसरा पानी मिलता नहीं तो पैसिजर क्या करें। तो आपको यह चीज भी देखनी चाहिये।

आपने रेलवे की ठीक व्यवस्था करने के लिये भिन्न भिन्न जोन बनाये हैं, जैसे नरदनं जोन, सदरं जोन, आदि। परन्तु इनमें एक दूसरे के साथ विरोध नहीं होना चाहिये। इनको एक दूसरे के साथ सहयोग करना चाहिये। परन्तु मेरा अनुभव यह है कि यह सहयोग नहीं होना। मैं देखती हूँ कि वेस्टर्न रेलवे की ट्रेने मथुरा तक ठीक टाइम पर आती हैं। लेकिन मथुरा के आगे नारदनं जोन शुरू होता है। मथुरा से दिल्ली तक का रास्ता डेढ़ घंटे का है। मगर इसमें कभी दो घंटा और कभी कभी तीन घंटा तक लग जाता है। ऐसा क्यों होना चाहिये। एक दूसरे के कोआपरेशन से काम होना चाहिये। जो ट्रेन देर से आती है उसको रोकना चाहिये। जो ठीक समय से आती है उसको नहीं रोकना चाहिये। मगर हम देखते हैं कि मथुरा पर ठीक समय से, बल्कि कभी कभी

समय से कुछ पहले भी ट्रेन आ जाती है मगर मथुरा से आगे उनको जगह जगह रोक लिया जाता है और वह लेट हो जाती है। जब हम वैस्टर्न रेलवे वालों से कहते हैं तो वह कहते हैं कि हम क्या करे, हम मथुरा तक तो समय से गाड़ी को पट्टा देते हैं, पर आगे तो जब हमको सिगनल मिलेगा तभी हम चल सकते हैं।

एक बात की और भी शिकायत मेरे पास आयी है कि सड़क बन जाती है पर आपके रेलवे त्रांसिंग के लिये दरवाजे को बन्द करने के लिये आदमी नहीं रखा जाता। उसके लिये कोई कोठरी नहीं बनती। इसका परिणाम यह होता है कि लोग उस सड़क का उपयोग नहीं कर सकते। तो जहाँ हम बड़ी बड़ी प्लानिंग करते हैं वहाँ हमको इन छोटी छोटी चीजों पर भी पूरा ध्यान रखना चाहिये। आखिर कोई सड़क एक दिन में तो बन नहीं जानी। उसको बनने में समय लगता है। आपके रेलवे कर्मचारी इस तरफ क्यो ध्यान नहीं देते कि जब सड़क बन रही है तो इसके लिये रेलवे त्रांसिंग भी साथ साथ बनाया जाय और आदमी के लिये कोठरी भी होनी चाहिये ताकि लोगों की जिम तकलीफ को दूर करने के लिये सड़क बनायी जा रही है, वह तकलीफ दूर हो सके।

जब लाल बहादुर जी रेलवे मंत्री थे उस समय जब वह आनन्द आये थे तो मैंने उनको बताया था कि आनन्द के पाम ही एक गांव है जिससे आनन्द को आने के लिये रेलवे लाइन पार करने के सिवाय कोई और रास्ता नहीं है। उन्होंने कहा था कि इस तरह से लाइन को पार करके आने को हम नहीं रोकते, जाने देते हैं। परन्तु यह उसका असली हल नहीं है। वहाँ पर और ओवर ब्रिज होना चाहिये। वहाँ पर और कोई रास्ता नहीं है। अगर कोई बीमार हो, या किसी को अपनी बैलगाड़ी में जाना हो या जीप में जाना हो तो वो तीन मील का

थक्कर लगाकर जाना होता है। और लाइन पार करके जायें तो केवल एक दो फरसाग का ही रास्ता है। तो मेरी बिनती है कि इसके लिये भी कोई रास्ता निकालना चाहिये।

इसके अलावा मैं यह कहना चाहती हूँ कि जब कभी आप नई लाइन बनायें, रेलवे यार्ड का विकास करे तो आपको आसपास के लोगों को पूछना चाहिये कि यहाँ पर पानी के जाने का कौन सा रास्ता है ताकि आपकी लाइन से बारिश का पानी न रुके। हम अक्सर देखते हैं कि जब रेलवे का एक्सटेंशन होता है और नई लाइन बनती है तो इस बात का ध्यान आपके कर्मचारी नहीं करते कि यहाँ का पानी कैसे निकलेगा और इस कारण आसपास के देहात वालों को बहुत तकलीफ होती है। आप रेलवे का एक्सटेंशन करे, मुझे इससे कोई शिकायत नहीं है लेकिन पानी का रास्ता जरूर निकालें जिससे लोगों को तकलीफ न हो।

नडियाड में दस दस पन्द्रह पन्द्रह मिनट तक शटिंग होता रहता है और लोगों को लेवल त्रांसिंग पर रुकना पड़ता है। मैं श्री जगजीवनराम जी रेलवे मंत्री तक से कहती हूँ कि वे मेहरबानी करके वहाँ आये या किसी जिम्मेदार आदमी को भेजें ताकि ताकि हम उसको बता सकें कि किस तरह से इसका रास्ता निकल सकता है और लोगों की यह तकलीफ दूर हो सकती है।

आखिर मैं मैं आपका ध्यान एक और बात की तरफ दिलाना चाहती हूँ। हाकरा, जो कि खोचे ले कर बेचने हैं, ट्रेन्ड में आते हैं और लोगों को यह कह कर फसाना है कि पांच रुपये की चीज पांच आने में दे रहे हैं। वे लोग बिना टिकट सफ़र करते हैं। अगर वे टिकट ले कर भी आयें, तो भी उनको नहीं आने देना चाहिये, क्योंकि वे गरीब आदमियों को फसाना हैं।

[सुकी भणिवन पटेल]

उन की वजह से मारा-मारी होती है, झगड़े होते हैं। इस का कोई रास्ता निकालना चाहिये। अगर आवश्यकता हो, तो कानून के द्वारा इस का प्रबन्ध करना चाहिये।

मुझे आशा है कि रेलवे मंत्रालय इन सब बातों पर विचार करेगा और इन समस्याओं को हल करेगा।

Shri Bangshi Thakur (Tripura—Reserved—Sch Tribes) Mr Deputy Speaker, Sir, in matters of development and progress in the railway sector in India, the Railway Ministry is trying its best to reach the target. The number of running trains has been made to increase (*Interruption*) What is that interruption?

Mr Deputy-Speaker: An interruption that does not reach the hon Member is not intended for him. He should not care for that.

Shri Bangshi Thakur: The number of running trains has been made to increase, and the installation of new railway lines has been and is being made. Workshops and loco-workshops have been established, and our boys are getting training in those workshops in large numbers. The Railway Administration is trying its best to give more facilities to all the travellers of all the classes. So, all these prove that India is also not lagging behind in the railway sector in comparison with the other countries of the world. Of course, there are some drawbacks, and I hope that the Railway Ministry will take steps to remedy all these.

Now, let me say something about the railway lines in Tripura. So, at last the people of Tripura have heard the long-cherished proclamation, though after a decade, that Tripura will have a link railway line. So, let me convey my thanks to the hon Railway Minister for the mention he has made in his speech at the time of introducing the Railway Budget for

1959-60 regarding the possibilities of construction of the Patharkandi-Dharmanagar link railway line. But what has led me to surprise is that I do not find any word of surety in his speech in this regard. Moreover, there is no indication as to when this line will be constructed. It is needless to say again and again about Tripura's unspeakable transport difficulty, which the people of Tripura have been suffering from since the achievement of Independence.

The Tripura of pre-Independence days used to enjoy the facilities of travelling by rails, by boats and by air freely. But, after the Partition, she is nearly surrounded by Pakistan. So, she has been made to surrender all the facilities of the above description except that relating to air, which alone cannot cope with the situation created by the gigantic constructions demanded by upto-date development and progress. So her development and progress are being hampered in every field and the result is that the people are to undergo unbearable hardship in every walk of their life.

I do not say that no development works have been done in Tripura so far. Of course, works have been done but those works are unproductive constructions, unproductive in the sense that as soon as the constructions of roads, bridges and buildings are finished, the labourers are thrown out of employment. Not only that, as those constructions are, by their nature of unproductive economy, they do not help Government to lessen the burden so far as economic development is concerned. Only productive constructions, that is, constructions of productive economy, such as establishment of industries of various descriptions can help the Government in solving all the problems permanently. Of course, the Government is also concentrating its attention in that direction. But so long as the link and the inland railway lines are not constructed in Tripura, no industry

can be started, and if no industry is started, all the problems will remain unsolved in Tripura.

I want to discuss the difficulties of the producers of Tripura with concrete facts and figures. Under the present arrangement, if one maund of jute or cotton or oilseeds is to be exported from Sabroom, situated at the southern-most extremity of Tripura, to Calcutta, it has to be loaded in a truck or a lorry which has to run about 100 miles from Sabroom to Agartala, and another 6 miles to Akhara. What will be the transport charge? It will be nearly Rs 7. From Akhara to Calcutta, the Pakistan Railway will charge about Rs 2-10. So altogether the transport charge will be more than Rs 9 per maund. If the products of other divisions of Tripura are to be exported in this way, they will share the same fate, of course the transport charge will vary according to the distance from place to place.

We have road in one of the Calcutta dailies that the cost of production of jute per maund is Rs 19. What is the market price at present in Tripura of jute? Rs 8—Rs 12. So it is far below the cost of production. If this one maund of jute is carried by railway from Sabroom to Agartala, it will cost less than Re 1. So the transport charge will amount to, say Rs 3-10 upto Calcutta. So deducting the transport charge upto Calcutta the producers can get Rs 6 more per maund.

I should like to mention about the scheme concerning rehabilitation at Raima Saima. It was planned that the hillocks in Raima Saima area would be levelled down with the help of bull-dozers and in this way some 80,000 acres of land could be found for rehabilitating one lakh persons that is, 20,000 families. But that could not be materialised because bull-dozers cannot be lifted by air and the semi-permanent bridges could not bear the heavy burden of the same. So the scheme was abandoned. Had there been a railway in Tripura, the scheme of the Government could have been

translated into action long ago. Had there been a railway in Tripura, the transport of food amounting to about one lakh ton supplied by the Government of India from 1956 onwards would have been very easy, the present carrying cost would have been substantially reduced, the time would have been much shortened and wastage and damage avoided.

What is the problem of Tripura? The problem of Tripura is the establishment of industries. But without railway lines in Tripura, no industry can be started there. So the problem will remain unsolved. Under the circumstances, allow me to demand that the link rail lines from Patharkandi to Dharmanagar and the inland rail lines from Dharmanagar to Sabroom should be constructed within the first year of the Third Plan and during the Third Plan period respectively.

Shri Shankaraiya (Mysore) I wish to congratulate the Railway Ministry on the all-round development they have shown in the production of locomotives and wagons, mechanical equipment, putting more railways in operation on several lines and providing of amenities. The improvement in the manufacture of locomotives has made the country more and more self-reliant and less and less dependent on foreign countries. Taking into view the progress we are going to make in the two remaining years of the Second Plan and the industrial progress that is to be made in view of the Third Plan period, the progress that has been made has to be greatly intensified and accelerated and it has to be seen that we are more fit and competent to manufacture and meet all the needs of the country. Therefore, I wish to state that more intense action should be taken to produce and improve these things.

Regarding operational efficiency, I wish to say a few words. No doubt, there has been an all-round efficiency taking the general picture in view. But if we take into account the functioning in the several lines and when

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we come to the Southern Railway, I will have to paint a different picture. But speaking generally, operational efficiency as a whole in the country has increased. But there is a tendency now, on account of the several accidents and the criticism that has been levelled both in Parliament and elsewhere, for the officers, particularly on the engineering and traffic sections, not to take the risk of taking decisions on the spot quickly. They are trying to shift the responsibility on to their superior officers. Unless and until local officers take the responsibility of quick decisions, efficiency will not be there. Many of the works or quick turnover or efficiency has lagged on account of decisions not being taken quickly. So I would suggest to the Railway Board that they should insist on local officers taking responsibility, because if they try to shirk and wait for the orders of their superior officers who are in distant places, the public will be put to inconvenience. The work will suffer, the trains will have to run late and so many other inconceivable consequences would flow.

Therefore, though the Railway Board have come to the conclusion that they are not going to further reorganise the divisions, I would still insist that the divisions be so organised that each division would be confining itself to less than 1000 miles, and greater responsibility and greater powers be given to these divisional officers and it is seen that efficiency is maintained. If this reorganisation is introduced in the administration and working of the railways, I think we will improve a good deal and the public will be greatly benefited, as the trains can be run more efficiently.

Another point is about the Railway Act. There have been a several rules Subsidiary Rules. There is a Railway Act. There have been a several rules and subsidiary rules operating. One hon. member just now referred to orders that are issued under the subsidiary rules for inspection etc. by the Traffic Manager and others. These

rules and subsidiary rules are not common in all the Railways—in the different zones. I do not know why there should be such a difference. An attempt was made to make uniform rules and subsidiary rules for all the Railways. This, particularly, hampers work when there is mutual transfer from one Railway to another. Officers will not be knowing the local rules and subsidiary rules of the other Railways and the public will be put to great inconvenience by different interpretations. This was considered by the Ministry and they promised to introduce common rules and subsidiary rules. But, I do not know how far it has been effected. This will also lead to greater efficiency in the running of the Railways. I hope the Ministry will look into this matter.

As regards new lines I must congratulate the hon'ble Minister for he has mentioned in his speech the Hasan-Mangalore line. He has stated that the possibility of constructing this Mangalore-Hasan line will be taken into consideration. It is no doubt a gratifying thing. In view of the pressing need for this railway line and the greater necessity of this because of the development of the port of Mangalore on the western coast in the Mysore State, this has to be taken immediately and precedence should be given to it. This is an under-developed area in the western coast which exports so much of manganese and iron ore and many other things to foreign countries and also the west coast products such as cashew nuts, pepper and coffee. All these have to be transported quickly and they are earning a lot of foreign exchange. When so much of foreign exchange is being earned by many of these articles grown in the western area, priority should be given to it. And, I hope the hon. Minister will see that this line is constructed within these two years, that is within the Second Plan period itself.

Shri D. C. Sharma (Gurdaspur):
Why not earlier?

Shri Shankaraiya: I want it urgently; that is why I am pleading for this.

Then, I am sorry to note that no mention has been made about the Satyamangalam section. There is a link that has to be connected from Chamarajanagar to the Coimbatore line, covering a distance of about 75 to 80 miles. The cry has been there for the last 50 years. The foreign Railways operating then, the S.I. and M.S.M. Railways would not allow the State Government to have this connection. Now that the Railways have been integrated and we have an Indian Railway system, this connection should be undertaken. If I may say so, when Shri Gopalaswamy Ayyangar was the Minister of Railways he promised to undertake it; and my information is that he had already ordered its construction. I do not know what happened to it. The matter has been agitated by the people; the work has not commenced and it has been shelved.

Recently, when the hon. Minister visited Mysore, the people of Mysore gave a representation and he knew the intensity of the agitation that is going on and the dissatisfaction and disappointment that the people have been feeling in that particular area. Since the matter has been pending for a long time, I hope the hon. Minister will give due consideration to that and see that it is implemented at least in the Third Plan.

If I remember aright, the hon. Minister while replying to the Budget Debate last year, mentioned that he would give serious consideration to this problem when the 90 million dollar loan from America would be drawn. Not that some amount out of that the 90 million dollar loan would be spent there; but that would relieve the Ministry of some of the general funds for construction of fresh lines. That 90 million dollar loan has been drawn; and, over and above that, some other loans have also been taken. They have been enumerated on page 14 of the Budget speech.

"As the House is aware, we have since been able to obtain a further loan of 85 million dollars from the World Bank."

"Apart from these loans, assistance has also been received under the Indo-American Technical Co-operation Programme and the Colombo Plan."

So, when assistance has come and when a promise was made that this line would be given due consideration, I am sorry to find that no mention has been made about it in the report; and it is very disappointing to us. I hope the hon. Minister will not give any further room for disappointment and will consider the matter favourably.

Coming to the Southern Railways, I have many points to state. I do not know what is wrong with this Southern Railway or the southern zone. It has been disappointing in many ways. While all the other zones have been working at a profit and providing more amenities the Southern Railway has been running at a loss of Rs. 6 crores a year. I do not know the reason for it.

One reason that has been attributed is that the cost of coal has increased and that has resulted in the increase in the loss to the extent of Rs. 3 crores. Except the explanation, nobody knows whether it is a fact or not. This requires a deep probe into the matter. This Southern Railway was running profitably during the company days and the Mysore State Railways was also running profitably; and I do not know why the Southern Railway is incurring a loss of Rs. 6 crores a year. It is not a small matter; it is not a small sum. The matter has to be enquired into and proper reasons have to be found as to where the defect lies and must be remedied.

Coming to the question of facilities that have been provided in the Southern Railway, particularly in the Mysore area, I would say this, As you know, Bangalore is a big city and it has industrially developed. Its population is more than double and there has

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been an influx of population to a very great extent. There is a floating population of nearly a lakh every day.

An Hon. Member: One lakh every day?

Shri Shankaraiya. Yes, there are nearly 100 trains and hundred of buses coming into and leaving out of Bangalore. It is a business centre and many industries have been started there.

Mr. Deputy-Speaker: Most of them must be travelling without tickets!

Shri Shankaraiya. The Southern Railway is not competent enough to tackle it if it were to be true.

Shri Dasappa (Bangalore). Not in Mysore State, Sir.

Mr. Deputy-Speaker. If the Mysore people have no other reason to advance for the loss that the Railway is incurring.

Shri Dasappa. Mysore was really earning Rs 80 lakhs every year before integration.

Shri Shankaraiya. The railway stations have not been improved, they are the same as before. I may bring to the notice of the hon. Minister that there are about 6 to 8 trains leaving Bangalore every day towards the Mysore side and they have no overhead shelter. All the train formations will be in the open, exposed to sun, rain and all that. There has been no overhead water supply when so many people are going there.

Lastly, I would like to bring to the hon. Minister's notice one fact which is disquieting to the minds of the Members of Parliament from Mysore and also the people of Mysore. I refer to the discriminatory treatment meted out to the ex-Mysore railway officers. If we take into consideration how these people are being discriminated against, how they have been superseded, we will realise how it is not only a question of tolerating it but it is a question of exasperation too, as to how it is being practised.

I would give only one instance. I may recall that there was a good deal of agitation in 1950 when the integration took place. Some of the Mysore officers who were gazetted officers lost their grades and had to come into grade III or IV and those who were then included in the class I and II grades have since been discriminated against and people from SIR and MSM railway have superseded these Ex-Mysore officers, in spite of their good confidential reports. For instance, an officer of the second class who has got good reports was entrusted with statutory audit. I do not wish to mention the names. When he turned out good work the superior officer and the seniormost officer gave certificates saying his work was commendable, appreciable. Within two months, a promotion had to be recommended and this Mysore officer was ignored and a junior most officer was promoted to the senior scale. The General Manager took objection to the recommendation made and promoted him to the senior scale. The particular departmental officer had to deal with this was opposed to promote the Ex-Mysore State officer as a senior scale officer, so he immediately issued an order that the Mysore officer should not draw a higher pay and that the promotion would be subject to the Board's confirmation. Then the officer had to retire within a few months and on the last date of his service, when he was about to retire, he wrote a General remark that all the three Mysore officers were unfit for promotion to Class I. On that report, the Railway Board acted and superseded the three Mysore officers by three others against whom there were some complaints and notices for explanation had been issued.

Shri D. C. Sharma: The others are also from Mysore.

Shri Shankaraiya. No. When they preferred an appeal, the reason given was that the matter had been decided.

by the Railway Board and the Public Service Commission. They take shelter like this. Thus the UPSC has also been deluded. I want to bring this to the notice of the House, it is not a small thing. Only this last report of the officer who had to retire was made available to the Public Service Commission. Relying on that the supersession of these officers was allowed. Why were the previous records suppressed? There has not only been omission but there has been a commission also. The previous records were not placed before them and only the last report was placed. That is how they have made use of the Public Service Commission also to cover their mistakes and differentiation.

Mr Deputy-Speaker: Such cases may be taken up with the Minister individually.

Shri Shankaraiya: It is only one individual case Sir, That is why we, Members of Parliament from Mysore gave an application to the hon Minister and we are going to discuss it with him unfortunately he fell ill and had an accident just after. We had some discussion on this with the Member of Establishment in the Railway Board and he gave certain relief. Unfortunately, he could not give relief in this case because he had no powers and the matter has to be discussed with the Minister. We are going to give this in writing naming the officer also who has practised such things. I am sure the Minister is favourable and will look into the matter and I have great confidence and trust in the Hon'ble Minister and I hope justice would be meted out.

Mr Deputy-Speaker: I am sure the Minister will discuss it with the hon Member.

Shri Bhanja Deo (Keonjhar) Mr Deputy-Speaker, Sir though the railway authorities at the headquarters and all over the country have done a good job standing up to the Second Plan, yet I could not be very happy

with the financial picture that the hon Minister of Railways presented to us the other day. I may call it delicate the most glaring proof of this is that the railway development fund is lacking in finances. The funds amounting to Rs 92 crores which were to be taken from this fund to carry on projects during the Second Plan period are now being charged to the capital at charge probably to avoid paying a higher rate of interest to the general revenues as had been pointed out by the Railway Convention Committee when it was appointed. Certain projects which had formerly been shown as unremunerative had now been suddenly shown in the explanatory memorandum of the Railway budget as being remunerative and their expenditure had been charged towards the capital at charge, probably again to avoid the higher rate of dividend that they have to pay to the general revenues.

About advances from the general revenues the Railway Convention Committee pointed out that such advances should be treated as temporary loans and should not be added to the capital at charge on which four per cent dividend is payable annually. The Railways will pay an interest on this loan to general revenues at the average borrowing rate chargeable to commercial departments. It seems that this laxity over the expenditure has not inspired the Railway Minister to evolve any means of vigilance over expenditure and instead the expenses are supposed to increase this year. It is true that the trend of working expenses in a developing economy may be upward, but every expansion in activity should not be accompanied by an excessive increase in expenses. It is high time that some job evaluation and rationalization of the working load and the wage structure were evolved. The policy of continuous increase in personnel and overhead expenses at the present rate will affect the working of the railways. It is time that an expert committee was appointed to go into these factors of

[Shri Bhanja Deo]

the problem and see how best we could have increased revenues which are comparatively less elastic within the plan period or rather within the period of the last eight months as has been mentioned by the hon. Railway Minister while making his Budget speech.

The hon. Minister has not mentioned how the problem of operational efficiency has to be stopped up nor has he suggested any speed increase for the trains and the reduction in the detention of wagons in yards and other similar efficiency measures. The Railway Minister pointed out that this increase in working expenses was largely under repairs and maintenance expenditure incidental partly to the steadily expanding railway assets and partly to various safety measures taken to minimise accidents about which there had been great alarm during the last Budget session and a threadbare discussion in this House. The details however reveal that Rs 2.71 crores will be spent on staff covering cost redistribution of posts in certain cadres, etc. and on staff temporarily sanctioned for preliminary work of change-over to metric system apart from the staff for certain other categories. In spite of the fact that they had to spend in 1958-59 more than the Budget the revenues fell short to the extent of Rs 13.1 crores. This was mainly due to the decline in both passenger earnings and goods earnings. There was a short-fall of Rs 8.43 crores in passenger earnings and Rs 4.67 crores in freight earnings. As has been pointed out by the Railway Minister the fall was partly due to an impact of rise in the cost of living and employment situation, but it cannot be said that this fall in passenger earnings was all due to that. There were improved amenities for passengers but yet, I am sorry to say that the people took to travel by buses, because they thought they could not pay for the higher fare bill that the railways had been imposing on them.

The very fact that the railways have not been able to divert traffic from the road transport routes indicates that there is something very wrong in their working. I take this opportunity to point out that the short distance carriage by the roadways increased during the last two years. People find it convenient to go by buses if they want to travel small distances, because the number of trains plying between places at short distance is very small. Therefore, I would suggest that short distance trains to feed the regions of heavy traffic should be organized.

Similarly, the freight rate for short distances is higher considering the services of the roadways in which case the goods are carried from one market to the destination. They easily attract more traffic. If the railways can organize the delivery system in case of bigger stations at least, it will help the railways in two ways: first, it will add to their revenues and second, it will relieve the congestion in the godowns at the stations.

There is little disagreement with the measures for improving the revenues by means such as prevention of ticketless travel, effective steps against thefts, negligence, etc. In fact the revenues of the railways will considerably improve if ticketless travellers are prevented and conditions created for reduction in payment of compensation on account of damages.

The budget speech reveals that the Railway Board is scrutinizing the statutory provisions relating to the responsibilities of Railways as carriers of goods. It will be recalled that the Railway Freight Structure Enquiry Committee had recommended that the railways should assume the responsibility of carriers within one year of the implementation of the freight structure. The Railway Minister has been rather vague on this point and has said,

"As these recommendations of the Committee have far-reaching

implications it will take some-time to finalize Government's decision on them and the Committee itself has recommended time for such examination".

It is implied by this the Government, after having brought into effect a new freight structure are not now very anxious to assume common carrier liabilities? But it is high time that they did so because of the higher freight structure that they have implemented with effect from 1st October, 1958.

A happy feature about the freight structure is that the Minister has promised to consider the carriage of the goods which was earning foreign exchange for our country, but due to the raised freight structure they have not been able to compete with other foreign markets. In this regard, the hon. Railway Minister has said that nine items have already been notified which will receive consideration. I do not know if manganese ore comes under this category, because that has been a very good foreign exchange earner for our country. From the area I come from, there is a big extraction of this mineral which has dwindled since last year because we are not able to compete with the foreign markets which are growing in Brazil and South Africa. Therefore, I would urge on the hon. Railway Minister to consider sympathetically the case of this trade so that we may be able to retain for our country the markets which were being fed by the manganese ore from our country.

About the delicate nature of the railway finance, again I may be permitted to say that the anticipated net surplus of Rs. 21.19 crores for the budget year of 1959-60 gives cause for concern, because in calculating this surplus it does not appear that the Railway Minister has taken into consideration the possible burden that might be placed on the railways' finance as a result of the recommendations of the Pay Commission. This

only means that the railways will have to depend more and more on general revenues of the Government of India for their development and expansion programme. Railways have an assurance to increase demands for transport capacity from the new steel plants and the existing ones which are going to be expanded. They will have the monopoly of this traffic. Coal raisings also are bound to increase. It is, however, doubtful whether these expectations will come true, in view of the comparatively stagnant state of industrial production which was only about two per cent higher than in 1957 as against about eight per cent during 1955-56. Unless there is substantial improvement in the coming years, the expectations of increased revenues may not materialize.

There is a very important issue which has been raised by the Railway Minister. He has exaggerated the competition from the road transport services. Similarly, our shipping companies have been complaining that there is undue competition between road transport and shipping and the railways. That is why it is very necessary that we should have an integrated policy for shipping, railways and road transport so that there is no duplicating and undue competition among each other but that all are combined for the development of the resources of our country which are essential for the growth of our third Five Year Plan.

I may suggest here that coastal shipping should be developed in the ghat areas, especially in the eastern and western ghats where, due to difficult terrain and natural features, it is not easy for the railways or the roads to meet the requirements for the development of those areas. In these areas particularly I would suggest that coastal shipping should be encouraged because the freight in shipping would also be cheaper than in the railways and road transport.

[Shri Bhanja Deo]

After having dealt with the general structure of our railway budget, with your permission I might digress to some of the local problem. First, I will mention about the railway station which connects the district head-quarter of my district, which is situated at about 72 miles from the railway station, as well as the sub-divisional headquarter called Jajpur in Cuttack district. This Jajpur Keonjhar Road station is very important in this respect that it has to cater for the requirements of Keonjhar district as well as the very rich Jajpur sub-division of Cuttack district. Besides, this station is growing fast in importance, because chrome ore and iron ore are loaded into the railway from this station. Moreover, the Government of Orissa are contemplating to set up a ferro-chrome plant in the very near vicinity of this place. That is why the importance of this station is growing considerably

But I am sorry to say that though stations of lesser importance than this station have been developed, unfortunately, the South-eastern Railway have not paid enough attention to the growth of this station. Recently two new tracks have been laid there for which an overbridge has been constructed, but the main railway line which is nearer the goods shed and which caters for the town which is on the other side of the track is not yet connected with a railway overbridge.

Moreover, the staff at this station is not up to the requirements. As I have said, this station is fast growing in importance due to the loading of the iron and chrome ore, but the staff there is not adequate and that is why they have to work overtime. Though the staff number 46, there are not adequate quarters for them. Only about 14 quarters exist at present. Besides, though the telephone exchange is only a mile away from this place, the railway station,

which is growing in importance is not yet connected with a telephone line. As there is a telephone connection, it would facilitate communication between my district headquarters, which is 72 miles away and the sub-divisional headquarters, about which I have already mentioned. Then, though recently water tap facility has been provided in the station, I am sorry to observe that this protected water-supply has not been made available in the quarters of the railway employees living there.

I want to say something about the Puri Express, which is the important railway link between Orissa and the important city of Calcutta. But unfortunately, more often than not, this train runs late and even if this train arrives only about 20 minutes late at Kharagpur, it is detained for over four hours, because the local traffic has precedence over this train.

Similarly, I will mention about another train connection between Patna and Tatanagar—the Tatanagar Express. Formerly, there was a passenger train between Patna and Tatanagar. But this passenger train was faster in those days in this respect that anybody could go from Tatanagar to Delhi in 30 hours. But now, with the express service, the journey takes 36 hours. I cannot understand why when there is express service, it should be slower than the passenger service of those days. Probably it is due to the fact that this express train does not connect the Delhi-Kalka Mail.

I have one point more about another important mineral extraction area i.e. Badampahar area, which is very near my constituency in Keonjhar district. Unfortunately, there is no fast passenger traffic connecting Badampahar with Tatanagar. I hope this would be considered by the hon. Railway Minister.

Finally, I will conclude by quoting from the Railway Minister's own speech:

"I have no doubt that the House will join me in wishing well by the Railwaymen in the year to come and in the further future ahead"

In this, I am sure the whole House is behind him, because of the magnificent work they have done during this Five Year Plan period to cope with the national development and the huge structural programme which they have undertaken

लेट अचल सिंह (भागरा) : उपाध्यक्ष महोदय, रेलवेज का विषय किसी भी देश के बाहरे इतने महत्व का है कि उसके बारे में जितना भी कहा जाये थोड़ा है और यह बात आसतौर से हिन्दुस्तान के लिए लागू होती है जो कि एक कृषि प्रधान देश है। हमारा देश २००० मील लम्बा और २००० मील चौड़ा है और इस देश की लम्बाई चौड़ाई को देखते हुए और यहां के कृषि अन्य व्यवसायों को प्रोत्साहन देने के लिए और इस देश के लोगों की जरूरतों को पूरा करने के लिए हमारी रेलवेज की व्यवस्था उत्तम और माफूल होनी चाहिये क्योंकि रेलवेज के ऊपर ही हमारे देश की खुशहाली और देश का व्यापार और वाणिज्य निर्भर होता है।

हमारे देश में करीब ३५ हजार मील रेलवे लाइंस हैं और उसमें करीब १२०० करोड़ रुपया लगा हुआ है और भारतीय रेलवेज में १३ लाख आदमी काम करते हैं लेकिन उपाध्यक्ष महोदय, मैं आपका ध्यान इस ओर आकर्षित करूंगा कि रेलवेज की व्यवस्था किस ढंग के होनी चाहिये उस ढंग से नहीं हो रही है।

रेलवेज के व्यवसाय में हमारा करीबन १२०० करोड़ रुपया लगा हुआ है और सन् १९५८-५९ में ग्रीस ट्रेडिक रैसीट्स से ३८० करोड़ रुपये की हमको प्राप्ति हुई है जब कि उसी साल का कुल खर्च ३२२ करोड़ हुआ है जिसका कि मतलब यह निकला कि नेट रेवेन्यू हमारा ५८ करोड़ का हुआ जिसमें से कि डिबिडेंड टु जनरल रेवेन्यूज ४५ करोड़ का चला जाता है और हमारी नेट सेविंग और प्राफिट १३ करोड़ का हुआ है। मैं आपका ध्यान इस बात की ओर आकर्षित करूंगा कि १२०० करोड़ रुपया लगा कर हमको १३०० करोड़ रुपये का साल में मुनाफा हो तो कहां तक बाजिब है? ४५५० करोड़ रुपया डिबिडेंड का दिया है और जो १२०० करोड़ रुपया लगा हुआ है उसमें जो माल है सामान है जो लाइंस हैं इंजन हैं और वैगन्स हैं उनका डिटेरियोरेशन और टियर वियर तो कम से कम ७६ परसेंट होना चाहिये। इस हिसाब से ७२ करोड़ की बजाय ४५ करोड़ रुपये होना चाहिये था। वह जो हमारा ४५ करोड़ रुपये रक्खा है और १३ करोड़ रुपये का जो हिसाब दिखाया है उसका मतलब यह है कि मुश्किल से एक रुपया सेकड़ा हम को मिला है। अब आप स्वयं समझ सकते हैं कि ग्राजकल जो भी व्यापार किया जाय उसमें कितना मुनाफा होना चाहिये। अभी अमरीका और जापान आदि कई देशों से कर्ज लिये हैं, साढ़े ४ परसेंट और ५ परसेंट के ऊपर कर्ज लिये हैं और उन कर्जों को लेकर हम यह जो १ परसेंट का फायदा करते हैं, तो यह सौदा कहां तक उचित और बाजिब है। इसलिए मैं इस मौके पर रेलवे मंत्री महोदय और उनके मंत्रालय का ध्यान इस ओर दिलाना चाहूंगा कि इस रेलवेज के व्यवसाय को ठीक लाइंस पर चलाना चाहिये।

16 hrs

अब मैं इसी सिलसिले में आपको बतलाऊं कि आजादी से पहले जो अंग्रेजी

[सेठ अचल सिंह]

कम्पनियां रेलवेज के व्यवसाय को चलाती थीं और जिनका कि २५, २५ वर्ष का ठेका होता था, उन्होंने इन्हीं रेलवेज के जरिये करोड़ों रुपये पैदा किये और जब बाद में उन्होंने ब्रिटिश गवर्नमेंट को तमाम रेलवेज सौंपी तो काफी मुनाफा उस वक्त तक उन्होंने रेलवेज से कमा लिया था। लेकिन आज हमारी यह स्थिति है कि हम इस १२ वर्ष के समय में कोई बहुत ज्यादा फायदा नहीं कर सके हैं। और हम एक तरह से लास पर ही काम कर रहे हैं। मैं मंत्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ कि यह व्यवसाय बहुत नुकसान में चल रहा है। हमको इस काम में काफी सतर्क होना चाहिये और जो रुपया खर्च होता है उसको देखना चाहिये ताकि मुनासिब रुपया खर्च हो और इससे लाभ अधिक हो।

दूसरी बात मैं यह बतलाना चाहूंगा कि मंत्री महोदय ने अपनी बजट स्पीच में कहा है कि बम्बई में पशुओं का गोबर अपकंद्री को जाता है, रेलवेज ने ५० परसेंट डंग का किराया कम कर दिया है तो मेरा कहना है कि डंग तो ज.ये ही लेकिन मैं मंत्री महोदय का ध्यान इस ओर दिलाना चाहूंगा कि हमारे हजारों जानवर मुर्रा नल्ल की भैंसे आदि जो बम्बई जाते हैं और एक साल तक दूध देने के बाद जिनको कसाईखानों में काट डाला जाता है, मैं चाहूंगा कि डंग तो रिफायती घर जाये ही, साथ ही डाई पशु जो बम्बई और कलकत्ते से अपकंद्री को जायें, उनमें २५ परसेंट की रिफायत दे दी जाय ताकि हमारा बहू धन बर्बाद न हो।

वैसे तो रेलवे मंत्री महोदय ने अपनी बजट स्पीच में इसकी काफी चर्चा की है कि लोको-मोटिव्स और बोगीस के विकास के बारे में हमारे देश के चितरंजन और टैलिको काखानों ने काफी काम करके दिखाया है। चितरंजन के कारखाने में करीब १६८ इंजन तैयार होते

हैं जबकि टैलिको में १०० तैयार होते हैं। मेरा कहना है कि हमको अपनी उत्पादन क्षमता बढ़ाने के लिए इन कारखानों में, दो तीन शिफ्टों में काम चालू कर देना चाहिये और ऐसा करके हम अपनी उत्पादन क्षमता को बढ़ा सकेंगे और उस हालत में हमको अमरीका और जापान आदि देशों से लोकोमोटिव्स या वैगन्स मग ने की आवश्यकता नहीं रहेगी और दो, तीन शिफ्टों में काम शुरू कर देने से हम अपनी जरूरत के लायक सामान यहां पर बनाने लायक हो सकेंगे और हमको विदेशों से कर्ज की जरूरत नहीं पड़ेगी और न ही विदेशी माल यहां पर आ सकेगा और न ही हमको फारेन एक्सचेंज मनी देनी पड़ेगी।

रेलवेज में क्लेम्स के बारे में मुझे यह निवेदन करना है कि आये दिन हम देखते हैं कि रेलवेज के ऊपर क्लेम्स किये जाते हैं और रेलवेज को करोड़ों रुपये के क्लेम्स देने पड़ते हैं। मुझे किसी ने बताया है कि अब पहले से क्लेम्स में कमी हुई है। यह सतोष का विषय है। लेकिन मैं अच्छी तरह जानता हूँ कि अभी भी इस सम्बन्ध में बहुत कमी हो सकने की गुंजाइश है। मेरे कहने का यह मतलब नहीं है कि जितने भी क्लेम्स होते हैं तमाम गलत और बोगस होते हैं लेकिन काफी तादाद ऐसे क्लेमों की रहती है जो कि बोगस होते हैं, बहुत सी बोगस रिप्लियां बना दी जाती हैं और बोगस बिल्टियो में से माल तो कोई और ले जाता है और उनका क्लेम रेलवेज को भुगताना पड़ता है। इसके अलावा यह भी होता है कि रेलवे के बाबुओं से मिल कर क्लेम ज्यादा करवा लेते हैं। मैं चाहता हूँ कि रेलवे मंत्रालय को क्लेम्स की तरफ जरा ध्यानपूर्वक देखना चाहिये और उसको इसकी भी उचित व्यवस्था करनी चाहिये कि रास्ते में से जो माल चोरी चला जाता है और निकाल लिया

जाता है वह चोरी बन्द हो। अब यह-बीज मेरे नोटिस में आई है कि आपरे से भांडाई जो मालगाड़ी जाती है, माल के बैगनों में के लाखों रुपयों के माल की चोरी कर ली जाती है और माल निकाल लिया जाता है और यह माल की चोरी रेलवे डिपार्टमेंट और पुलिस की बजह से होती है वरना यह नहीं हो सकती है कि गाड़ी ठहराई जाय और उसमें से माल निकाल दिया जाय। मैं चाहता हूँ कि इस तरीके से नाजायज तौर पर जो बैगन्स गिराये जाते हैं लाखों रुपयों के माल की जो चोरी होती है और जिसका कि खामियां रेलवेज को क्लेमस की शकल में भुगताना पड़ता है, वह भुगताना न पड़े।

दूसरी बात जो मैं अर्ज करना चाहता हूँ वह टिमटलैस ट्रेविल के सम्बन्ध में है। इसके विषय में मेरे पूर्व बकना महोदयों ने भी रेलवे मंत्रालय का ध्यान आकृष्ट किया है। आज भी बहुत अधिक सख्या ऐसे लोगों की इस देश में है जो कि बिना टिकट लिये रेलगाड़ियों में सफर करते हैं और इस तरह रेलवेज को जो भारी नुकसान उठाना पड़ता है उसको कम करने और खत्म करने के लिये मंत्रालय को गम्भीरतापूर्वक सोचना चाहिये और जरूरी कदम उठाना चाहिये हालांकि मजिस्ट्रेट्स और पुलिस तैनात रहती है कि वह बगैर टिकट चलने वालों को पकड़े और उनको सजा दिलवाये लेकिन यह ठीक बात है कि आज भी लाखों की सख्या में आमदमी बगैर टिकट रेलगाड़ियों में यात्रा करते हैं। करप्शन दोनों तरफ से होता है। रेलवे स्टाफ की तरफ से भी होता है और व्यापारियों और जनता की तरफ से भी होता है। जब तक यह नहीं रुकता हमारा सिर ऊँचा नहीं हो सकता। तो मेरा सुझाव है कि हमको इस तरफ भी ध्यान देना चाहिए और रेलवे एडमिनिस्ट्रेशन से और जनता से भी प्रीपल करनी चाहिए कि यह करप्शन दूर हो। और अगर कोई करप्शन करता पकड़ा जाये तो उसे सख्त से सख्त सजा होनी चाहिए।

आजकल रेलवे कर्मचारी यह समझते हैं कि अगर हम पकड़े भी जायेंगे तो सिफारिश से या कोशिश से छूट जायेंगे। यह नहीं होना चाहिये। ब्रिटिश गवर्नमेंट के समय में एक डिबीजनल मैनेजर होता था। उससे रेलवे स्टाफ कापा करता था और सब ठीक से काम करते थे। लेकिन आज हम देखते हैं कि एडमिनिस्ट्रेशन ढीला हो गया है। हमको इस तरफ सख्ती से काम लेना चाहिए ताकि काम ठीक से हो सके।

मन्त्री महोदय ने बतलाया कि आजकल सड़को से माल ज्यादा ढोया जाने लगा है और इससे रेलवे की आमदनी में कमी हो रही है। इसका कारण यह है कि ट्रकों से माल भेजने में व्यापारियों को अधिक सुविधा होती है। ट्रक वाला उनके घर से माल ले जाता है और जहाँ जरूरत होती है वहाँ पहुँचा देता है। इस सुभीते की वजह से अगर ट्रक वाला कुछ ज्यादा भाड़ा भी लेता है तो व्यापारी उसी से काम लेते हैं। अगर रेलवे की तरफ से भी व्यापारियों के लिए कुछ सुभीता किया जाये तो उनका रुझान रेलवे से माल भेजने की ओर हो सकता है।

अक्सर व्यापारियों को डब्बे नहीं मिलते अक्सर सौ डेढ़ सौ की दूरी के लिए डब्बे नहीं मिलते। इसलिए व्यापारी ट्रकों से माल भेजते हैं। अगर सेट्रल गवर्नमेंट या स्टेट गवर्नमेंट कोई ऐसा कायदा बनावे जिससे व्यापारियों को सुविधा हो, उनको समय से बैगन्स आदि मिल जायें, तो उनका रुझान रेलवे की तरफ हो सकता है और रेलवे की आमदनी को बढ़ाया जा सकता है।

मन्त्री महोदय ने बतलाया कि सन ५७ से उन्होंने तीन सौ रुपया तक बेटन वालों का पांच रुपया डिप्ररनेस एलाउंस बढ़ा दिया है। लेकिन आज के गिरानी के जमाने में पांच रुपया क्या कीमत रखता है। मेरा सुझाव है कि जैसे कि पहले रेलवे अपने स्टाफ

[सेठ अचल सिंह]

को गल्सा सस्ते भाव पर देती थी वैसे ही फिर देना शुरू कर दे। मौसम के शुरू में रेलवे गल्सा स्टार कर के और अपने कर्मचारियों को उचित भाव पर देती रहे। इससे रेलवे को भी नुकसान नहीं होगा और कर्मचारियों को भी फायदा होगा।

रेलवे में बहुत सी कमेटियां बनायी गयी हैं जैसे रेलवे यूजर्स कंसल्टेंट्स कमेटी, टाईम टेबल कमेटी, पैसिजर्स प्रमोनिटीज कमेटी, कैंटरिंग कमेटी आदि। जब ये कमेटियां बनी थी उस समय तो उन्होंने कुछ काम किया था लेकिन अब इनसे कोई फायदा होता नहीं मालूम होता। मैं चाहूंगा कि इधर भी ध्यान दिया जाये ताकि ये कमेटियां अपना पूरा पूरा काम करे।

अपनी बजट स्पीच में मंत्री महोदय ने फिंगर्स दे कर बताया कि पिछले साल में कुछ एक्सीडेंट ज्यादा हुए हैं। और इनका खास कारण यह बतलाया कि स्टाफ लापरवाही करता है। अगर वह ठीक से काम करे तो एक्सीडेंट न हों। सिगनल वगैरह का इन्तिजाम इस तरह का है कि अगर स्टाफ ठीक से काम करे तो न तो कोई डिरेलमेंट हो और न एक्सीडेंट हो। लेकिन चूकि वे लापरवाही से काम करते हैं और अपनी जिम्मेदारी नहीं मसकते इसलिए ये तमाम एक्सीडेंट होते हैं। इसमें काफी नुकसान होता है, कम्प्लेन्सेशन देना पड़ता है, भावमी भरते हैं और मैटीरियल का भी बहुत नुकसान होता है। मैं चाहूंगा कि इस तरह काफी ध्यान दिया जाये जिससे कि एक्सीडेंट कम हो और जनता और सरकार का भी नुकसान कम हो।

अब मैं भागरे के बारे में भी दो बातें कहना चाहता हूँ। भागरा एक इंटरनेशनल शहर है और वहां हर साल हजारों विदेशी यात्री आते हैं।

उपाध्यक्ष महोदय : भाप तो बहुत देरी से भागरे आये।

सेठ अचल सिंह : मैं जल्दी ही सत्न करता हूँ।

पिछली पंचवर्षीय योजना में भागरे के लिए एक सेंट्रल स्टेशन बनाने का प्रोजेक्ट था लेकिन चूकि रुपये की कमी थी इसलिए उसको ट्राप कर दिया गया। भागरे में घाठ स्टेशन है और इसलिए बहुत खर्च होता है। अगर एक सेंट्रल स्टेशन हो जाये तो कम खर्च में काम चल सकता है। लेकिन वह नहीं हो रहा है और खर्च काफी हो रहा है। मैं माननीय मंत्री महोदय से कहूंगा कि अगर सेंट्रल स्टेशन नहीं बन सकता तो यह देखा जाये कि किस तरह से स्टेशन घटाये जा सकते हैं। आज वहां एक एक डेढ़ डेढ़ मील पर स्टेशन है जिससे खर्च बहुत होता है। इस तरह ध्यान देना जरूरी है।

जगनेर में एक रेलवे क्रासिंग है जहां पर लोगो को बहुत देर तक रुका रहना पड़ता है और बड़ी तकलीफ होती है। वहां पर या तो ओवर ब्रिज बनाया जाये या कोई और रास्ता निकाला जाये ताकि लोगो की यह तकलीफ दूर हो।

उपाध्यक्ष महोदय : अब माननीय सदस्य सत्न करे।

सेठ अचल सिंह : हम वहाँ से देखा रहे हैं कि मथुरा से होकर गांधी दिल्ली से बयाना को जाती है। हम चाहते हैं कि एक गांधी दिल्ली से भागरा होती हुई बयाना ही जाये। अगर यह भी नहीं हो सकता तो जो शाटल भागरे से बयाना को जाती है उसमें थर्ड क्लास धू बोधी की जगह कम्पोजिट बोधी लगायी जाये जिसमें फर्स्ट और सैंकिड क्लास वाले भी जा सकें। इस समय केवल थर्ड क्लास की ही बोधी बगयी जाती है। मैं

चाहता हूँ कि इस ओर भी ध्यान दिया जाये।

उपाध्यक्ष महोदय : अब बस करे।

लेठ ब्रह्म सिंह : मैं एक बात और कहना चाहता हूँ। लखनऊ उत्तर प्रदेश का कैपिटल है। आगरे से लखनऊ जाने के लिए लोगों को सवा दो सौ मील का फासला तै करने के लिए १२ घंटे लगते हैं। जब टाइम टेबिल बनाया जाता है तो इस ओर ध्यान नहीं दिया जाता। इसलिए मैं चाहता हूँ कि इस तरफ भी ध्यान दिया जाये ताकि आगरे से लखनऊ जाने में लोगों को कम समय लगे।

Shri Elayaperumal (Chidambaram—Reserved—Sch Castes) Mr Deputy-Speaker, Sir, I rise to support the Railway Budget. I also want to congratulate the hon Railway Minister because he introduced a new system for the railway staff's children's education and also allowed more funds for the children's education and the construction of hostel buildings. He has also submitted a surplus budget though there is a shortfall in income without any additional taxation on the passengers.

So many hon Members spoke about the administration and the staff's condition. I only want to point out that a parcel clerk is getting more than the station master. I know and on the Southern Railway, so many Assistant Station Masters and Station Masters told me this. A parcel clerk, who is working under the station master, is getting more than the station master. So, sometimes it is very difficult to control the staff who is getting more than the responsible station master. So, I request the hon Minister and concerned authorities to look into this matter. Then only you can control the staff at the stations.

I want to mention only five points about Madras State which has been neglected during the last seven years, that is, from 1952 to 1959. I have heard seven budget speeches by various Railway Ministers, but I was disappointed. My first point is about the Tambaram-Vellupuram electrification scheme which was included in the First Five-Year Plan and was not given proper attention. My second point is about the construction of a new line from Chinnasalem to Chingleput via Kallakurichi-Thiruvannamalai and Wandiwash in North Arcot District. My third point is about the construction of a new line from Salem to Bangalore via Hosur. My fourth point is about the doubling of the line from Virudachalam to Salem. My fifth point is about the remodelling of stations.

I want to say something first about the Tambaram-Villupuram electrification scheme. The scheme was recommended and submitted before Independence, that is, before 1947, by the South Indian Railway authorities. They also mentioned in their report that it will work remuneratively. Anyhow, it was accepted by the Railway Board and the Planning Commission. The then hon Railway Minister, Shri Lal Bahadur Shastri, also mentioned the scheme and promised in his 1955 Budget speech that it will be included in the Second Five-Year Plan and finished by 1958. The Railway Board first asked the Madras Electricity Board whether they were willing to supply electric power to run this line. The Madras Electricity Board sent their report in the year 1956 and they agreed to supply power to run these electric trains. When they took up this plan, the Railway Board decided to run these trains with DC current. Then all of a sudden—I do not know the reason why—they changed their views and requested the concerned authorities to drop the whole matter and instructed them to prepare a new plan of running the trains with the help

[Shri Elayaperumal]

of AC current I do not know why they first accepted it. Anyhow, this scheme was included in the first stage our Government sanctioned Rs 18 lakhs, that is, for the electrification work of the main line from Egmore to Tambaram. Then our Government sanctioned Rs 350 lakhs for the main lines' electrification work from Tambaram to Villupuram. The time limit to complete the work was also fixed. It was to be completed by 1958. Anyhow, I congratulate the hon Railway Minister, because it was not forgotten totally and at least it was included in the Second Plan and they sanctioned some amount. But I want to tell the Government and the concerned authorities that it is not fair. It is unfair and unjust. After 1958, so many schemes for electrification were included in the Second Five-Year Plan on the Eastern and South Eastern Railway. Some have been completed and some schemes are progressing. What are the main reasons for this? When you accepted this plan in 1955, when it was included and also when you fix a time limit, that is, 1958, then all of a sudden why do you leave out that work? I do not know the reason for that. My second point is about the construction of a new line from Chinnasalem to Chingleput via Kallakurichi-Wandiwash. Thiruvannamalai. This line connects more than three districts. In the whole of Madras State there are only two districts which are very backward—one is the notorious Ramanathapuram and the other is the South Arcot District. Sir, in the South Arcot and North Arcot Districts so many battles took place during the days of the Karnatak Nawabs and in the British period. Property people were looted and ruined, as history will show. That line was recommended in the year 1939 by the Madras Government in the British period. Unfortunately, that matter was dropped due to World War II. Again, in the year 1949 it was recommended by the Madras Government, and the

concerned district local bodies also accepted to share the cost to some extent. For this time

Shri Jadhav (Malegaon): Sir, it is very pitiable that on the very first day there is no quorum in the House.

Mr. Deputy-Speaker: Order, order, The hon Member may resume his seat. The Bell is being rung—now there is quorum. The hon Member, Shri Elayaperumal, may continue his speech.

Shri Elayaperumal: Sir, for this line the traffic survey was conducted in the year 1954-55. The engineering survey was also conducted. But it was dropped. The then Minister in the year 1955 mentioned in his budget speech and also promised that this line will be included in the Second Plan period. But, Sir, our Government spent Rs 432 crores in the First Plan period. They also allotted nearly Rs 900 crores for the Second Plan period for construction of new lines in our country. May I request the hon Minister to tell us, from the year 1952 to 1959 how many new lines were constructed in the residuary Madras State, how many dismantled lines were taken up for re-construction work and how many lines were taken up for doubling the lines.

Sir, this line is situated between Salem and the Neyveli lignite area. On page 92 of the Indo-US Technical Co-operation Report they have said

"The Salem iron, copper, aluminium ores will be more useful and remunerative for commercial and economic use. It is very difficult to send coal from North India to Salem plant to utilise the said minerals for our nation's use."

Our Government has sanctioned more than Rs 60 crores for the lignite project. It is going to erect a briquetting plant in that area. From that briquetting plant, we can get more lignite coke and we can send it from Neyveli to Salem. This line not only connects those three districts, but also the Salem district. This is a very important line. I request the hon Minister to look into this matter and do the needful.

Some Hon. Members: The Minister is very near.

Shri Elayaperumal: I want to say something about the construction of a new line from Salem to Bangalore. There was a line between Hosur and Morappur. That line was removed in the Great World War II. From 1952 to 1959, so many dismantled lines were taken up and rectified. But, not even a single line was taken for reconstruction from the Madras State. This is the only line dismantled in the Madras State. The station buildings, hand posts, yard stations are in good condition for use. There is no necessity to acquire land. Even now the land belongs to our Railway department. It was not at all transferred either to the State or to the concerned Revenue authority. The Salem-Bangalore line connects two States, Mysore and Madras. Already there is a line between Salem and Hosur. We have to construct only 30 to 40 miles of new line from Hosur to Bangalore and that too, metre gauge line. I request the Government to consider this. So many representations were made from 1939 to 1959, that is, nearly 20 years. From this area so many memoranda were sent by the people and the local authorities also. I request the Government to consider this also.

Then, I want to say a few words about doubling the line from Vriddachalam to Salem. The Vriddachalam line is situated between Neyveli and Salem. I mentioned earlier that in Salem there is scope to erect a steel plant and an aluminium plant also.

One gentleman Mr Venkatarwamy Naidu from Coimbatore is willing to start an aluminium plant in Salem. Experts were called and aluminium ores were tested by Italian experts and they gave their good opinion. They also said that it will work commercially. So, we can send lignite coke from Neyveli via Vriddachalam to Salem. In the Indo-US Technical Co-operation Report, in page 82, it is said that due to transport difficulties, Madras receives only 2 million tons of coal as against its annual needs of 3 million tons. The cost of coal, sometimes, is double and sometimes in some areas it is four times. So, I request the Government to consider this also.

Regarding remodelling of stations, I want to refer to three stations. The first is Vadalur, between Cuddalore and Vriddachalam. It is a pilgrim centre for the Hindus in South India. There is an annual function there when nearly five to six lakhs of people gather there to worship Lord Ramalinga and attend the Jyoti function. The station is very small and does not accommodate more than a hundred people. So, at least some amount should be allotted for the construction of retiring rooms and other facilities there.

Then I wish to mention Rameswaram. You know that from all over the country people go to worship there and have a bath in the ocean, that is the Indu Maha Samudram. In that station which is in a big pilgrimage centre there is no refreshment stall. Similarly, at Pamban also, which is a junction, there is no waiting room. The town is electrified, but the station is not electrified.

So, this is the condition of Madras State. So, I request the hon Minister and the authorities concerned to do the needful. Otherwise, it will give room to the anti-social elements in that State who are saying that the North is growing and that

[Shri Klayaperumal]

the South is neglected. So, I request once again that Government may consider this case.

श्री अर्जुन सिंह भौरिया (इटावा) :
उपाध्यक्ष महोदय, माननीय मंत्री महोदय ने १९५९-६० का जो रेलवे बजट पेश किया है, उस से रेलवे मंत्रालय के कार्य और विशेषकर भारत में रेलवे के विकास का अनुमान और भन्दाजा लगाया जा सकता है। वैसे तो जहाँ तक अष्टाचार का प्रश्न है, वह तो सारे देश में हर जगह व्यापक रूप धारण किरे हुये है, लेकिन अगर देखा जाय, तो रेलवे के विषय में लोग चैन खींचने वाली की शिकायत करते हैं या टिकिट-क्लेक्टर वगैरह के केसिब बहुत पकड़े जाते हैं, जो कि रुपया दो रुपया लेकर अपने बच्चों की शिक्षाजन करते हैं, लेकिन जहाँ तक लाख, दो लाख, छ लाख, दस लाख के मामलो का संबंध है, उन पर न तो विचार किया जाता है और अगर कभी विचार हुआ भी, तो पता नहीं चल पाता है कि वह मामला खब झूठ हो जाता है। मैं इन तमाम शिकायतों के व्यूरे में नहीं जाना चाहता हूँ, क्योंकि शिकायतें बहुत हैं। अगर शिकायतें हैं, तो उन के कारणा को बुँडना होगा, जो कमिया हैं, उनकी वजह तलाश करना होगी, तभी हम कुछ भागे बढ़ सकते हैं। जहाँ तक रेलवे को सराबियो और कमियों का ताल्लुक है, महात्मा गांधी ने भी भारतीय राजनीति में प्रवेश करने से पूर्व उनके बारे में कुछ लिखा है। उन्होंने रेलवे से पाई जाने वाली भीड़ और गन्दगी के बारे में काफी प्रकाश डाला है। भीड़ और गन्दगी के अलावा हमारी कार्यक्षमता में ह्रास होता जा रहा है। पहले जहाँ रेल के डिब्बों में भीड़ होती थी, वहाँ अब लोग रेल गाड़ियों के ऊपर भी चलते हैं। अगर माननीय मंत्री महोदय कभी भी किसी पर्व के समय बड़े बड़े तीर्थ स्थानों में रेल-गाड़ियों की दशा देखते, तो उनको पता चल जाता कि रेलों में किस प्रकार की भीड़ होती है और

यात्रियों को केवल डंडे पकड़ कर ही नहीं बल्कि गाड़ी के ऊपर बैठ कर सड़क करना पड़ता है और हालत यह है कि अनेक व्यक्तियों को प्रति दिन अपनी जानें देनी पड़ती हैं। एक भाजाद मुल्क के रूप में हमारी उम्र बारह बरस होने जा रही है। इन बारह बरसों में हमारी मुसीबतें, दिक्कतें और रेलवे में होने वाली असुविधायें कम होनी चाहिये थी। मैं ऐसा अनुभव करता हूँ कि वे मुसीबतें, दिक्कतें और असुविधायें दिन-प्रति-दिन बढ़ती जा रही हैं। यह बात सही है कि यात्रियों की तादाद भी बढ़ती जा रही है। आज हमारे सामने यह प्रश्न उपस्थित है कि इन बढ़ती हुई मुसीबतों को किस तरह से दूर किया जाय। अब देखना यह है कि भागे के बरसों में हमको किस तरह काम करना है, जिससे हमारी मुसीबतें और दिक्कतें कुछ कम हो सकें।

जिस समय हम गुलाम थे, उस वक्त जो लोग रेलवे में या प्रशासन के दूसरे अंगों में काम करते थे, उनकी मनोवृत्ति—उनकी जहिनियत—क्या थी और आज शासन में काम करने वाले लोगों—दुकूमत की कुरसियों पर बैठने वाले लोगों की क्या मनोवृत्ति है ? पहले अगर कोई व्यक्ति रेलवे बोर्ड में होता या गवर्नर होता—जैसे नवाब आफ खानाबो—तो उसका उद्देश्य यह होता कि अपने स्थान पर, या अपने डिस्ट्रिक्ट हँडक्वार्टर पर रेलवे या सड़क ले जानी है और अगर कोई डिस्ट्रिक्ट बोर्ड का प्रेजिडेंट होता, तो उसका उद्देश्य यह होता कि अपने गांव तक सड़क ले जानी है। इन्हें वही हालत आज भी हमारे बीच में मौजूद है। आज हम देखते हैं कि इलाहाबाद स्टेशन को गिराने के लिये लाखों रुपया खर्च किया जा रहा है। क्यों ? वह इतना मजबूत है कि टूटने में नहीं आता। दूसरी तरफ वहाँ पर नए स्टेशन के निर्माण के लिये करोड़ों रुपया खर्च किया जा रहा है। ऐसे मुल्क में, जो कि दरिद्र है, जिसके निवासियों को भर पेट भोजन नहीं मिलता

हो, उस मुल्क में इस प्रकार के स्टेशन से जिसमें उत्पादन नहीं होता है, कपड़ा और धातु बनकर पैदा नहीं हो सकता है, इलाहाबाद शहर के लिये एक बड़ा धानदार स्टेशन बनना इसलिये जरूरी है क्योंकि हमारे धानदार प्रवान मंत्री उस शहर के हैं और जिस प्रधान मंत्री की कृपा से अगर कोई रेलवे मंत्री हो जाये, तो फिर बड़ा पर रेलवे स्टेशन बनाना पहला काम हो जाता है।

एक माननीय सदस्य वह अब नहीं है।

श्री अर्जुन सिंह भौरिया अब नहीं है, लेकिन जब रेलवे स्टेशन बनना शुरू हुआ था, उस समय श्री लाल बहादुर शास्त्री ही रेलवे मिनिस्टर थे। शायद वह रेलवे स्टेशन इस लिये बनाया गया हो कि धानदार प्रवान मंत्री उस धानदार स्टेशन पर आयेंगे, लेकिन रेलवे मंत्री शायद भूल गये थे कि श्री जवाहरलाल अब गगनबिहारी लाल हैं। उनको अब रेलवे स्टेशन पर न उतरना है और न चढ़ना है—वह तो, हवा में, हवाई जहाज से आते जाते हैं।

मैं कह रहा था कि ऐसे मौके पर, जबकि देश में भुलमरी हो, मुल्क में गरीबी हो, धन की कमी हो, जनता की सम्पत्ति को बहुत ही सोच समझ कर व्यय करना चाहिये। और अगर हमारा काम इस तरह से चला, तो हम न देश का विकास कर सकेंगे और न हम अपने मुल्क को आगे बढ़ा सकेंगे। हा, अलबत्ता चन्द मुट्ठी भर लोगो का विकास हो सकता है और हो भी रहा है। अभी सवाल उठा कि आजकल इलाहाबाद के रेलवे मिनिस्टर नहीं है। यह बात सही है। लेकिन आज अगर इलाहाबाद के नहीं हैं, तो बिहार के हैं। बड़े मिया सो बड़े मिया, छोटे मिया सुभान अल्लाह। उपाध्यक्ष महोदय, आप देखिये कि जितने ठेके दिये जा रहे हैं सब के सब बिहार के लोगों को, आरा और पटना के निवासियों को दिये जा रहे हैं। बाहर से बिहार से इम्पोर्ट कर के मोर्बा को उत्तर प्रदेश में भेजा जा रहा है। कानपुर में अभी एक ठेका दिया जा रहा है।

श्री स० न० बनर्जी (कानपुर) : हर एक प्राविन्स का भाग्य।

श्री अर्जुन सिंह भौरिया श्री शिवपूजन राम को, जो आरा के रहने वाले हैं, कानपुर शहर में फलों का ठेका दिया गया है।

उपाध्यक्ष महोदय : माननीय सदस्य यह बात किस तरह से कह रहे हैं कि सिर्फ इसलिये ठेका उनको दिया गया है कि वह बिहार के भादमी हैं ?

श्री अर्जुन सिंह भौरिया : दूसरा कारण यह भी होता है कि जो चुनाव में ज्यादा पैसा देता है, बाद में उसको किसी प्रकार लाभ पहुँचाया जाता है।

उपाध्यक्ष महोदय मैं माननीय सदस्य की तबज्जह इस तरफ दिलाऊंगा कि जब तक कोई खास इत्तिला न हो, सबूत न हो, ऐसे इल्जामात किसी मिनिस्टर या आफिसर के खिलाफ लगाना मुनासिब नहीं है। हर एक मेम्बर को अपनी जिम्मेदारी का अहसास करना चाहिये। क्या माननीय सदस्य के पास ऐसे सबूत हैं कि उनको इसलिये ठेका दिया गया कि वह बिहार के भादमी हैं ? उनको मालूम नहीं है कि ठेकेदारों से टेंडर लिये गये या नहीं और किस तरह से ठेका दिया गया। इस हालत में ऐसे इल्जाम लगाना, जो कि सारे मुल्क में जायेगे, मुनासिब नहीं है।

श्री अर्जुन सिंह भौरिया : मैं इस बात का सबूत दे सकता हूँ कि जिन ठेकेदारों ने कम कीमत के टेंडर दिये, उनको ठेका नहीं दिया गया और बड़ा टेंडर देने वाले को दिया गया। मैं उन ठेकेदारों के नाम बता सकता हूँ। अगर आप इस तरह का सबूत चाहेंगे, तो मैं हाऊस में और हाऊस के बाहर इसका सबूत दे सकता हूँ। अगर हमारी बात गलत है तो माननीय मंत्री महोदय को, या अध्यक्ष महोदय या उपाध्यक्ष महोदय को हमारे पर केस चलाने का पूरा हक है। मैं नाम बता सकता हूँ। इस विषय में पार्लियामेंट में एक मेम्बर की रिकमेंडेशन जनरल मैनेजर के यहाँ देखी जा सकती है।

[श्री अर्जुन सिंह भदौरिया]

मैं कोई आकाशी बात नहीं कर रहा हूँ। मेरे पास अनुमात है, जानकारी है और हमारे पास उन बटनाभों के रिकार्ड हैं। उसके आधार पर मैंने यह बात कही है और यह बात मैं बड़ी मजबूती के साथ कह रहा हूँ। मुझे पूरा विश्वास है कि यह बात सही है और अगर यह गलत है, तो वह न्यायालय में जाकर इन्साफ ले सकते हैं। वह भीतर भी ले सकते हैं और बाहर भी ले सकते हैं—जहाँ उन की तबियत हो, वहाँ ले सकते हैं।

उपाध्यक्ष महोदय : अगर वह न्यायालय में जा सकते हों, तो मैं माननीय सदस्य को कभी बन्द न करता।

श्री अर्जुन सिंह भदौरिया मैं एक दूसरी बात कहना चाहता हूँ। राम बात रेलवे स्टेशन इलाहाबाद की वह बात है। उसका जबकि १०,००० रुपया कम से कम माहवारी किराया मिलना चाहिये या सिर्फ एक रुपया माहवारी किराये पर वह पूरा बड़ा हिस्सा उठा दिया गया है। इससे भ्रन्दाजा लगाया जा सकता है कि जिस स्टेशन का किराया कम से कम १०,००० रुपया माहवार प्राप्त किया जा सकता है उसको सिर्फ एक रुपये में पूरे का पूरा उठा दिया जाये। श्री खोसला साहब को दे दिया जाये, केस कस्ट्रक्शन प्राइवेट लिमिटेड को दिया जाये, तो मैं पूछना चाहता हूँ कि इस एक रुपये पर ही क्यों दिया गया है? क्या इसका एक ही रुपया किराया हो सकता है। यही नहीं, इलाहाबाद के नए स्टेशन का जब ठेका दिया गया और उसके लिये टेंडर आये, हमारे पास सबूत है, उन टेंडर्स में बहुत ही हकतलफी की गई है। मैं फलों के ठेके का जिक्र कर रहा था। श्री लक्ष्मी नारायण, निवासी झारा जिला, बिहार को यह ठेका दिया गया मुगलसराय में। यह बात जब मैं मुगलसराय में था, बताई गई थी। यह मुनासिब बात नहीं है। उन्हें किस आधार पर ठेका दिया है और क्यों नहीं जो पहले का

बनारस का ठेकेदार या उसको किस आधार पर ठेका नहीं दिया गया, यह मैं जानना चाहता हूँ। लेकिन होता यह है कि एक दूसरे प्रांत से आये हुए एक नए व्यक्ति को ठेका दे दिया जाता है

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The hon. Member seems to be making wholesale allegations without any proof whatsoever

Mr. Deputy-Speaker: He says he has got every proof and he takes the responsibility for all the consequences. I have warned him once, twice. He says he is responsible for whatever statement he is making and he has got proof of the same. If he had that, he ought to have given notice to the Minister also who perhaps might have been ready. But I have warned him that he shall take the responsibility for what he is saying

Shri S. V. Ramaswamy: You will be pleased to satisfy yourself whether the hon Member is not abusing his privilege

Mr. Deputy-Speaker: Now, when the hon Member says that he would be responsible and that he has made enquiries, what further can I do in this case? I can only warn him that he must make himself sure. He says he has got all the proof and he is responsible for all the consequences

Shri S. M. Banerjee: You may accept the challenge

Shri Arjun Singh Bhadauria: Yes; let that challenge come

1 . . .

मैं किसी विशेष व्यक्ति का नाम न लेकर के नीति संबंधी बात करता हूँ। मुझे केवल इतना इस संबंध में कहना है कि अगर हम को अपने देश का विकास करना है, अगर हमको रेलों में यात्रा करने वालों को सुविधायें प्रदान

करनी हैं तो जिस तरह से बिना टिकट चलने वाले प्रवासियों के खिलाफ कार्रवाई की जाती है, उन लोगों के खिलाफ भी उसी तरह से कार्रवाई की जाए, उनके खिलाफ भी उसी तरह से सख्त कार्रवाई हीनी चाहिये जोकि बड़े बड़े माल का चोटासा करते हैं, जो लाखों रुपये का गबन करते हैं। मैं माननीय मंत्री महोदय से दरखास्त करता हूँ कि वह जांच करें, इस बात की खोज करें और देखें कि किस तरह से काम ठीक तरह से हो सकता है। यह उनकी जिम्मेदारी है क्योंकि वह रेलवे मंत्री हैं और साथ ही साथ इसलिये भी यह उनकी जिम्मेदारी है क्योंकि वह हमारे मुल्क के एक बुजुर्ग साथी हैं। आज हमारा मुल्क आजाद है और मुल्क के विकास की जिम्मेदारी देश के हर नागरिक पर है। कोई भी काम किसी को बुरा भला कहने से नहीं हो सकता है। जब अंग्रेज यहां थे, तो हर काम के लिये हम उनको ही कोसा करते थे लेकिन अंग्रेजों की हुकूमत खत्म हो जाने के बाद हमारे ऊपर खबल जिम्मेदारी आ गई है। एक तो हमें बुराई के खिलाफ लड़ना है, अन्याय का प्रतिकार करना है और मुल्क का निर्माण करना है, मुल्क की तरक्की करनी है। इस और हमें अग्रसर होना पड़ेगा। वही दल, वही पार्टी और वही व्यक्ति मुल्क को आगे बढ़ा सकता है जो दो पैरों पर खड़ा हो, जो दो कदमों पर चले। एक तो हमें बुराई को मिटाना है और दूसरे मुल्क की रचना करनी है। मैं आपको अपनी तरफ से और अपनी पार्टी की तरफ से इत्मीनान दिलाना चाहता हूँ कि हमारा काम सिर्फ कोसना नहीं है, हमारे ऊपर भी उसी तरह से जिम्मेदारी आती है जिस तरह से आपके ऊपर आती है। आप भले ही बहुमत में हों और हम भले ही अल्पमत में हों और आप चाहे शासनायुक्त हों और हम चाहे विरोधी दल में हों, आपकी संस्था चाहे अधिक हो और हमारी संस्था चाहे कम हो, लेकिन हम जो सुझाव देते हैं वे इसलिये देते हैं कि हमारे दिनों में भी टीस उठनी है, हमारे दिनों में भी जलन पैदा होती है और

देश की आजादी आने में हम किसी से पीछे नहीं रहे, देश को आजाद कराने में जिस तरह से लोग ट्रेडरी बैचिस पर गर्व कर सकते हैं, उसी तरह से विरोधी दलों में बैठने वाले लोग भी गर्व करते हैं। विरोधी दल वालों ने भी देश को आजाद कराने के लिये अपना खून बहाया है, उन्होंने भी अपना पसीना बहाया है। इसलिये मैंने जो कुछ भी कहा है वह किसी बुरी भावना से नहीं कहा है, उससे किसी को बुरा मानने की जरूरत नहीं है। मैंने वे बातें किसी को अपमानित करने के लिये नहीं कही हैं और न ही मैं किसी को अपमानित करना चाहता हूँ। मैं देश का विकास चाहता हूँ, देश की तरक्की चाहता हूँ और चाहता हूँ कि मुल्क के अन्दर जो व्यापक पैमाने पर अन्धकार फैला हुआ है, उसमें कमी हो।

अब मैं अधिक न कह करके केवल उस क्षेत्र की बात कुछ कहना चाहूंगा जहां से निर्वाचित होकर मैं आया हूँ। मैंने पहले बताया कि इलाहाबाद स्टेशन पर, जोकि एक मजबूत स्टेशन था, ८० लाख के करीब खर्चा किया गया। अगर वहां पर उस रुपये को खर्च न करके उसे सारे सूबे में खर्च किया जाता तो कहीं ज्यादा अच्छा होता। आज भी वहां पर यात्रियों को बरसात में भीगते हुये टिकट लेने पड़ते हैं, कड़ाके की सर्दी में उनके लिये बैठने का कोई इंतजाम नहीं है और अगर उनके लिये कुछ किया गया होता तो कहीं ज्यादा अच्छा रहता। हमारे यहां पर एक छोटा सा स्टेशन है जिसका नाम पाता है। वहां पर तो टेलिफोन भी नहीं है, शौच नहीं है, यह बात जान कर आपको ताज्जुब होगा। इस तरह के एक नहीं अनेकों स्टेशन हैं जैसे, इकबिल, रसरई, साम्बूई इत्यादि। उन स्टेशनों पर टीन डलवाई जाये तो यात्रियों को सुविधा मिल सकती है। जब गाड़ी आती है तब हमारे और संकड़ों की तादाद में लोगों को टिकट लेना होता है और टिकट देना तब शुरू किया जाता है जब काफी आ मंजबूती है और जब मैं

[श्री मनजु सिंह मदीरिया]

कह दिया जाता है कि तुम बैठ जाओ, तुम को यहाँ से निकाल दिया जायेगा। जिसका मतीजा यह होता है कि एक तो यात्री बिना टिकट सफर करते हैं और दूसरे रेलवे की जो धानबनी है वह गिरती है। साथ ही साथ लोगों के भन्दर भ्रष्टाचार बढ़ता है और जब एक बार धादमी गलती करता है तो फिर आगे के लिये वह गलती उसके खून में उतर जाती है और बराबर इस तरह की वह गलती करता रहता है।

मैं यह भी कहना चाहता हूँ कि अगर उत्तर प्रदेश को मध्य प्रदेश से यमुना, चम्बल और क्वारी नदियों के ऊपर पुल बना करके और रेलवे लाइन सीधे बिड़ से जो जाती है उसको इटावा और फर्रुखाबाद से गांगाजी का पुल बना करके हरदोई तक लाया जाये तो दो सुबों का मिलन हो सकता है। साथ ही जिस क्षेत्र के भन्दर डाकुओं की गम्भीर समस्या है, जहाँ पर हजारों धादमियों की जाने जाती हैं, और जहाँ पर लोग अपने घरों में चैन से नहीं बैठ सकते हैं, वहाँ पर यातायात के साधन सुलभ होने पर लोगों में खुशहाली फैलेगी और जीवन की सुरक्षा भी बढ़ेगी। इस तरफ आपका ध्यान दिला कर के मैं चाहूँगा कि तीसरी पंचवर्षीय योजना में इस रेलवे लाइन को लेकर इस इलाके को सुरक्षित किया जाय और वहाँ के लोगों के भन्दर यह भावना पैदा की जाय कि वे एक आजाद मुल्क में रहते हैं जहाँ पर उनको भी जिन्दा रहने का पूरा-पूरा हक है।

Shri Naushir Bharucha (East Khadesh): On a point of clarification, I want to know this. In view of the fact that the hon. Member Shri Bhadauria did not persist in continuing his allegations against a General Manager, may I know whether the portions relating to that allegation will stand or will they stand deleted? In view of what you have said, he did not pursue the matter.

Mr. Deputy-Speaker: I am also thinking over it and I will decide in a minute or two.

Shri M. S. Marty (Golugonda): Sir, I congratulate the Railway Minister in presenting a Budget that is acceptable to the whole House. I also congratulate him in obtaining self-sufficiency in the matter of rolling stock and also in the matter of significant increase in domestic production of railway equipment such as signal equipment and pressure castings, etc. He has referred to the slight fall in goods traffic in his Budget speech because of the rail-road competition and I heard that there is going to be a conference between the Transport and Communications Ministry and the Railway Ministry to have a look into the matter, and I request the hon. Minister not to interfere with the road traffic because that caters to the needs of a number of out-of-the-way stations also.

Coming to the regional imbalance, I am constrained to say that the South has been neglected for the last so many years. There is not a single new railway track coming up in any of the southern portions. Also, there are large tracts which demand the early attention of the Railway Ministry.

We have been demanding a separate zone for Andhra Pradesh, and this demand is not made from any parochial or regional consideration. It is purely an administrative matter. After a new administrative unit has been formed, as Andhra Pradesh, new troubles have come up. We have got to attend to three zones: one is the South-Eastern zone, the other is the Southern Zone and the third is the Central Zone. It is becoming very difficult to go to these three zonal officers and represent our difficulties to them. They are not in a position to appreciate our difficulties. And this is the reason for our demanding a separate zone for Andhra Pradesh; it is not demanded with an ulterior

motive or with any regional or parochial outlook.

I would plead for a better connection from Hyderabad to Waltair and from Hyderabad to Madras and also from Hyderabad to Bombay. Hyderabad being the capital of Andhra Pradesh, it requires speedy communication from all these places. From Waltair to Hyderabad, it is only about 420 miles and the trains are taking 22 hours to reach Hyderabad according to the time-table, and when the trains are late, it takes some three to four hours longer, and the trains are late almost every day. There are two express trains running from Hyderabad side: the Puri-Hyderabad express and the Howrah-Hyderabad Janata express. They generally come very late and they halt at every alternate station and they go from there very late. They are taking much of the time of the passengers also. Therefore, I request that some fast trains may be given for this section of the railway in that region.

Another thing I want to stress is that there has been an agitation for a new line between Waltair and Hyderabad connecting Kazipet via Bhadrachellam and Kothagudum mines. We have been agitating for that, and in the last year's debate on the railway budget also we have been referring to this question. I request the Railway Ministry to take up this question and proceed with the survey of this area.

I am glad that the Railway Ministry have come forward to sanction the survey of Bailadilla to Kottavallasa for a new line, opening up the Dandakaranya area. Along with that, I request the Ministry to carry out a survey of the line from Waltair to Kazipet connecting Hyderabad by way of a shorter route. It is not because of any shorter route only but the area contains a lot of mineral deposits such as coal, manganese, iron ore, mica and also calcium. So, to exploit the natural wealth of this region, it is necessary that there must be a separate railway track in this area.

Another thing I want to press is that we should have a railway line connecting Kazipet with Nizamabad. That has also been a long-pending problem which I request the Railway Ministry to tackle immediately.

SRI T. B. Vittal Rao: Via Ramagundam.

SRI M. S. Murty: Another proposal is to connect Macherla with Hyderabad. They wanted to have a connection between Macherla and Kazipet also, and Macherla to Hyderabad connecting Nalgonda district. There has also been a proposal to connect Raichur with Nalgonda and Khammameth. I request the Railway Ministry to take up these lines and see that they are implemented quickly.

Then I come to another aspect which is most important. In the Singareni collieries, the coal movement has been going on at a higher rate. Now, there is only a single line between Bhadrachellam Road and Dornakal. If that line is doubled, traffic will increase and the people will very much appreciate the benefit of a double line.

17 hrs.

MR Deputy-Speaker: The hon. Member might continue tomorrow. I had just warned the hon. Member, Shri Arjun Singh Bhadauria, that he should not make defamatory statements against persons who are not present here. Rule 353 lays down clearly that,

"No allegation of a defamatory or incriminatory nature shall be made by a member against any person unless the member has given previous intimation to the Speaker and also to the Minister concerned so that the Minister may be able to make an investigation into the matter for the purpose of a reply."

If the hon. Member had such intentions to bring forward such allegations, then he ought to have given notice to the Speaker and also to the Minister. Then these things might have been considered and they would have been ready for the reply.

[Mr. Deputy-Speaker]

Now I feel that unwarrantedly statements have been made without notice and as has been suggested by Shri Bharucha, those portions should be deleted. I agree with him and I direct that those portions that refer to particular or individual Ministers or officers be expunged. I also ask the Press to take notice of that.

Shri Braj Raj Singh (Firozabad): Can we not say something about the Ministers?

Shri Rajendra Singh: You said that if a Member intends to bring out some allegation against somebody who is not a Member of this House or who is not present here to answer it, in that case, the Member has to give prior notice to the Speaker as well as to

the hon. Minister, so that adequate reply could be given to the Member. I want to know what is the time before which that notice has to be given.

Mr. Deputy-Speaker: No time is fixed for that. I invite the attention of the hon. Member to Rule 353. He might read it and then if he has any doubts, it can be discussed.

The House now stands adjourned till 11 A.M. tomorrow.

17.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, February 26, 1959/Phalguna 7, 1880 (Saka).

[Wednesday, February 25, 1959/Phalguna 6, 1880 (Saka)]

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896.	Prisoners in Manipur Jail	2922
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903.	Purchase of lathes	2925-26
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922.	Indian Science Congress	2936
923.	Theft of Military equipments	2936-37
924.	Lok Sahayak Sena Camps in Madras State	2937
925.	Cultural Scholarships	2937-38
926.	Nepalese students	2938
927.	Insurance Premium paid on Policies taken out by Government	2938
928.	Vigyan Mandirs	2938-39
929.	Coal	2939-40
930.	CARE Programme in Punjab	2940
931.	Income-Tax Department	2940-41
932.	Central Excise department	2941
933.	Directorate of Technical Development and Production .	2942
934.	Indian Cricket	2943

**PAPERS LAID ON THE
TABLE .**

The following papers were laid on the Table —

- (1) A copy of each of the following papers under sub-section (1) of Section 639 of the Companies Act, 1956:—

- (i) Annual Report of the Neyveli Lignite Corporation (Private) Limited

**PAPERS LAID ON THE
TABLE—contd.**

for the year 1957-58 along with the Audited Accounts.

- (ii) A review by the Government of the above Report

- (2) A copy of each of the following papers:—

- (i) Fourteenth Report of the Law Commission on the Reform of Judicial Administration (Volumes I and II).

- (ii) Summary of Recommendations of the Report.

- (iii) Classified Recommendations of the Report

- (3) A copy of Notification No. G. S. R. 205, dated the 21st February, 1959 under sub-section (2) of Section 3 of the All India Services Act, 1951, making certain further amendment to Schedule III to the Indian Police Service (Pay) Rules, 1954.

- (4) A copy of each of the following Notifications under sub-section (4) of section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944:—

- (i) G. S. R. No. 148, dated the 7th February, 1959, making certain amendments to the Customs and Central Excise Duties Refund (Fixed Rates) Rules, 1958

- (ii) G. S. R. No. 149, dated the 7th February, 1959, making certain amendments to the Customs and Central Excise Duties (Brand Rates) Rules, 1958.

- (5) A copy of each of the following Notifications under sub-section (3) of section 43B of the Sea Customs Act, 1878:—

- (i) G. S. R. No. 150, dated the 7th February, 1959, making certain amendment to the Customs Duties Drawback (Fixed Rates) Rules, 1958.

COLUMNS

COLUMNS

PAPERS LAID ON THE
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- (ii) G.S.R. No. 151, dated the 7th February, 1959, making certain amendment to the Customs Duties Drawback (Brand Rates) Rules, 1958.
- (iii) G.S.R. No. 169, dated the 7th February, 1959.
- (iv) G.S.R. No. 170, dated the 7th February, 1959
- (v) G.S.R. No. 185, dated the 14th February, 1959
- (vi) G.S.R. No. 186, dated the 14th February, 1959, containing the Customs Duties Drawback (Hand Inflatons) Rules, 1955
- (6) A copy of Notification No. G.S.R. 191, dated the 14th February, 1959 under subsection (4) of Section 19 of the Medicinal and Toilet Preparations (Excise Duties) Act, 1955.

REPORT OF COMMITTEE
ON PRIVATE MEMBERS'
BILLS AND RESOLUTIONS
PRESENTED

Thirty-Fifth Report was
presented

2945

STATEMENT BY MINISTER 2945-46

The Minister of Mines and Oil (Shri K.D. Malaviya) made a statement correcting the reply given on the 15th December, 1958 to supplementaries by Shrimati Ila Palchoudhuri and Shri Jaipal Singh on Starred Question No. 947 regarding Neyveli Thermal Power Station

BILL PASSED

2946-47

The Minister of Finance (Shri Morari Desai) moved for the consideration of the Appropriation Bill, 1959. The motion was adopted. After clause-by-clause consideration, the Bill was passed

RAILWAY BUDGET, GENERAL DISCUSSION

2947-3070

General discussion on the Railway Budget, 1959-60 commenced. The discussion was not concluded

AGENDA FOR THURSDAY,
FEBRUARY 26, 1959/PHAL-
GUNA, 7, 1880 (SAKA)—

Further discussion on the
Railway Budget, 1959-60