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LOK SABHA SECRETARIAT
NEW DELHI

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

LOK SABHA

Wednesday, 11th December, 1957

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Central Health Service

+

953. { Shri Bibhuti Mishra:
Shri Viswanatha Reddy:
Sardar Iqbal Singh:

Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 1294 on the 29th August, 1957 and state:

(a) whether it is a fact that the Government of India has taken in hand the Constitution of Central Health Service; and

(b) if so, the procedure of selection by the authority which has been authorised to do it?

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

(b) The selection of officers for appointment to each grade of the Central Health Service at the initial constitution of the Service is to be made by a Committee presided over by a member of the Union Public Service Commission and consisting of representatives of the participating Ministries. The list of officers drawn up by this Committee is to be finally approved by the Union Public Service Commission.

श्री विश्वनाथ रेडी : मैं यह जानना

चाहता हूँ कि इस में हर एक सूचे से प्रांतीय केंद्र के लोग जिए जाएंगे या सरकार सोनों को इंडिपेंडेंटी एपार्ट करेंगे।

श्री कर्मरकर : मैं इस प्रश्न को समझ नहीं पाया हूँ।

Shri Bibhuti Mishra: For constituting this service, may I know whether the medical officers serving in the various States will be taken or independent appointments will be made?

Shri Karmarkar: No. This service is being constituted with the officers already serving under the Government of India.

Shri Viswanatha Reddy: In view of the fact that the administration of Public Health is primary the responsibility of the State Governments and, to some extent, of municipalities also in urban areas, may I know whether the officers serving in the State Governments under the big municipalities and Corporations will be taken in this service?

Shri Karmarkar: We shall welcome their coming. We did make an offer to the States asking them to participate in the scheme. But for their own reasons the States were not prepared to do so. I would be very happy indeed if the States participate in the service, as it will give their services a chance to the highest possible grades.

Shri V. P. Nayar: May I know whether this service will be confined to health services or will include medical services also?

Shri Karmarkar: It includes the medical personnel. Whether it should include the teaching personnel also later on is under consideration.

Shri Viswanatha Reddy: May I know whether all the States have refused to participate in this programme or only a few States have refused?

Shri Karmarkar: I am afraid most of them.

Shri B. S. Murthy: What are the main reasons for the States not co-operating with the scheme of the Centre?

Shri Karmarkar: I should not like to divine their minds, but possibly one of the reasons is that it partly takes away their patronage, because a certain proportion of posts in the States will have to be filled by those in the Central Service; whereas a collateral advantage to the State will be—take the post of Director-General, it will continue to be only open to those in the Central Service and not open to any competent man in the State, which it would otherwise be if the States offer to co-operate in the matter. It helps them very much, I should say.

Co-operative Farming

+
 *834. **Shri Shree Narayan Das:**
Shri Radha Raman:
Shri Balarama Krishnaiah:
Shri Thimmaiah:

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

(a) the extent to which various State Governments have accepted the policy regarding introduction of co-operative farming framed by the Planning Commission; and

(b) the steps taken by them to give effect to this policy?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) and (b). A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 120.]

Shri Shree Narayan Das: From the statement it appears that certain decisions were taken by the Standing Committee of the National Development Council. I would like to know whether the State Governments have

decided to implement those resolutions at an early date and, if so, whether any progress report in this respect has been received by the Centre?

Dr. P. S. Deshmukh: The decision was taken as late as 14th and 15th September. The recommendations have been sent to the State Governments. Since it was a decision by the National Development Standing Committee, I am sure the matters would be implemented. But we have not received any reports so far.

Shri Shree Narayan Das: In order that the various State Governments may be in a position to implement the decisions, are any incentives going to be provided by the Central Government; if so, what is the nature of those incentives?

Dr. P. S. Deshmukh: No fresh incentives in addition to what have been provided in the Second Five Year Plan are contemplated for the present.

Shri Dasappa: Pending the establishment of these 800 co-operative farming societies, why is it that the Government have not undertaken the service co-operatives all over India?

Dr. P. S. Deshmukh: It is not for Government to undertake; as a matter of fact, service co-operatives are being progressively resorted to in the whole of India. This is a plan of co-operative farming for which there is a definite target, a definite scheme that we are trying to implement.

Shri Thimmaiah: The Planning Commission propose to bring the small holdings under co-operative farming. May I know how far the farmers are co-operating with the scheme?

Dr. P. S. Deshmukh: There is no intention, I told my friend once before, or forcing any small holders to come. We are trying to preach to them that it is beneficial for small holders to come into the co-operative farming, thus getting more advantage than they could get individually.

Shri Goray: What is the all-India target?

Dr. P. S. Deshmukh: 3,000 co-operative farming experiments in the course of the next three years, that is by the end of the Plan period.

Shri B. K. Gaikwad: May I know whether is it a fact that joint farming societies are not successful at many places and, if so, what is the reason?

Dr. P. S. Deshmukh: There are places where they have not worked very satisfactorily; on the other hand there are places where they are working very satisfactorily.

Shri B. K. Gaikwad: May I know the reason why the results are not satisfactory.

Shri Panigrahi: May I know in which States co-operative farming has made comparatively satisfactory progress?

Shri Ranga: In none of them.

Dr. P. S. Deshmukh: It is rather difficult to compare. There are quite a few experiments in U.P. as well as Bombay, and some of them are successful.

Shri Viswanath Reddy: May I know whether the scheme drawn up by the Planning Commission is intended to be a directive to the State Governments or it is only a model scheme left to the option of the State Governments to implement or not?

Dr. P. S. Deshmukh: There is no directive. This was an agreed decision by all the Chief Ministers of States, and therefore the State Governments are committed to this programme.

Shri Basappa: May I know whether any co-operative farms have been formed on the Bhoojan lines?

Dr. P. S. Deshmukh: The intention is to utilise Bhoojan and Gramdan for this purpose wherever possible, by mutual agreement.

Ferry Service between Buxar and Ballia

***986. Dr. Ram Subhag Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal to launch an experimental ferry service between Buxar (Bihar) and Ballia (U.P.) by the Ganga-Brahma-putra Inland Water Transport Board as recommended by the E.C.A.F.E.;

(b) if so, the chief features of that proposal; and

(c) the strength of the fleet that will operate there?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 121.]

Dr. Ram Subhag Singh: Are Government aware that the Joint Steamer Company have decided to close down their steamer services plying in Bihar with effect from 31st December, 1957?

Shri Lal Bahadur Shastri: That is our information.

Dr. Ram Subhag Singh: In view of the fact that the plying of steamer service in Bihar is going to be closed down from 31st December, may I know what effect this will create in that area, between Buxar and Ballia?

Shri Lal Bahadur Shastri: It will obviously create difficulties in that area, no doubt. I am not quite sure, but a meeting is being held at Patna, and perhaps it may be held within a day or two. The matter is under the consideration of the State Government as well as our Government. Only day before yesterday I made an appeal to the industrialists and others who are interested in this kind of transport to take interest in it and operate a service between Patna, Buxar and Ballia etc. I have some hope that some party or the

other would take up the operation of this service.

श्री विश्वन्ति विष्णु : मंत्री जी ने बताया है कि इस सम्बन्ध में एक दो रोज़ में कार्फ़ेस होने जा रही है। मैं यह जानना चाहता हूँ कि अगर इस सर्विस को सरकार लुट लेकर अपनी तरफ से बलाए, जैसा कि रेलवे बरीह चलाती हैं, तो इसमें क्या दिक्कत है?

श्री लाल बहादुर शास्त्री : जी हाँ, सरकार चला सकती है, लेकिन सरकार को इसका इन्तजाम करने में काफ़ी बहुत लगेगा। उसको नए स्टीमर्ज खरीदने पड़ेंगे, जिसमें बहुत लगेगा। साथ ही साथ जब इसमें घाटा होगा, तो माननीय सदस्य सदास करेंगे कि सरकारी कम्पनी में घाटा क्यों हो रहा है, जब कि इस समय प्राइवेट कम्पनी को घाटा हो रहा है, लेकिन उस पर कोई जास सदास नहीं किया गया है। यह बात बहुत ज़रूरी है कि जैसी काइनॉशियल पोजीशन इस समय हमारी है, उसमें हम यह पसन्द करते हैं कि अगर दूसरे लोग इस काम को करने के लिए तैयार हैं, तो उनको करने दिया जाय।

Shri Gajendra Prasad Sinha: May I know whether the Government is aware that there has been an increase in the steamer accidents in Bihar recently? May I know whether the Government has ascertained the reasons for this?

Shri Lal Bahadur Shastri: Perhaps, the hon. Member is referring to accidents in the steamers on railways. We are not concerned with those steamers.

Dr. Ram Subhag Singh: May I know whether the Government are aware of a non-official resolution which was unanimously adopted by the Bihar Legislative Council and whether that resolution also will be taken into consideration in the Patna conference to which the hon. Minister referred?

Shri Lal Bahadur Shastri: I cannot say anything about it definitely. I know the feelings of hon. Members of this House who come from Bihar. As I said before, I can assure the hon. Member that we will try to do our best to see to it that the service does not stop. Even if the present steamer company will stop the service, we will somehow see that the service is operated in the future.

डाक तथा तार विभाग में अतिरिक्त विभागीय स्थानांकों के लिये समिति

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*६६७ { **श्री भक्त बर्मन :**
श्री स० य० बनर्जी :

क्या दरिया न तथा संचार मंत्री यह बताने की कृपा करेंगे कि डाक तथा तार विभाग की अतिरिक्त विभागीय प्रणाली की जांच करने के लिये जो समिति नियुक्त की गई थी, उसने अब तक अपने कार्य में क्या प्रगति की है?

परिव न तथा संचार मंत्री (श्री लाल बहादुर शास्त्री): इस समिति के द्वारा प्राप्त की गयी प्रगति को दर्शाने वाला एक विवरण पत्र समा पटल पर रखा गया है। [देखिये परिविष्ट ३, अनुबन्ध संख्या १२२]

श्री भक्त बर्मन : श्रीमान्, इस विवरण से ज्ञात होता है कि तीन महीने के बाद अब जाकर प्रस्तावली तैयार की गई है, क्या मैं जान सकता हूँ कि माननीय मंत्री को प्राप्त है कि थे: महीने के अन्दर यह समिति जिस रूपान्वार से यह काम हो रहा है, अपनी रिपोर्ट दे सकेगी?

श्री लाल बहादुर शास्त्री : माननीय सदस्य का यह पूछता थीक है कि कुछ देर ही लेकिन हर देर में हमारी भीषण पर हमला करना कोई सही नहीं हुआ करता और कल हमें इसके कि बहु उस पर प्रस्तावित निकालते, उन्होंने कई जगह जाकर बातें की हैं, अफसरों से और डिपार्टमेंट्स से बात की है और सारी बातों की जानकारी करते हैं बात ही बह

एक प्रश्नावलि निकाल सकते हैं, इसी कारण उन्होंने समय लिया है। वह समिति काफी सेजी से काम कर रही है सेकिन सम्भव है कि मार्च से पहले उसकी रिपोर्ट न आ सके।

भी भक्त दर्शन : इस विवरण से ज्ञात होता है कि इस समिति के अध्यक्ष तथा मंत्री ने हिमाचल प्रदेश और राजस्थान क्षेत्रों के कुछ कार्यालयों का दौरा किया तो क्या यह समिति उत्तर प्रदेश के पर्वतीय जिलों तथा दूसरे इलाकों में भी जाने का प्रयत्न करेगी?

भी लाल बहादुर शास्त्री : जो हूँ अब भी भक्त दर्शन दावत देंगे तो वह चर्चा जारी।

Shri S. M. Banerjee: May I know the reasons why a representation of the National Federation of Posts and Telegraphs could not be included in the Committee?

Shri Lal Bahadur Shastri: I am amazed that the hon. Member should raise that objection, when the Federation has never raised any such objection.

Shri S. M. Banerjee: No objection. I want to know why he has not been included.

Mr. Speaker: Because they did not want.

Shri Lal Bahadur Shastri: The Federation accepted a one man committee.

Shri B. S. Murthy: May I know whether the committee will tour the country to gather information?

Shri Lal Bahadur Shastri: They will go to the different States and different places.

Bharatpur Wagon Factory

*990. Shri A. S. Saigal: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a factory is springing up at Bharatpur for manufacturing goods wagons;

(b) if so, whether it is a Government-owned or given on a contract basis to some private firm;

(c) on what cost it will be completed;

(d) when it will be ready for production; and

(e) what will be the average target for production of wagons per day at this factory?

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

(b) Private.

(c) Not known.

(d) Expected, Next year.

(e) 1000 per annum.

भी भक्त दर्शन : क्या मैं जान सकता हूँ कि इस कारबाने के द्वारा जो माल के डिव्हॉं का उत्पादन होगा उससे माल के डिव्हॉं की कमी पूरी हो सकेगी और यदि नहीं हो सकेगी तो उस कमी को पूरा करने के लिए और कौन कौन उपाय काम में लाडे जायेंगे?

भी शाहनवाज खां : एक हजार डिव्हॉं तक जितना यह फैक्टरी कर सकती है वह करेगी। उसके अलावा बाकी और बहुत सी फैक्टरियां हैं जो करेंगी।

भी भक्त दर्शन : इससे माल के डिव्हॉं की जो कमी पड़ती है वह क्या दूसरी पंचवर्षीय योजना काल के अन्वर पूरी हो जायेगी?

भी शाहनवाज खां : जो हां, यह जो दूसरी पंचवर्षीय योजना कल रही है उसके अंतिर तक ३६ हजार डिव्हॉं जो हमें हर साल चाहिये, उनका बन्दोबस्तु हमने किया है।

Shri Kaaliwal: May I know whether this factory will manufacture broad gauge or metre gauge wagons?

Shri Shahnawaz Khan: It will be capable of manufacturing both.

Shri M. R. Krishna: May I know what financial assistance the Government has given to this factory?

Shri Shahnawaz Khan: None.

Syrian Wireless System

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*991. { **Shri Raghunath Singh:**
Shri Wodeyar:

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

(a) whether it is a fact that on the initiative of U.N. Technical Assistance Administration Indian personnel will organise Syrian wireless system; and

(b) if so, the number of Indian experts sent for this purpose?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes.

(b) Two Engineers from the Posts and Telegraphs Department have been selected.

Shri Raghunath Singh: Who will meet the expenses? May I know whether the work has been started or not?

Shri Lal Bahadur Shastri: The expenses would be met by the country concerned where they are going. One of the officers was released only on 14th of October and the other would be released very soon. When they have arrived there, then alone, the work will be started.

Shri Wodeyar: May I know what is the progress made by the experts who have organised the Syrian Wireless system? Till what period will they be in that country?

Shri Lal Bahadur Shastri: One of them, as I said was released in October last. The other also will be released and when they have arrived there, then, the work would be started. The question of progress does not therefore arise just at present. As regards their stay, I think they will be there for six months to begin with.

Railway Bridges

*992. **Shri Basumatari:** Will the Minister of Railways be pleased to state:

(a) whether it is programmed to strengthen the bridges on the Rangiya-Tezpur line; and

(b) if so, the details of the programme.

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

(b) This work consists of:

(i) Rebuilding of pile and other weak bridges.

(ii) Renewal of under-strength girders with standard B.L. Girders.

(iii) Out of 65 pile bridges, 39 bridges have already been rebuilt. 16 more are in progress, and are expected to be completed by the end of this financial year. The remaining 10 will be taken in hand during the next year. 10 weak masonry bridges are also being rebuilt to B.L. Standard this year. The girders of these bridges will be replaced by R.C. Slabs.

(iv) 64 weak spans on 33 bridges have been programmed for replacement by Standard B.L. Girders. 3-150' spans and one 40 span on Dhansari Bridge are already being replaced.

Shri Basumatari: May I know whether the hon. Deputy Minister visited that line when he visited Assam recently?

Shri Shahnawaz Khan: I went as far as Rangiya. I did not go beyond Rangiya.

Development of Inland Waterways and Transport in Kerala State

*993. { **Shri Narayanan Kutty Menon:**
Shri Warrier:

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

(a) the amount allotted for development of Inland Waterways and

Transport in the Kerala State during the Second Five Year Plan; and

(b) the names of the proposed schemes under the Second Five Year Plan for the development of Inland Waterways and Transport in the Kerala State?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Rs. 43 lakhs.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 123.]

Corruption in Howrah Goods Accounts Office

***225. Shrimati Renu Chakravarty:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 726 on the 17th August, 1957 and state:

(a) whether the enquiry into corruption in Howrah Goods Accounts Office has been completed;

(b) whether evidence in connection with these cases had been invited from all; and

(c) the result of the enquiry?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The inquiries are still proceeding.

(b) No public invitation was issued, but evidence, documentary and oral, relevant to the cases is being obtained by the committee.

(c) The inquiries are expected to be finalised by the end of December, 1957.

Shrimati Renu Chakravarty: Is it a fact that a departmental enquiry has also been instituted besides the enquiry by the Central Government and whether it is a fact that employees who have actually given evidence of corruption have now been charge-sheeted immediately after the giving of the evidence?

Shri Shah Nawaz Khan: No, Sir. I am not aware of that.

Shrimati Renu Chakravarty: Will the hon. Minister enquire and see that those who are actually giving evidence in the corruption cases are not victimised in this manner?

Shri Shah Nawaz Khan: Certainly.

Tourism

***226. Shri Y. S. Parmar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that in Himachal Pradesh a tourist gets permission to stay in a Rest House subject to the condition that he shall have to vacate in case a Government officer comes to the Rest House on duty; and

(b) if so, the reasons thereof?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) No, Sir, except in the case of Forest Rest Houses. In the case of all P.W.D. Rest Houses, the Himachal Pradesh Administration have allocated only one set of rooms as Inspection Bungalow while the remaining sets named Dak Bungalows are open to all tourists.

(b) Does not arise.

Shri Y. S. Parmar: May I know whether in September, 1957, in the case of the Forest rest house at Sangla, Mahasu district, a respectable doctor from Simla, who had gone there with permission to stay in the rest house was treated shabbily by two officers of the Himachal Pradesh Administration and asked to quit the rest house?

Shri Lal Bahadur Shastri: I am not aware of the particular case. If the hon. Member can write to me, I can make enquiries.

Shri Y. S. Parmar: May I know whether any representation was made to the Himachal Pradesh Administration and whether any action has been taken thereon?

Shri Lal Bahadur Shastri: I am not aware of that, Sir.

Fruit Preservers Licence

*998. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that all the small scale fruit preservers had stopped their business owing to the unreasonable licence fee;

(b) whether the licence fee from the whole-sale dealers and the small scale dealers is the same; and

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

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) No, Sir. On the other hand, the number of licences of small scale fruit preservers is on the increase.

(b) Yes, because under the present system, the licence fee is charged item-wise and the fees which a licensee has to pay depends on the number of items produced by him.

(c) The question of revision of the rates is under consideration of Government.

Shri Daljit Singh: May I know whether any representation has been made for the revision of these rates and the action taken thereon?

Dr. P. S. Deshmukh: Yes, Sir; I believe a revision is contemplated as a result of the representation.

Shri Dasappa: May I know what the licence fee is?

Dr. P. S. Deshmukh: It is on a table. It is not separate for each State. The average licence fee for manufacturers using low power comes to about Rs. 67/-, and power up to 15 h.p. it is Rs. 485 and up to 25 h.p. it is Rs. 1078 with surcharge. This is proposed to be revised. Rs. 67/- is proposed to be brought down to Rs. 40/- and Rs. 485 to Rs. 80 plus Rs. 80 and Rs. 1078 to Rs. 280. But, we are between the Devil and the Deep Sea. On the one hand, the manufacturers want less to be levied and, on the

otherhand, the Finance Ministry asks us to make it self-supporting, which we find very difficult to do.

थी ब० श्री शिंदे सभाव : क्या ये जान सकता हूँ कि फ्रूट जूसेज को निकालने के लिये और शुद्ध फ्रूट जूसेज को बाटने के लिए कोई ऐसी अवस्था की जा रही है या किसी कम्पनी को इस प्रकार की मदद दी जा रही है ?

डा० व० शा० देशमुख : यहां यहां भी ऐसे फल तैयार होते हैं, हमारी कोशिश है कि वहां हम कुछ मदद दें, कुछ लोगों बगैरह दें और प्रगति कोआपरेटिव बगैरह हो सके तो वह भी करें । यह सब प्लेन में मौजूद है ।

Shri Dasappa: May I know how the question of self-supporting arises when it is merely question of licence fees?

Dr. P. S. Deshmukh: The administration of the whole fruit preservation scheme requires a certain amount of staff and a certain amount of people to look after. That costs us about Rs. 2 lakhs and our intake is about Rs. 1,20,000.

Construction of National Highways

*999. Shri Jhulan Sinha: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a portion of one of the proposed National Highways is to pass from Salamgarh in the Devria District (U.P.) through the North Western portion of Saran District (Bihar);

(b) if so, the broad outline of the route from the place of origin to the place of termination; and

(c) the progress made in the execution of the scheme so far?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c). A statement is

laid on the Table of the Lok Sabha.
[See Appendix III, annexure No. 124.]

Shri Jhulan Singh: Will the hon. Minister refer to the statement, para. c(i) and let me know if it is still possible for us to offer suggestions for the final alignment of the road?

Shri Lal Bahadur Shastri: I do not know whether the people will get an opportunity to do so. But, anyhow, the hon. Member is most welcome to make any suggestion he likes.

हिमाचल प्रदेश में सड़कों का निर्माण

*१०००. श्री रमेश बोद्धे : क्या ५.८.८८ संवार संचार मंत्री यह बताने को कृपा करेंगे :

(क) क्या यह सच है कि हिमाचल प्रदेश में सड़कों बनाने का कार्य बहुत कठिन है;

(ख) क्या यह भी सच है कि गत कुछ वर्षों में इस कार्य पर लगे हुए बहुत से मजदूर पंगु हो गये हैं और अब वे बहुत ही कष्टमय जीवन बिता रहे हैं; और

(ग) इन पंगु व्यक्तियों के जीविको-पार्जन की व्यवस्था के लिये और जो मजदूर मर गये हैं उनके परिवारों को दिये जाने वाले प्रतिकर की राशि को बढ़ाने के लिये क्या कोई प्रस्ताव है?

परिवर्तन संचार मंत्री (श्री लाल प्रसाद शास्त्री) : (क) जी है।

(ख) पिछले सात सालों में लगभग १०० मजदूर बेकार हो गये हैं।

(ग) अहम तक सम्भव है इन मजदूरों को हल्के कामों पर लगाया जाता है। अधिक सहायता अधिनियम, १९२३ के अनुसार उन्हें मुआवजा दिया गया है। मृत मजदूरों के परिवारों को मुआवजे की रकम बढ़ाने का कोई प्रस्ताव नहीं है।

May I read it in English also?

Mr. Speaker: Yes.

Shri Lal Bahadur Shastri: (a) Yes.

(b) About 100 workers were disabled during the last 7 years.

(c) As far as possible, the disabled workers are employed on lighter jobs. They have been paid compensation under the provisions of the Workmen's Compensation Act, 1923. There is no proposal to increase the amount of compensation to the families of workers who lose their lives.

Shri Y. S. Parmar: May I know the number of deaths mentioned in the Table? The Minister has mentioned only disabled and not dead.

Shri Lal Bahadur Shastri: I cannot give the exact number.

Shri Y. S. Parmar: May I know whether it is a fact that it takes very long for the compensation to be determined and paid?

Shri Lal Bahadur Shastri: It may be taking a long time; but, unfortunately, we are not directly concerned. It is to be done by some other Ministry.

Shri Shree Narayan Das: What efforts have been made to minimise the hazards in this work?

Shri Lal Bahadur Shastri: It is very difficult to take any steps in that direction unless the whole terrain of Himachal Pradesh is completely changed.

Shrimati Renu Chakravarty: When compensation is paid on the basis of the schedule in the Compensation Act, may I know whether the people working in Himachal Pradesh on the roads are given compensation computed according to those given to persons in hazardous jobs or employed in ordinary categories?

Shri Lal Bahadur Shastri: I cannot go into details. But, I hope the compensation is being paid according to law. If it is higher for hazardous jobs, I hope they are getting on that basis.

Shri Y. S. Parmar: May I know whether the Government intend to issue any instructions that compensation should be determined and paid early?

Shri Lal Bahadur Shastri: Most certainly. We shall write to the Himachal Pradesh Administration or the Labour Organisation.

Train Derailment

*1002. **Shri S. M. Banerjee:** Will the Minister of Railways be pleased to state:

(a) whether 3 wagons of a goods train of the North Eastern Railway were derailed near Panjipara Railway Station on the 3rd November, 1957;

(b) if so, the reasons for the derailment; and

(c) whether any enquiry was conducted?

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

(b) and (c). A departmental enquiry by the Traffic Inspector of the section was conducted on 12th November, 1957. It was found that the derailment was due to the incorrect setting of the points.

Shri S. M. Banerjee: May I know whether the hon. Minister proposes to discuss with the representatives of the Railwaymen's Federation the causes leading to so many accidents to ensure their co-operation in the matter of efficiency?

Mr. Speaker: It is a suggestion for action.

Shri Shahnawaz Khan: It is a suggestion for action.

Shri S. M. Banerjee: May I know whether the committee recently appointed to investigate into the Bombay-Calcutta mail accident will also consider the various reports submitted regarding other accidents?

Mr. Speaker: Whether it will consider the various reports?

Shri Shahnawaz Khan: It is upto them to consider any thing they like.

Shri Dasappa: May I know whether the responsibility for the incorrect setting of points has been located and the person brought to book?

Shri Shahnawaz Khan: The points-man in charge of shunting is held responsible because he signalled to the driver to pass over the points which were wrongly set.

Shri Goray: What is the rate of accidents per month in the Indian Railways?

Mr. Speaker: This is derailment.

Shri Goray: All sorts of accidents.

Mr. Speaker: How many cases of derailment?

Shri Shahnawaz Khan: It varies from month to month.

श्री रघुनाथ सिंह : क्या मैं आन सकता हूँ कि सब से ऊपरा एक्सिस्टेट नारे ईस्टने रेलवे में होते हैं या ईस्टने रेलवे में;

श्री लालबाद जी : वह भी बदलते रहते हैं।

सहकारी समिति को सहायता

*1003. **श्री प० ला० बालशाह :** क्या रेलवे मनो यह बताने की कृपा करेंगे कि :

(क) रेल विभाग द्वारा रेलवे कन्व्यूमस को-ऑपरेटिव सोसाइटी लिमिटेड, बीकानेरी को अब तक कितनी वित्तीय तथा अन्य सहायता दी गई है;

(ख) क्या सरकार के पास सोसाइटी के सामने तथा हानि के अब तक के ठीक ठीक प्राकृतिकों के बारे में कोई विविहत जानकारी है; और

(ग) यदि हाँ, तो उक्ता ज्ञान क्या है?

रेलवे उद्यमी (श्री लालबाद जी): (क) कन्व्यूमस को-ऑपरेटिव सोसाइटी,

बीकानेर को आज तक ६२५८ रुपये ४ प्राप्ते ६ पाई दिये गये हैं।

(क) जी नहीं।

(ग) सत्तास नहीं उठता।

श्री प० स० बाकपाल: क्या मेरे जान सकता हूँ कि आज तक इस सोसाइटी को कितना लाभ रहा है?

श्री शाहनवाब जां: उसको कुछ योड़ा बहुत लाभ तो रहता ही है।

श्री प० स० बाकपाल: क्या यह सही है कि इस सोसाइटी को स्थानीय प्रधिकारी मंग करना चाहते हैं, इसलिए कि उनका आय नाश्ता जो पहले मुफ्त मिलता था वह सहकारी सदस्यों द्वारा बन्द कर दिया गया है?

श्री शाहनवाब जां: यह जो कज्यू-मंस कोशापरेटिव सोसाइटी बीकानेर में चल रही है उसके बारे में कुछ बदउनवानिया हमारे पेशे नजर है और उनको देखा जा रहा है।

Shri Panigrahi: May I know what is the amount of financial aid given by the Railway Board to this co-operative society?

Shri Shahnawaz Khan: The assistance given to them is Rs. 6258 and odd.

Shri Panigrahi: What is the profit they have given to the Railway Board?

Shri Shahnawaz Khan: No; they do not give it to the Railway Board.

Loans to Jhumias in Tripura

*1008. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any sum was given to the Jhumias of Belonia in Tripura this year as loan;

(b) whether it is a fact that every loanee was compulsorily supplied with 30 seers of manure, per head when the loan was distributed, and the cost of such manure was deducted out of the sum given to them as loan; and

(c) if so, the reasons therefor?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) No, Sir.

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

Implementation of Master Committee's Report

*1009. Shri Biren Roy: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government propose to implement the recommendations of the Master Committee on Civil Aviation;

(b) if so, the reasons why some minor Committees have been formed to go over practically the same points already covered by the Master Committee in detail; and

(c) how the personnel of the present Committees compare with those of the Master Committee?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Most of the recommendations have been accepted by Government and are being implemented.

(b) and (c). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 125.]

Shri Biren Roy: Is it a fact that a minor committee is now going into the details of the methods of training in the aeroclubs of India?

Shri Lal Bahadur Shastri: Yes, Sir.

Shri Biren Roy: What was the reason for having this minor committee appointed when a conference of the Flying Clubs is being held on the 20th December of this year under the chairmanship of the Aviation Minister, where it could have been thoroughly discussed?

Shri Lal Bahadur Shastri: As far as I am aware, my colleague Shri Humayun Kabir, while speaking at the time of the budget discussion, made an announcement that there were certain details regarding the course and method of training, etc., which should be gone into again and looked into, which were suggested by many Members and especially by Shri Jaipal Singh, and on the basis of the opinions expressed in this House, the Minister of Civil Aviation thought it desirable to appoint a committee to go into those details. The conference under the chairmanship of the Civil Aviation Minister is not going to help in that matter, particularly because those details could not be gone into during the discussions at the conference. Hence it was considered necessary to appoint a committee and it was done only with a view to satisfy the opinions expressed by the Members of this House.

Shri Biren Roy: Who is the technical person, for this purpose of methods of training, that has been taken from the flying clubs or even from the aeroclub of India in this committee?

Shri Lal Bahadur Shastri: The Chairman himself is a technically qualified person, Mr. K. M. Raha; and there is one director of training, Air Headquarters, New Delhi; and there is the Divisional Operations Manager of the Air India International. There is Mr. Chitambar also. One of the representatives of the Hind Provincial Flying Club is also there.

Shri Biren Roy: Were any of these representatives selected from the senior most Flying Clubs in India or even from the aeroclub of India?

Shri Lal Bahadur Shastri: No, Sir. The Government was to nominate and they nominated them.

Indian Central Coconut Committee

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*161a. { **Shri Warier:**
Shri A. K. Gopalan:

Will the Minister of Food and Agriculture be pleased to state the num-

ber of States the Agricultural Assistant of the Indian Central Coconut Committee had visited during the last one year to do propaganda work?

The Minister of Co-operation (Dr. P. S. Deshmukh): The Agricultural Assistant visited three States, viz., Kerala, Mysore and Bombay, during the last one year to do propaganda work.

Shri Vasudevan Nair: May I know whether the Government of India has received reports to the effect that large numbers of trees, nearly ten million, are affected by a sort of disease and, if so, what steps are being taken to eradicate that disease?

Dr. P. S. Deshmukh: There are now and again diseases affecting these trees; every time prompt action is taken. But in every case it is not possible to counteract the effects of the disease immediately. But the Coconut Committee and other expert officers are doing the job.

Shri B. S. Murthy: May I know why the officer has not visited the coastal belt of Andhra where there is a large area of coconut plantation?

Dr. P. S. Deshmukh: The officer has been appointed only recently—from 3rd November, 1956—and he has travelled for 64 days altogether. He has had to familiarise himself by a visit to the research centre in the beginning and then he has to give advice to various people who make representation. I think within the time at his disposal he has done his best.

Shri Basappa: May I know whether any attempt has been made to increase the area of coconut cultivation during this propaganda and may I also know whether, in view of the fine quality of coconut grown in Mysore, anything has been done to eradicate the disease in certain parts of Mysore where it is destroying a large number of trees?

Dr. P. S. Deshmukh: I should like to have notice of the question.

Shri S. C. Samanta: May I know what other propaganda work is done

by the Coconut Committee over and above this visit of the Assistant?

Dr. P. S. Deshmukh: As my friend knows better than any other Member, these are the items of work: spread of disease-free seedlings, encouragement of nurseries, and so on. These are the various things by which we want to encourage coconut cultivation.

Mr. Speaker: Next question.

Shri Warior: This is an important question.

Mr. Speaker: He kept quiet when I called him. Otherwise, I would have given him preference.

Shri Warior: I thought I could put my question after all the other supplementaries. It is a very important question.

Mr. Speaker: Whenever an hon. Member tables a question, he must be listening to the answer and then put a supplementary question. In this case, I would have given him preference because he is one of those who have tabled the question. But then he keeps quiet; and I called Shri Vasudevan Nair. After all the supplementaries are over, Shri Warior wants to put his question, when I have called the next question.

Shri Warior: I want to put only one question.

Mr. Speaker: Yes.

Shri Warior: May I know what sort of advice this officer is giving regarding the method to be adopted by the growers?

Dr. P. S. Deshmukh: There is no particular kind of advice. The main ingredients for the improved cultivation of coconuts are well known—the choice of the seeds, the way in which the nurseries should be looked after, and the way in which it should be planted, and so on. And he does all that is expected of him.

Leprosy in Manipur and Tripura

*1014. **Shri L. Achaw Singh:** Will the Minister of Health be pleased to state:

(a) the particular control measures adopted to check the spread of leprosy in Manipur and Tripura; and

(b) whether there are leprosy colonies for isolation of the leprosy patients?

The Minister of Health (Shri Karmarkar): (a) and (b). A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 128.]

I would like to add that in addition to the existing one Leprosy Pilot Unit of 30 bedded hospital and a leprosy colony run by A B Mission at Kangpoki, opening of a leprosy colony is under consideration of the Government of India.

Shri L. Achaw Singh: May I know whether it is a fact that some patients of the leprosy hospital at Chingmeri-rong, Imphal have been turned out because of great rush of patients?

Shri Karmarkar: Some patients have been turned out of the hospital?

Shri L. Achaw Singh: Yes, Sir.

Shri Karmarkar: I do not know whether anyone has been wrongly turned out by anybody.

Sale of Viking Aircrafts

*1015. **Shri Gajendra Prasad Sinha:** Will the Minister of Transport and Communications be pleased to state whether it is a fact that Indian Airlines Corporation have decided to dispose of all the Viking aircrafts?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): It has been decided by the Indian Airlines Corporation to dispose of their Viking Aircraft as and when it is possible for them to do so.

Shri Gajendra Prasad Sinha: May I know the reason for disposing of

these Viking aircrafts? May I also know the book price and the expected sale price of these Vikings?

Shri Lal Bahadur Shastri: The reason, of course, is obvious. We have got new Viscounts and the Vikings are now fairly old. So, it would be economical to dispose of them. As regards the other part of the question, I shall require notice.

Shri Gajendra Prasad Sinha: May I know how the expected purchasers of these Vikings are and whether the components of Viscounts are available in this country?

Shri Lal Bahadur Shastri: It is rather premature to say that. I cannot give any information just now.

Shri Jaipal Singh: With a view to easing the currency difficulty that we are faced with now, has the Corporation decided that they will sell them to hard currency countries only?

Shri Lal Bahadur Shastri: We will bear that in mind. As I said, nothing has been decided so far. It is in a very premature stage. Therefore, I cannot say anything.

Shri Karni Singhji: May I know whether the Government will consider putting Vikings on the airlines on which Dakotas are run at present and withdraw the Dakotas instead?

Shri Lal Bahadur Shastri: That depends on the condition of the aircraft. Some of the Dakotas are better than Vikings. In any case, that will also be borne in mind.

Shri R. Ramanathan Chettiar: Are the Viking aircrafts older than the Dakota Aircrafts?

Shri Lal Bahadur Shastri: They are both. Some of the Dakotas are older than Vikings.

Shri Bimal Ghose: At the time when the Vikings were purchased, the fact that Viscounts were also available, was that also taken into consideration?

Shri Lal Bahadur Shastri: I do not follow what hon. Member said.

Shri Bimal Ghose: At the time when the Vikings were purchased, the Viscounts were still available.

Shri Lal Bahadur Shastri: That is not correct.

Mr. Speaker: The hon. Member will ascertain the position from his colleagues and then put the question.

Shri Bimal Ghose: At the time of the purchase of Vikings was the question gone into as to whether other types of aircrafts were available or not? Were these facts taken into consideration at the time of purchase of Vikings?

Mr. Speaker: It will always be done. Hon. Member has lost the original question.

आनंद में अनाज का समाहार

*१०१६. श्री मधुसूदन राज : क्या आप तथा हूँडि भट्टी यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि आनंद प्रदेश में केन्द्रीय सरकार द्वारा अनाज का समाहार किया जा रहा है;

(ख) क्या यह काम राज्य सरकार का नहीं है; और

(ग) यदि हा, तो इस विशेष मामले में केन्द्रीय सरकार द्वारा इन कार्यों को अपने हाथ में सेने का क्या कारण है?

आप तथा हूँडि उपर्युक्ती (श्री अ० अ० चामस) : (क) जी हाँ।

(ख) और (ग). जब अनाज का समाहार केन्द्रीय सुरक्षित भण्डार के सिये किया जाता है तो केन्द्रीय सरकार या तो स्वयं समाहार करती है या आवश्यक हो तो इस काम को राज्य सरकार को सौंप देती है। केन्द्रीय सरकार ने दूसरे राज्यों में भी मिलों और आपारियों से स्वयं अनाज का समाहार किया है जैसे, उठीसा से आबल और राज-स्कान में थाना।

श्री बद्रूल राव: आनंद प्रदेश में सेन्ट्रल ग्राहनेट ने जो धान्य जमा किया है, उसकी बजह से हमारे बाहर से धान्य मंगाने के सम्बन्ध में क्या सहायता मिली है?

Shri A. M. Thomas: If the hon. Member kindly puts the question in English, I can answer that.

Shri Karmarkar: Let him repeat the question.

श्री बद्रूल राव: आनंद प्रदेश में सेन्ट्रल ग्राहनेट ने जो धान्य जमा किया है, उसकी बजह से हमारे बाहर से धान्य मंगाने के सम्बन्ध में क्या सहायता मिली है?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): In Andhra the surplus is expected to be about 6 to 8 lakh tons. This year we expect a normal crop and so the surplus would be 6 to 8 lakh tons. After meeting the demand of the South Zone, whatever is left over will be taken up for the use of outsiders.

Shri B. S. Murthy: May I know what assistance was given by the Andhra State in procuring rice by the officers?

Shri A. M. Thomas: No special assistance was asked for. Andhra Government has co-operated with us.

Shri Ranga: What is the present position? Now that the new crop is coming in, Government has to announce its policy. Have they decided on the quantities that they would like to take from Andhra and have they also arranged the necessary wagons in a phased manner?

Shri A. M. Thomas: We have procured as on 8th December 1957 73,000 tons of rice from Andhra. In the three delta districts we are now procuring at the rate of controlled prices which, I think, the hon. Member as well as the House know well, as I have stated it on several previous occasions.

With regard to the future procurement prices, I don't think there is any difficulty. The Foodgrains Enquiry

Committee itself has reported certain prices to be adopted for the current year, and that price is not in considerable variance with the price that we are at present paying. So, I don't think there would be any difficulty in fixation of prices.

Then, with regard to movement and the difficulty just now mentioned by the hon. Member, there is at present some difficulty about movement. But, all the same, we are doing everything and the Railway Ministry is also co-operating with us to move as much quantity as possible. Out of 73,000 tons, which we have procured, we have been able to move about 57,564 tons.

Shri Ranga: In view of the fact that Government have not yet announced their price policy, that is, the price to be paid here and now for the crop, the rice millers are finding it difficult to purchase anything from the producers and the banks are also unwilling to advance any money, since the millers have not purchased it and advance can be made only on collateral security.

Shri A. M. Thomas: We will certainly be taking a decision on the price that will be paid for the crop that is coming in. That will also depend on the decision that we take on the recommendations of the Foodgrains Enquiry Committee. This is a matter which cannot be delayed. We realise that. We would be fixing the price that would be reasonable in the circumstances.

Rice in Andhra

***1017. Kumari M. Vedakumari:** Will the Minister of Food and Agriculture be pleased to state:

(a) the policy of Government in regard to clearing off the old stocks of rice in Andhra, when the new crop has started arriving in the market; and

(b) the reasons why the indents for about 400 broad gauge wagons and 104 metre-gauge wagons in Andhra are still pending compliance with the Railways?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Surplus stocks of Andhra rice can freely move to other States within the Southern Zone where there is considerable demand particularly in Kerala. The Government of India are also purchasing rice in the three surplus Districts of Krishna, West Godavari and East Godavari.

(b) Due to dislocation of the services caused by heavy rains followed by the breaches on the Southern Railway in the first week of November, the movement of goods was seriously affected. Although through running of the full complement of trains has not yet been resumed, movement of rice has since commenced to the fullest extent possible.

Kumari M. Vedakumari: In answer to a Supplementary Question put by Mr. Heda on 28th November 1957, the hon. Deputy Minister has replied that due to breaches, which occurred in November, they could not supply the wagons. But the complaint was registered in October, that is, one month before the breaches. May I know the reason for that?

Shri A. M. Thomas: If you will look into the outstanding indents for the various months, you will find that there was some difficulty in October, when compared to previous months. For example, the outstanding indents on 1-7-57 was 2,900 and 2,448. Next month it came down to 180 and 1,066. Then the figures were 416 and 191. On 14-9-57, it was 63 and 16. On 31-10-57, it was 2322 and 2347. In the previous month, two weeks before that, it was 63 and 16. The inference is obvious that trade was not co-operating to move the quantities that were in stock.

Shri Ranga: Can we have an assurance that the Government continue their long-standing policy of giving first priority for the movement of foodgrains in view of the continued difficulty in the supply of foodgrains in different parts of the country and can we have an assurance that the Food Ministry has been taking sufficient steps in order to persuade the

Railway Ministry to place the necessary wagons at their disposal?

Shri A. M. Thomas: In this particular case, I may submit for the information of the House that the Southern Railway was prepared to co-operate with us to the fullest extent possible. The mistake was that trade was not co-operating properly at the proper time, and there was so much loss of capacity on account of that. On trade account, we have moved in the month of August 374 broad gauge wagons and 1046 metre gauge wagons. On Government account, 188 broad gauge wagons and 22 metre gauge wagons. In September, 361 broad gauge wagons and 627 broad gauge wagons. On Government account, 319 broad gauge and 274 metre gauge wagons. In October, you will find that we have moved 502 broad gauge wagons and 580 metre gauge wagons.

Shri Ranga: Against what demand? This does not help the House.

Mr. Speaker: The hon. Member is more than satisfied.

Shri Ranga: I want to make one submission. If he simply gives the figures, it does not help the House to get a proper picture of the situation unless we are given comparative figures and against what demand made by the Food Ministry were these wagons made available for movement?

Mr. Speaker: Are we going into a detailed discussion? The hon. Member wanted to know if sufficient number of wagons are supplied. The hon. Minister has replied and given some details 63, 16 and so on. He has also said that it was due not to deficiency in wagon supply, but due to non-co-operation of trade in this matter. Are we to go further? Are we having a detailed statement and making an enquiry here?

Shri Ranga: The figures should not be misleading.

Shri Ferose Gandhi: I only wanted to inform the Minister that 360 wagons meant only 6 trains.

Mr. Speaker: Hon. Members have got many methods of understanding.

Shri Heda: Is the hon. Minister in a position to make a categorical statement that whatever surplus rice is available in Andhra, they will be in certain markets, and whatever rice goes into the market, they will purchase; whether the mills purchase or not, whether they co-operate or not is not the point. The point is rice with the peasant.

Shri A. M. Thomas: Whatever surplus rice there is in Andhra, with the stockists or producer which they hand over to the Government, we are prepared to take.

Shri B. S. Murthy: May I know whether the idea of conveying rice through the Buckingham canal to Madras has been examined by the Government

Shri A. M. Thomas: I wish to have notice.

Kakrapara Project

***1018. Shri Jadhav:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Kakrapara Project will require more amount to complete it; and

(b) if so, how much?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) The original estimate amounted to Rs. 6.27 crores and was revised to Rs. 11.65 crores in 1954. It is understood that, on account of the construction of some essential cross-drainage works and alterations in the alignment, and capacity of channels, the actual expenditure will exceed the revised estimate and may come to approximately Rs. 17 crores. The Bombay Government have been requested to acquaint us with the details and the estimated revised cost of the Project.

Shri Khadilkar: May I know how far the additional expenses are due to wrong siting of the project, because, originally it was meant to be an irrigation project? There were no buyers

for the water in the area because it is a rainy area and therefore, this additional expense is being incurred.

Shri Hathi: I could not catch the first part of the question.

Shri Khadilkar: This project was intended to be an irrigation project. Even administrative expenses were not borne out, or received from the water charge from the agriculturists. Because of the wrong siting, this additional expense is being incurred. Originally it was meant as an irrigation project.

Shri Hathi: Even now, it is meant as an irrigation project. It is not a power project and the area is to be irrigated roundabout.

Shri Khadilkar: Is it not a fact that now there is a scheme to turn it into a power project?

Shri Hathi: No; not at all. This is not a project which is being converted into a power project. There seems to be some confusion. There was first a project which was to be an irrigation and power project, a multi-purpose project. But, in the initial stages, it was thought that we might first take a small project and keep it pending for a multi-purpose project. That multi-purposes project is now included in the Second Five Year Plan.

Shri Jadhav: May I know how much acreage is irrigated now and when the project is likely to be completed?

Shri Hathi: About 10,000 acres are being irrigated.

Shri Jadhav: When is the project likely to be completed?

Shri Hathi: The weir is completed. One side channel on the right side. The Left, I think, is progressing. It will take a couple of years.

Shri Dasappa: Does the project contemplate a betterment levy in view of the enhanced expenditure?

Shri Hathi: Generally, that is done by the State Government.

Shri Dasappa: Is it likely to be enhanced in view of the additional expenditure?

Mr. Speaker: You must ask the State Government.

Shri Hathi: That is the answer.

Community Project Administration

*983. **Shri Harish Chandra Mathur:** Will the Minister of Community Development be pleased to state:

(a) whether Government have taken or propose to take any steps to democratise the Community Project Administration at the various levels of administration; and

(b) whether the programme of work and emphasis on developmental schemes have been reorientated?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). Presumably, the Hon'ble Member is referring to the recommendations in regard to "Democratic Decentralization" made by the COPP Study Team on Community Projects and N.E.S. The report of the Team has recently been submitted to Government and is under examination. I may add, that the objective and effort of the Government throughout have been towards the transformation of the Community Development Programme into a people's programme, with emphasis progressively on production.

Shri Harish Chandra Mathur: May I know what effective measures have been taken during the six months to democratise this administration in view of the report and in view of the Minister's feeling that he has failed to enlist popular support?

Shri S. K. Dey: Panchayats have been more widely represented in the Block Advisory Committees. Almost in every State informal Consultative Committees have been created including Members of the State legislature, also Hon. Members of Parliament who are members of the Central Consultative Committee. In the same way, State Governments are taking steps to introduce non-official chairmanship of

Block Advisory Committees. In the same way, State Governments are trying to be more responsive to decisions taken by Block Advisory Committees on the budget or planning of the programme.

Shri Raghbir Sahai: I understand that the Balwantrai Mehta Committee to which reference was made by the hon. Minister has made recommendations on the Panchayat level, on the Block level and the District level for democratisation of the administration. I wish to know whether all the recommendations have been studied by the Government and any decisions have been arrived at and if so, when they are going to be implemented.

Shri S. K. Dey: Those recommendations are being rapidly studied by the various agencies both in the Ministry of Community Development, presumably in the Planning Commission and also in the other Ministries concerned with the Community Development Programme at the Centre.

WRITTEN ANSWERS TO QUESTIONS

Delhi Transport Service

*985. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state the amenities provided to the travelling public by the Delhi Transport Service during 1957 so far?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): A statement is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 127.]

Cash Office, Central Railway

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

(a) whether the Reserve Bank of India, Bombay have expressed their difficulty to deal with Rs. 14 lakhs cash daily received from the Cash Office, Central Railway, Bombay;

(b) whether they have also suggested that the Cash Office should be split; and

(c) if so, what action has been taken in this regard?

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

(b) Yes. It has been suggested by the Bank that the earnings of various stations may be tendered at the nearest Branch of the Bank acting as their Agents, or, as an alternative, earnings of stations falling within particular regions or areas may be deposited in specific Branches of the Bank;

(c) A proposal from the Railway to set up one more Regional Cash Office at Jhansi in addition to the existing two Cash Offices at Bombay and Secunderabad has recently been accepted by the Railway Board.

Chilka Lake

***993. Shri Sanganna:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 980 on the 17th August, 1957 in respect of the Chilka lake and state:

(a) whether any progress has since been made in this behalf; and

(b) if so, what?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) and (b). The State Government have stated that for developing the lake as a tourist centre they are considering the question of purchasing the Rambha Palace belonging to the Raja Bahadur of Khallikote which is situated on the shores of the lake.

Scheme at Hindustan Shipyard Ltd.

***997. Shri Yadav:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that regular training of the trainees in the Technical Training Scheme at the Hindustan Shipyard has not been

started yet, although the trainees have been receiving stipends from the Government;

(b) whether it is a fact that some of the trainees have complained about the arrangements for their training and the inadequacy of the stipends being paid to them; and

(c) if so, what action has been taken on these complaints?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) No. The training commenced in January, 1957 and the first batch of trainees has already completed ten months in a course of eighteen months duration.

(b) and (c). The main grievances of the trainees relating to messing facilities and inadequacy of stipends have already been examined. Proper messing facilities have now been arranged through a caterer. As regards stipends, the question is now before Board of Directors.

Enquiry into an Aircraft Accident

***1001. Shri Matin:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 186 on the 15th November, 1957 and state:

(a) whether it is a fact that the pilot of Aero-45 aircraft which crashed near Bhiwandi on the 27th September, 1957 had no pilot licence;

(b) if so, the circumstances under which he was allowed to take off from Bombay;

(c) whether it is also a fact that the Certificate of Airworthiness for this aircraft was issued on the strength of the pilot's signature after he had made the test flights as per existing regulations though he was not qualified to perform these tests; and

(d) if so, the circumstances under which he was allowed to do these test flights?

The Minister of Transport and Communications (Shri Lal Bahadur

Shastri: (a) to (d). A statement is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 128.]

Agricultural Production in Tripura

*1003. **Shri Bangshi Thakur:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that the production in Tripura this year is not at all satisfactory and that somewhere it is less than 50%, somewhere 35% and somewhere 25% as compared to the previous year; and

(b) if so, the steps Government propose to take in this matter?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) Estimates or production of crops grown in Tripura territory are not yet available. However, according to preliminary estimates relating to acreage, it is estimated that the area under cotton, jute and rice during the current year may be lower by about 5, 11 and 10 per cent respectively as compared to last year. Area under sugarcane is, however, expected to be about 4 per cent higher than that of last year.

(b) Improved seeds have been distributed to the cultivators for increasing agricultural production. Steps have also been taken to put the maximum area under summer paddy, rabi pulses and other rabi crops.

Diversion of Railway Line

*1005 { **Shri Radha Mohan Singh:**
 { **Shri Sarju Pandey:**

Will the Minister of Railways be pleased to state:

(a) whether any diversion of the Railway line between Suraimanpur and Reoti Stations of the North Eastern Railway has been proposed;

(b) if so, whether the U.P. Government have been consulted in the matter as promised by him; and

(c) whether any steps have been taken or are proposed to be taken to prevent the erosion by the River Ghogra at that place?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A diversion of the Railway line has been proposed between Bakulha and Reoti Stations and not between Suraimanpur & Reoti Stations.

(b) Yes.

(c) The site of erosion was jointly inspected by a number of experts including Chief Engineer, Irrigation, U.P., Chief Engineer, Floods, C.W.P.C. and Chief Engineer, Railway and Director, C.W.P.C., Research Station, Poona. It was considered that 10 to 12 spurs should be constructed on this embayment and the Railway should for the present get back to a retired alignment.

Over-bridge in Delhi

*1006. **Shri Vajpayee:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 699 on the 31st May, 1957 and state:

(a) whether the reconstruction of the railway overbridge at Lahori Gate, Delhi has since been completed; and

(b) if not, the reasons for the delay?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The work on this over-bridge is being done jointly by the Railway and the Road Authorities. The Railway portion of the work has been completed. A part of the work of widening the road surface is yet to be completed by the P.W.D., as also the widening of the approaches. The work of the P.W.D. is held up due to certain difficulties in obtaining vacant possession of the land required for widening.

Directors of Indian Airlines Corporation

***1007. Shri Arjun Singh Bhadauria:** Will the Minister of Transport and Communications be pleased to state how many of the Directors of Indian Airlines Corporation are men from the aviation industry who had knowledge and background of civil aviation prior to their appointments?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): One.

बत्त के किराये

***१०११. श्री क० भ० मालवीय :** क्या परिवहन तथा संचार मंत्री १४ दिसम्बर, १९५६ के अतारांकित प्रदन संस्था ६१३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि क्या दिल्ली परिवहन सेवा के नियत किरायों में सुधार करने और ढेढ़ भाने और साढ़े तीन भाने के टिकट बालू करने का कोई प्रस्ताव है?

परिवहन तथा संचार मंत्री (श्री मालवा बहादुर शास्त्री) : दिल्ली परिवहन सेवा में ढेढ़ भाने वाले तथा साढ़े तीन भाने वाले टिकटों को बालू करने का कोई प्रस्ताव नहीं है, फिर भी मौजूदा किरायों की दरों में १ अनवरी, १९५८ से ५ नवे पंसों की सम गुणन प्रणाली द्वारा संशोधन किया जायगा।

Nationalisation of Transport Services

***1012. Shri Balarama Krishnaiah:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal to encourage the nationalisation of bus transport in all the States;

(b) if so, the amount of loan granted to all the States so far to assist the State Governments to implement these schemes successfully; and

(c) the loan granted to Andhra Pradesh so far?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) There is no such proposal. However, schemes of the State Governments for nationalisation of passenger road transport are examined in accordance with the general policy laid down by the Government of India in this behalf.

(b) and (c). Nil.

Purchase of Ferry Crafts

***1013. Shri Amjad Ali:** Will the Minister of Transport and Communications be pleased to refer to reply given to Starred Question No. 42 on the 12th November, 1957 and state:

(a) which Government, of the State of Assam or the Government of India are scrutinising the tenders for the purchase of the ferry crafts for crossing Brahmaputra at Jogighopa Panchratna in the State of Assam;

(b) how long they have been on the anvil of scrutiny;

(c) when they are likely to be completed; and

(d) when the two crafts are likely to be put into operation?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) The Government of India in consultation with the Government of Assam.

(b) Since January 1957.

(c) Early next year.

(d) The craft are likely to be put into operation nearly 1½ years after a firm order is placed for their manufacture.

Hydrographic Survey

***1020. Sardar Iqbal Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have drawn some programme for the hydrographic survey; and

(b) the details of the programme for this year?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 129]

National Projects Construction Corporation

*1021. **Shri Ghosal:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Board of the National Projects Construction Corporation has been formed; and

(b) if so, the States participating in it?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) Bihar, Jammu and Kashmir, Kerala, Madhya Pradesh and Rajasthan.

Family Planning Training and Research Centre, Bombay

*1022. **Shri Subbiah Ambalam:** Will the Minister of Health be pleased to state the number of doctors from Madras State who have so far received training at the Family Planning Training and Research Centre, Bombay?

The Minister of Health (Shri Karmarkar): One doctor deputed by the Kasturba Gandhi Maternity Home, Madras, received training in the first course conducted from the 2nd September, 1957 to the 31st October, 1957, at the Family Planning Training and Research Centre, Bombay.

केन्द्रीय सिवाई तथा विषुद्ध बोड का सम्बोधन

*1023. **श्री ज्वहर स्वरक्ष्य :** क्या सिवाई और विषुद्ध मंत्री यह बताने की कृपा करोगे कि :

(क) क्या केन्द्रीय सिवाई और विषुद्ध

बोड का २८वां वार्षिक सम्मेलन २५ नवम्बर, १९५७ से इकी में हुआ था ; और

(ल) यदि हाँ, तो क्या सम्मेलन द्वारा की गई सिफारिशों का विवरण समाप्ति पर रखा जावेगा ?

सिवाई और विषुद्ध उमंत्री (श्री हाथी) : (क) जी, हाँ।

(ल) एक विवरण समाप्ति पर रख दिया है। [वेलिये परिवास्त ३, अनुवाद संख्या १३०].

C.P.W.D. Roads in Rajasthan

*1024. **Shri Karni Singhji:** Will the Minister of Transport and Communications be pleased to state the total amount allotted during 1956-57 for the construction of C.P.W.D. roads in Rajasthan?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): Rs. 0.29 lakhs.

Rajkharawan-Gua Line

*1025. **Shri S. C. Godsora:** Will the Minister of Railways be pleased to state :

(a) since when the construction of doubling of railway lines from Rajkharawan to Gua is going on; and

(b) the compensation already given to the land-owners?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Doubling works started from February 1956.

(b) Compensation has yet to be paid.

सरयू नदी पर रेल का पुल

*1026. **श्री ज० ह० दी० मिश्र :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरयू नदी पर आयोध्या के पुल को स्थायी बनाने का ठेका उस के सर्वेक्षण के पश्चात् बहुत पहले दिया जा चुका है ; और

(ब) यदि हाँ, तो यद तक काम पारम्पर न होने के क्या कारण हैं और काम के यद तक पारम्पर होने की समावना है ?

रेलवे उपर्युक्ती (बी शाहनवाज बां) :
(क) रेलवे ने इस तरह का कोई ठेका नहीं दिया है ।

(क) सवाल नहीं उठता ।

Derailment of Goods Train

•1028. { Shrimati Ila Palchoudhuri:
Shri Biren Roy:
Shri N. R. Munisamy:
Shri Vajpayee:

Will the Minister of Railways be pleased to state :

(a) whether it is a fact that goods train of the Meter Gauge of the Western Railway was derailed on the 27th November, 1957 between Nim-Ka-Thana and Kanwat stations on the Ahmedabad-Delhi route;

(b) if so, the causes therefor; and

(c) the number of casualties and the total amount of loss of property, if any?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes; at about 13.15 hours on 27th November 1957, while No. 875 Up Goods train, ex Rewari to Phulera was passing mile 125/21 between Nim-ka-Thana and Kanwat stations, on the Rewari-Phulera Metre Gauge Chord line of the Western Railway, the engine tender and 29 wagons derailed, of which 11 capsized.

(b) *Prima facie* the derailment was caused by the breakage of right front Axle Guard of Wagon No. 10141, fourth from the engine.

(c) Seven persons received simple injuries. The approximate cost of damage to Railway property was Rs. 12,500 and to the public property about Rs. 450.

Upgrading of Railway Legal Staff

*1029. { Shri Shree Narayan Das:
Shri Radha Raman:

Will the Minister of Railways be pleased to state :

(a) whether the question of upgrading of pay scales and promotion to gazetted rank of Law Assistants Law Inspectors, Chief Court Inspectors etc. doing legal work of the Railways have been considered.

(b) whether any representations in this regard have been received and considered;

(c) if so, the nature of the decisions taken; and

(d) the nature of duties and the work that this class of railway employees perform?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). Representations have been received from Law Assistants, Law Inspectors etc. asking for higher scales of pay and promotion to gazetted rank. These have been considered. Their pay scales are considered adequate and they are already eligible for promotion to Class II service.

(d) Their duties broadly relate to examination of claims cases, examination of other cases having legal implications and assisting the Law Officers and the Railway Pleaders in the defence of such cases.

"Bad Climate" Allowance

*1030. { Dr. Ram Subhag Singh:
Shri H. N. Mukerjee:

Will the Minister of Railways be pleased to state :

(a) whether it is a fact that special pay in the form of a 'bad climate' allowance has been granted to non-gazetted employees in certain stations on Western and South-eastern Railways;

(b) what are the said stations;

(c) whether similar allowance is to be provided for on other 'bad climate' stations;

(d) if so, whether lists of such places have been prepared in each Railway zone; and

(e) the approximate number of such places in each zone?

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

(b) *Western Railway.*

Talala, Chitravad, Waghai, Netrang, Unai, Tanakhla.

South-Eastern Railway.

Arjuni, Khaparkheda, Raipur, Salekasa, Khapa, Mohgaon, Bakal, Khongsara, Seoni, Bissumcut lack.

(c) to (e) A similar allowance has been sanctioned at 105 other stations, of which 54 are on the North-Eastern, 48 on the Southern, 2 on the Central and 1 on the Eastern Railway. The grant of such an allowance at 14 more stations on the Southern and 3 more on the Central is under consideration.

2. A statement showing the names of stations where special pay is admissible, showing also the rate of special pay and also the names of 17 stations, for which the grant of special pay is under consideration, is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 131].

स्वास्थ्य स्वास्थ्य संस्थान में प्रशिक्षण की योजना

*१०३१. श्री नवल दर्शन : क्या स्वास्थ्य मंत्री ११ दिसम्बर, १९५६ के तारांकित प्रस्तुत संस्का १०३१ के उत्तर के सम्बन्ध में यह बताने की कृपा करें कि :

(क) स्थानीय स्वास्थ्य संस्थान में प्रशिक्षण प्राप्त करने के लिये भारतीयों को विदेश मेजरे की जिस योजना पर विचार किया जा रहा था, क्या इस बीच उस के बारे में अन्तिम निर्णय कर लिया गया है ;

(ख) यदि हाँ, तो कुल कितने व्यक्ति छाटे गये हैं ;

(ग) क्या उन के नाम, पते, योग्यता, किस देश में कितने दिन की दैनिक सेंगे, उन्हें भारत सरकार आदि के द्वारा वित्तीय व पर्याप्त प्रकार की सहायता किस परिमाण में ही आयेगी, आदि के सम्बन्ध में एक विवरण सभा-पत्र पर रखा जाएगा ;

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

(ङ) देर से देर कब तक निर्णय हो जाने की आशा की जाती है ?

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

(ख) १४ व्यक्ति छाटे गये थे जिन में से इस बीच दो व्यक्तियों की उम्मीदवारी सम्बद्ध राज्य सरकारों ने वापिस ले ली है ।

(ग) एक विवरण सभा मेज पर रख दिया गया है । [वेलिये ५८८५८, अनुबन्ध संस्का १३२].

(घ) और (ङ) ये प्रश्न नहीं उठते ।

Deputation of Officer to Nepal under F.A.O.

*१०३२. श्री बिहूल मिश्र : Will the Minister of Food and Agriculture be pleased to state whether it is a fact that Government of India have lent the services of a Superintending Engineer to Nepal Government under F.A.O. to draw up irrigation schemes for Terai area?

The Minister of Co-operation (Dr. P. S. Deshmukh) : A Superintending Engineer of the Government of Bihar has been assigned to the F.A.O. to assist the Government of Nepal in the selection, design and construction of irrigation works.

Construction of Bridges

*1033. **Shri Sanganna:** Will the Minister of Railways be pleased to refer to the answer given to Unstarred Question No. 1008 on the 29th August, 1957, in respect of the Dicken's Formula in the construction of bridges and state:

(a) whether the investigation by the High Level Committee has been completed; and

(b) if so, with what results?

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

(b) Does not arise.

Holding up of Night Air-mail Plane

*1034. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that on the night of 23rd or 24th October, 1957 an attempt to hold up the night air-mail plane leaving Santacruz (Bombay) was made and a man was injured; and

(b) if so, what is the fact of the case?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) It is difficult to say whether it was a deliberate attempt to hold up the aircraft in question.

(b) A statement is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 133].

Committee on Training of Civil Pilots

*1035. **Shri Matin:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a Committee on Training of Civil Pilots has recently been constituted;

(b) if so, the personnel of the Committee;

(c) whether any representatives from Indian Commercial Pilots Association and Indian Pilots guild

have also been included in the above Committee; and

(d) if not, the reasons therefor?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) A statement is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 134].

(c) No, Sir.

(d) It is not within the terms of reference of this Committee to go into the service conditions and emoluments of the pilots.

Cancellation of Road Permits in Manipur

*1036. **Shri L. Achaw Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the State Transport Authority in Manipur has cancelled the road permits for all vehicles plying from Mao to Manipur Road;

(b) if so, the reasons thereof; and

(c) whether it is a fact that formerly permits were given for the whole route from Imphal to Manipur Road by the same Authority?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c). A statement giving the information required is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 135]

Section Officers in Railway Board Office

*1037. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Union Public Service Commission have approved of panels of Section Officers Grade II and III drawn from the Railway Board's Secretariat Service in its initial constitution;

(b) whether the principle of fixing the seniority of those persons on those panels was based on their seniority in the cadre of Assistants in the Railway Board; and

(c) whether the same principle would be observed in the subsequent panels of Section Officers Grade III prepared by the Railway Board?

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

(b) No.

(c) Does not arise.

Import of French Noratlas Commercial Aeroplane

*1038. { Shri Basumatari:
Shri A. S. Salgal:
Shri Amjad Ali:

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

(a) whether a French Noratlas Commercial Aeroplane F-BFRG has been imported into India;

(b) if so, by whom and what is the financial arrangement;

(c) whether Government have given the necessary permission to purchase and import F-BFRG;

(d) whether the firm that intends to import the Noratlas F-BFRG is the same firm that has been handed over operations in Nepal by Indian Airlines Corporation subject to their being an Associate of Indian Airlines Corporation and to operate with the Corporation staff and equipment having none of their own; and

(e) if so, whether the import of this type of aircraft will assist or aid Indian Airlines Corporation?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) M/s. Kalinga Air Lines, Calcutta have imported this aircraft for demonstrational operations for a period of 3 months.

(c) No, Sir.

(d) No, Sir.

(e) Does not arise.

हिमाचल प्रदेश में विद्युत योजनायें

*1039. श्री पद्म देव : क्या सिवाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश के जिला चम्पा में तीसा तथा जिला महारु में रोहड़ में चालू की गई विद्युत योजनायें कब तक पूरी हो जायेंगी ;

(ख) इन योजनायों के चालू होने में विलम्ब के क्या कारण हैं ; और

(ग) इन योजनायों पर कितना अन्य तुम्हा है और अब तक कौन-कौन से काम सम्पादित हो चुके हैं ?

सिवाई तथा विद्युत योजनायें (श्री हाथी) : (क) से (ग), विवरण सभा पट्ट पर रख दिया है। [सेक्षिये परिविष्ट ३, अनुवान तंत्रिया १३६].

Growth of Desert in Punjab

*1040. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of Punjab have asked the Government of India for financial help to check the growth of desert in that state; and

(b) if so, the amount asked for and the amount sanctioned?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) Yes, Sir.

(b) The amount asked for is Rs. 7.03 lakhs and that sanctioned is Rs. 8.67 lakhs.

Co-operative Movement in West Bengal

*1040. { Shri Ghosal:
Shri T. K. Chaudhuri:

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

(a) whether the Government of West Bengal have approached the Union Government for a loan for the expansion of Co-operative movement in West Bengal;

(b) if so, whether that loan has been given; and

(c) the amount thereof?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) Yes, Sir.

(b) and (c). During the year 1956-57, a loan of Rs. 5.08 lakhs was given to the West Bengal Government for Co-operative Development Schemes. During the current year 1957-58, an amount of Rs. 3.86 lakhs has been allocated as a loan to West Bengal and the State Government informed accordingly.

Ex-Bikaner Railways

*1042. Shri P. L. Barupal: Will the Minister of Railways be pleased to refer to the replies given to Unstarred Question No. 688 on the 17th August, 1957 and Unstarred Question No. 277 on the 28th May, 1957 regarding the staff of ex-Bikaner Railways and state:

(a) the latest decision taken by Government relating to the fixation of the seniority of different categories of ex-Bikaner Railway employees *vis a vis* the staff of Delhi-Rewari-Fazilka Section of the ex-B.B. & C.I. Railway; and

(b) if no decision has yet been taken the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A statement showing the decisions taken by the Northern Railway administration in consultation with their recognized

Union is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 137].

(b) Does not arise.

Foreign Mail

*1043. { Shri Vajpayee:
Shri Mohan Swarup:

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

(a) whether it is a fact that the present arrangements at the Foreign Post Office in New Delhi are entirely inadequate to cope up with the mass of foreign mail received; and

(b) if so, the steps Government have taken in this regard?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 138]

Retrenchment of Workers of D.V.C.

*1044. { Shri S. M. Banerjee:
Shri Tangamani:
Shri T. K. Chaudhuri:
Shri Pramathanath Banerjee:
Shri B. Dasgupta:
Shri S. Ghose:
Shri Ghosal:

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

(a) whether it is a fact that nearly 10,000 workers of Damodar Valley Corporation are to be discharged by March, 1958, and

(b) if so, what steps are being taken to provide them with alternative employment?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) About six to seven hundred workers are likely to be declared surplus by March, 1958.

(b) The West Bengal and Bihar Governments and the Establishments under the Ministries of Steel, Mines and Fuel, Commerce and Industry and Railways have been requested to make special efforts to absorb the surplus Damodar Valley Corporation employees. It has been suggested to them that recruitment teams from the various establishments under their control may be asked to visit the Damodar Valley Corporation to select suitable candidates.

The Officer on Special Duty in the Directorate General of Resettlement and Employment was recently deputed to visit the Damodar Valley Corporation. He has approached all important employers both in the private and public sectors in the region to secure preference for the surplus Damodar Valley Corporation employees in recruitment.

एपर इण्डिया इंस्टरनेशनल (फ्लाइट नं० १०४)

*१०४५ { श्री अमृतसूर्य राज :
श्री येस्टेकर :
श्री तंगामणि :
श्री स० म० जनरो :

क्या परिवर्तन सकार अंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एपर इण्डिया इंस्टरनेशनल का विभान (फ्लाइट नंबर १०४), जिसे २५ अक्टूबर, १९५७ को बहुत सबेरे बम्बई पहुंच जाना चाहिये था, दिसंबरी की ओर रवाना कर दिया गया था, ताकि मंत्रिमंडल के एक अंत्री दिसंबरी में एक बैठक में शामिल हो सकें ;

(ख) क्या यह भी सच है कि काहिरा से जलने के पूर्व विभान के रास्ते को बदलने के कोई कारण यात्रियों को नहीं बताये गये ; और

(ग) यदि हाँ, तो क्या इससे इसके के अग्रसे स्थान के बारे में सम्बन्धित यात्रियों

के साथ एपर इण्डिया इंस्टरनेशनल द्वारा किये गये समझौते का उत्तरांचल नहीं होता ?

परिवर्तन सकार अंत्री (श्री आम अमृतसूर्य राज) : (क) वह विभान जो २४ अक्टूबर सन् १९५७ को बोपहर के एक बजे कर ५ मिनट पर बम्बई पहुंचने के लिये अनुसूचित था एक तो इंजन की खराबी की वजह से और दूसरे खराब मौसम होने की वजह से अंतरिक्ष पर रुका रहा। यह मालूम होने पर कि यदि विभान के बम्बई में २५-१०-५७ को सगभग ५ बजे सुबह पहुंचने की आशा है निगम के उच्च प्रबन्धकर्ताओं ने अपनी जिम्मेदारी पर उसे दिसंबरी होकर बम्बई ले जाना निश्चय किया। उन्होंने सोचा कि विभान बम्बई सगभग ६ बजे पहुंच जायगा और यात्रियों को ५ बजे के स्थान पर ६ बजे पहुंचने में कोई विशेष असुविधा न होगी। जब तक कि यह मालूम हुआ कि विभान को बहां से चलने में और अधिक देरी होगी पहिले निश्चय को बदलने के लिये पर्याप्त समय नहीं था।

(ख) एपर इण्डिया इंस्टरनेशनल के कैरो विभानपत्रक के डिस्ट्रिक्ट मैनेजर तथा उनके कर्मचारियों ने अप्रिलगत रूप से यात्रियों को बता दिया था कि विभान, आलन सम्बन्धी कारणों से, दिसंबरी की ओर बोडा जा रहा है।

(ग) एपर इण्डिया इंस्टरनेशनल यह नहीं समझता कि इससे यात्रियों के साथ किये गये समझौते का उत्तरांचल हुआ है।

Study in Forestry

*१०४६. { Shri Shree Narayan Das:
Shri Radha Kamal:

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

(a) whether any Indian team of officers has gone to Finland to study modern methods of forestry and better utilisation of forest products;

(b) if so, for how long they will study there;

(c) whether any Finish experts have come to India to study and examine the possibilities of setting up modern forest industries in the country;

(d) whether they have submitted any reports; and

(e) if so, the nature of suggestions made?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) A team of four Officers has been deputed to Finland for training in the field of forestry.

(b) One year.

(c) Yes. Two such experts are working at the F.R.I. Dehra Dun.

(d) No.

(e) Does not arise.

Seed Potatoes

*1047. **Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received any representation against the total ban on import of seed potatoes from Burma;

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

(c) how far has this ban adversely affected potato sowing in the country?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) Yes, Sir.

(b) These representations have been examined carefully and it is considered that the import of potato seed from Burma is not indispensable.

(c) Adequate supplies of good quality seed potatoes are produced in the country and as such this ban should have no adverse effect on potato sowing in the country.

Oriya Language

*1048. **Shri Sanganna:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1492 on the 11th September, 1957 regarding the use of Oriya language on South-Eastern Railway and state the further progress, if any, made in this behalf?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Oriya, as regional language, is used on the South Eastern Railway for the purposes mentioned in the reply to Unstarred Question No. 1492 on 11-9-57. No other purpose is contemplated at present.

Consultative Committee of Overseas Shipping Interests

*1049. **Sardar Iqbal Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Consultative Committee of Overseas Shipping Interests met recently;

(b) if so, the suggestions made to improve overseas shipping interest; and

(c) the reactions of Government thereto?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c) The Consultative Committee of Overseas Shipping Interests met at New Delhi on the 9th October, 1957, mainly to review the effect of the measures taken earlier to reduce congestion obtaining in various ports in India. The Conference noted with satisfaction the marked improvement in the situation. No other item was discussed at the meeting.

Sleeping Coaches

*1050. **Shri S. M. Banerjee:**
Shri Tangamani:

Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to have sleeping coaches in all mail and express trains; and

(b) if so, when a decision is likely to be taken?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). So far sleeping accommodation in III Class has been provided as an experimental measure only on a few selected trains. Two different types of coaches are on trial. The type of sleeper coach to be adopted as the standard is under consideration, and as soon as a decision is taken, construction of additional coaches of that type and putting them on trains on which the services is not now available, will be taken in hand.

Semaria Ghat Accident Report

*1051. **Shri Bibhuti Mishra** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 637 on the 25th November, 1957 regarding sinking of a Railway Barge on the 7th September, 1955 at Semariaghat and state:

(a) whether it is a fact that a Fact-Finding Committee was appointed by Government;

(b) if so, whether the report of the Committee will be laid on the Table; and

(c) who was responsible for the accident?

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

(b) No, Sir.

(c) Shri Rasul Serang of P. S. Chupra.

Procurement of Rice in Manipur

*1052. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the State Trading Office in Manipur will continue to deal in rice export business in that territory in view of the fact that the Manipur Apex Co-operative Marketing Society Ltd. has been formed for mar-

keting of all agricultural produce in Manipur;

(b) the number of procuring agents appointed for the purpose of procurement of rice and paddy for the whole territory;

(c) whether their services will be utilised along with those of the co-operative societies for purchase of paddy and rice;

(d) whether there is any proposal to start other co-operative marketing societies in other village centres other than at Moirang; and

(e) what is the procurement price of rice and paddy fixed by Government according to the decision of the recent meeting convened by the Chief Commissioner?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) to (e). The State Trading Organisation would continue to function and purchases will be made through co-operative societies wherever suitable societies exist. In other places purchases will be made either direct from cultivators or through selected procuring agents. The question of revision of the procurement price is under consideration.

Cardamom Experimental Garden

1461. **Shri R. Narayanasamy:** Will the Minister of Food and Agriculture be pleased to state whether it is a fact that Government propose to open a Cardamom Experimental Garden in Devicolam Taluk, Kerala State?

The Minister of Cooperation (Dr. P. S. Deshmukh): Yes. The Government of India have sanctioned a scheme for the establishment of a Cardamom Research Station in Kerala State. The site of the station has not so far been finally decided upon.

Damage to Books

1462. **Shri Vajpayee:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that books and magazines imported from abroad

were damaged in New Delhi Post Office in July, 1957 as they were left in the open by the staff;

(b) if so, the nature and extent of damage caused; and

(c) the amount to be paid as compensation to the booksellers?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) On 15-7-57, a consignment of 28 bags stored under a tin shed was noticed to be wet.

(b) Outer covers of 7 books are reported to have been damaged.

(c) No claim has been preferred nor is any compensation admissible, the articles being unregistered.

Pyrethrum Plants

1461. Shri R. Narayanasamy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government propose to plant Pyrethrum plants in the slopes of the Nilgris, Kodaikanal and Shevaroy Hills; and

(b) if so, the steps taken thereon?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) No Sir. The Government of India have no proposals in hand for planting pyrethrum. It has been ascertained (where the Madras State Government (where the localities named lie) that they have no such proposals either. The Development of D.D.T. has put pyrethrum out of the field of antimarial insecticides and there would scarcely be any case for raising it in plantations now.

(b) Does not arise.

Post Office Savings Bank Accounts

**1464. { Shri Hem Raj:
Shri Padam Dev:**

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

(a) whether all the Post Office Savings Bank Accounts of the displaced

persons have been transferred to India from Pakistan; and

(b) the amount still outstanding which requires adjustment with that Government?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) No.

(b) Rs. 47,83,468 approximately.

Assessment of Land Revenue

1465. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether the people of Deogarh Sub-division of Sambalpur District in Orissa whose lands have been acquired for the National Highway No. 6 are being assessed usual land revenue by the State Government on those very lands since 1950; and

(b) if so, the steps Government propose to take in the matter?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes, Sir.

(b) The State Government have already taken up the question of the abatement of land revenue which will be applied with retrospective effect.

Doctors and Hospital Beds in States

1466. Shri Supakar: Will the Minister of Health be pleased to state:

(a) the ratio of doctors to the total population in each State after the reorganisation of the States; and

(b) the total number of hospital beds in each State?

The Minister of Health (Shri Karmarkar): (a) and (b). The required information is being collected and will, when available, be placed on the Table of the Lok Sabha.

Hospital Beds

1467. Shri Supakar: Will the Minister of Health be pleased to state the number of hospital beds attached

to various Medical Colleges and Schools in each State?

The Minister of Health (Shri Karmarkar): The requisite information is being collected and will be laid on the Table of the Lok Sabha in due course.

Jammu and Kashmir

1468. Shri Yajnik: Will the Minister of Community Development be pleased to state the total amount

given to the Jammu and Kashmir State from the 1st November, 1947 to the 31st March, 1957, year-wise under the following heads:

- (i) The Community Projects; and
- (ii) The National Extension Service?

The Minister of Community Development (Shri S. K. Dey):

(Figure in lakhs of Rs.)

| Year | Community Projects | National Extension Service |
|--------------------|--------------------|----------------------------|
| 1947-48 to 1953-54 | .. | |
| 1954-55 | 4.0 | |
| 1955-56 | 5.66 | |
| 1956-57 | 7.34 | |
| | | .. |
| | | 5.0 |
| | | 24.21 |

Aid to Kashmir

1469. Shri Yajnik: Will the Minister of Transport and Communications be pleased to state the total amount given to Jammu and Kashmir State from 1st November, 1947 to 31st March, 1957, each year under the following heads:—

- (i) Roads Development,
- (ii) Tunnels,
- (iii) Bridges,
- (iv) Repairs, clearing snow and passes from the roads, and
- (v) Officers' Quarters and coolies' huts?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The amounts given by the Ministry of Transport & Communications to the Jammu and Kashmir State from 1st November, 1947 to 31st March, 1957, each year, for the development and maintenance and repairs of roads and tunnels, are given in the statement placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 139].

Expenditure on bridges, Officers' quarters, and coolies' huts is included in these figures and cannot be separated without disproportionate labour.

Foot-bridge near Gudivada Station

1470. Shri M. V. Krishna Rao: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that the public are harassed by the constant closure of the railway gate at the level crossing near Gudivada Station on the Gudivada-Masulipatam Road in Southern Railway; and

(b) whether Government propose to construct an over-bridge or an under-bridge to relieve the traffic congestions at the level crossing?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No. Sir. Government are not aware of any harassment to the public. The level crossing gates have to be closed whenever there is either a train passing or shunting is in progress. This may have at times caused certain inconvenience to the public.

(b) No. Sir, not at present No such proposal has been received from the State Government. Replacement of level crossings by over or under-bridges is undertaken on the specific recommendation of the State Government concerned and on their accept-

ance to bear their portion of the cost, as per extant rules.

Plant Diseases

1471. Shri Sugandhi: Will the Minister of Food and Agriculture be pleased to state:

(a) the plant diseases that caused heavy loss of output to anticipated levels of productions of paddy, wheat, jowar and bajra for the years 1954-55, 1955-56 and 1956-57 state-wise;

(b) whether any preventive or curative remedies have been found out by the research institutions against such diseases;

(c) if so, whether any of these remedial measures have been tried out in any of the project areas; and

(d) if so, with what results?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) to (d). No report of any epidemic of unusual severity was received in respect of these crops during 1954-55, 1955-56 and 1956-57, except in the case of wheat, which was severely attacked by rust in 1955-56 in the Jabalpur division of Madhya Pradesh and some districts of Bihar. In these areas the losses were aggravated because of the drought conditions. A statement showing the list of common plant diseases which affect these crops, their state-wise distribution and remedial or curative methods is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 140]. No report about the trial of these remedial measures in any of the project areas has been received from any of the State Governments but the State Plant Protection Organisations have arranged for extensive demonstration trials for the control of plant diseases by prophylactic treatment with pesticides. Attempts have been made to popularise these measures and methods through publicity, propaganda and demonstration in the National Extension Service, Community Develop-

ment and other areas. The diseases have been successfully controlled wherever known remedial measures have been adopted.

Kurduwadi-Miraj Line

1472. Shri Sugandhi: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 729 on the 31st May, 1957 regarding the survey of the narrow gauge line on the Central Railway between Kurduwadi and Miraj Stations and state:

(a) the present daily average number of passenger traffic in this section;

(b) the present daily average volume of goods traffic; and

(c) the estimated cost of converting the present narrow gauge line into a broad gauge line?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 5785.

(b) 260 tons from Kurduwadi to Miraj and 80 tons from Miraj to Kurduwadi.

(c) The cost will be known only after the survey is completed.

Import of Foodgrains

1473. Shri Yajnik: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of wheat and rice which were imported by Government from abroad during the last five years ending the 31st March, 1957, giving separate figures of the imports of wheat and rice indicating the names of the countries from which the same were imported;

(b) the total amount of the freight-bill or charter hire which was paid on these imports;

(c) the amount of such freight paid to national ships and to foreign ships;

(d) the quantity of wheat and rice imported as a result of the arrangement made under P.L. 480 from the time the arrangement was made upto the 31st October, 1957 and the amount of freight paid on such imports, (separate figures being given for the amount of freight paid to national ships and that paid to the foreign ships); and

(e) the programme of Government for the import of wheat and rice for the remaining portion of the current years, viz., 1957-58 and for the next year, viz., 1958-59, giving separate figures for the quantity of wheat and of rice which Government have planned to import during these periods?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) to (d). A statement giving necessary information is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 141]

(e) The future programme of imports has not yet finalised.

National Highway No. 6

1474. **Shri N. M. Deb:** Will the Minister of Transport and Communications be pleased to state whether there is a proposal to widen the hilly road between Keonjhar and Pal-lahara which is a part of National Highway No. 6?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The hilly section of National Highway 6, between Keonjhar and Pal-lahara, is a new road under construction. The first stage work is in progress. After that improvement to National Highway standards, including widening, will be undertaken.

Bridge over Subarnarekha

1475. **Shri N. M. Deb:** Will the Minister of Transport and Communications be pleased to state when the bridge over Subarnarekha on National Highway No. 6 will be completed?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The bridge is likely to be completed by the middle of 1959.

बोकानेर में तार तथा टेलीफोन की स्थिताएँ

१४७६. श्री प० ला० बालशाल : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि राजस्थान में १९५६ में किसने तथा कहा कहा तार तथा टेलीफोन बर सोने गये?

परिवहन तथा संचार मंत्री (श्री लाल बहादुर शास्त्री) : इस सम्बन्ध में एक विवरण सभा के पट्टन पर रख दिया गया है। [वैसिये परिवाहन ३, अनुबन्ध संख्या १४२]

Delay in Postal Deliveries

1477. **Shri H. N. Mukerjee:**
Shri M. Elias:

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

(a) whether his attention has been drawn to the grievance of people residing in and about Dainhat Municipality, District Burdwan, West Bengal that money orders, letters and other postal articles are not delivered on the same day on which they are received; and

(b) if so, whether such restrictions will be removed?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) and (b). Money orders, letters and other postal articles are delivered in Dainhat proper on the day of their receipt. Complaints have however been received of delay in delivery in areas around Dainhat. These delays were due to the large increase in population and establishment of new refugee colonies. Necessary additional staff has since been sanctioned for Dainhat Post Office to enable delivery of mails in all these contiguous areas on the day of receipt.

Post and Telegraph Offices in Andhra Pradesh

1478. Shri Satyanarayana: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government had any plan for 1957 to open new Post and Telegraph Offices in the Tribal Areas of Andhra Pradesh;

(b) if so, the particulars about the new Post and Telegraph Offices opened;

Post Offices

- 1 Mondenikalu (Visakhapatnam)
- 2 Konalova (East Godavari)
- 3 Pantapalli (East Godavari)
- 4 Marriveedu (do -)
- 5 Narasapuram (- 1 -)

(c) None.

(d) Does not arise.

Construction of Tramways in Bihar

Shri Shree Narayan Das:

1479. { Shri Radha Raman:
[Shri Mohan Swarup:

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

(a) whether any Central loan to construct tramways in factory areas of Bihar has been granted to Bihar Government;

(b) whether there is any scheme or programme drawn-up in this regard;

(c) if so, what they are; and

(d) the amount of loan sanctioned and given so far?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) to (d). With a view to enabling the sugar factories in Bihar to lay down tramways in and around the cane belt so as to provide the much needed transport facilities to cane-growers in distant areas, it is proposed to give interest bearing loans repayable in five equal

(c) the particulars of the Post and Telegraph Offices closed during 1957; and

(d) the reasons for closing down these offices?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes.

(b) Particulars of the Offices opened during 1957.

Telegraph Offices

- 1 Addaticola (East Godavari)
- 2 Rampachodovaram (East Godavari)

annual instalments. A provision of Rs 50 lakhs has been made in the Second Five Year Plan for this purpose. The State Government has, however, asked for a loan of Rs. 5 lakhs only during the year 1957-58

Bridges between Nizamuddin and Okhla

1480. Shri D. C. Sharma: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 499 on the 6th August, 1957 and state the progress since made in regard to the construction of the two over-bridges on the railway track between the Nizamuddin and Okhla railway stations in Delhi?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The progress made by the Railway and also by the Road Authorities in regard to the construction of the two over-bridges, one over Safdarjung Siding and the other over the main line near Jangpura level crossing, is given in the statement placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 143].

Development of Visakhapatnam Port

1481. { **Shri D. C. Sharma:**
Shri Balarama Krishnalah:

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

(a) the total amount allotted for the Visakhapatnam port during the First Five Year Plan and how much was spent during that period;

(b) the total allotment for the said port during the Second Five Year

(a) Total amount allotted during the First Plan

Rs. 301.10 lakhs

Amount spent during that period

Rs. 136.93 lakhs

(b) Allotment during Second Plan

Rs. 350 lakhs

A statement showing the details of the works to be done is placed on the Table of the Lok Sabha. [See Appendix III Annexure No 144]

(c) Rs. 104 lakhs.

(d) About 500 to 1000 persons at a time

Re-employment of retired personnel

1482. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) the reasons for the shortage of suitable officers for promotion in the Ministry of Transport and Communications in place of the retired ones.

(b) whether any representation has been made that re-employment of retired officers is injurious to the interests of those that were ripe for promotion; and

(c) the extra expenditure involved by the re-employment of retired officers?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c) As far as is known, no representation has been received against re-employment of retired officers. If any specific instances are mentioned, the extra expenditure involved by way of re-employment of a retired officer could be calculated and requisite information furnished.

Plan and the details of the works to be done;

(c) the amount allotted for the current year; and

(d) how many additional men will get employment in these works to be executed during the Second Five Year Plan?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri):

Traffic at Visakhapatnam Port

1483. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) the total tonnage of imports and exports which passed through the port of Visakhapatnam during 1954-55, 1955-56, 1956-57 and 1957-58 (upto the 30th November, 1957); and

(b) the names of important commodities imported and exported at the port during the same period?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a)

| | | |
|---------|----|-----------|
| 1954-55 | .. | 1,035,235 |
| 1955-56 | .. | 1,323,054 |
| 1956-57 | .. | 1,489,804 |
| 1957-58 | .. | |

(upto 30th Nov) 1,681,540
 (approx).

| (b) Imports | Exports |
|-------------------|------------|
| Foodgrains | Coal |
| Iron & Steel | Ores |
| Machinery & Parts | Myrabolams |

| 1 | 2 |
|--------------------------------|---------|
| Railway plant and materials | Tobacco |
| Mineral Oils | |
| Manure. | |

Foreign Tourists

1484. { **Shri D. C. Sharma:**
Dr. Ram Subhag Singh:
Shri Raghunath Singh:
Shri Bibhuti Mishra:

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

(a) the number of tourists who visited India during 1957 (upto the 30th November, 1957);

(b) the name of the country from which tourists came in the largest number; and

(c) the amount of foreign exchange earned on this account in 1956 and 1957 so far?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Complete statistics of tourists who visited India upto the 30th November, 1957 are not yet available. The figures for the first six months of 1957, excluding those who came from Pakistan, are provisionally estimated at 34024.

(b) The information is not available.

(c) The foreign exchange earnings from tourists during the year 1956 as estimated by the Reserve Bank of India are Rs. 15.45 crores. The figures for 1957 are not yet available.

Motor Accidents in Delhi

1485. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of motor accidents that have occurred so far since the administration of Delhi was taken over by the Centre and the number of persons killed or injured as a result of each accident; and

(b) whether any enquiry has been held into the causes of the accidents?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) The information required is given below:—

Number of accidents....2235 (including 1169 accidents in which no injury was caused)

Number of persons killed.....142

Number of persons injured..1104.

(b) Yes.

Suez Canal

1486. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of Indian ships which passed through the Suez Canal during the months of August, September, October and November, 1957;

(b) the total tonnage involved; and

(c) the amount of toll paid to Egypt on account of these ships?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c). A statement giving the required information for the months of August, September, and October, 1957, is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 145]. The information for the month of November, 1957, is being collected and will be furnished in due course.

Preservation of wild life in Punjab

1487. { **Shri D. C. Sharma:**
Sardar Iqbal Singh:

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

(a) whether any grants have been sanctioned to the Punjab State for the preservation of wild life in the State; and

(b) if so, to what extent?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) No Sir. The State Government have not come forward with any requests for financial assistance during 1956-57 and 1957-58 on this account.

(b) Does not arise.

Wheat Production in Punjab

1488. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state.

(a) the annual production of wheat in Punjab State before and after its reorganisation; and

(b) the quantity of wheat supplied in 1956-57 to the Central Government before and after the re-organisation of the State?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) The production of wheat during 1955-56, i.e. before re-organisation and in 1956-57, i.e. after re-organisation was as follows—

(figures in '000 tons)

| 1955-56 | 1956-57 |
|--------------------------|-------------------------|
| (before re-organisation) | (after re-organisation) |

| | | |
|------------|------|--------|
| Old Punjab | 1337 | } 2114 |
| Pepsu | 414 | |

(b) No wheat was supplied to the Centre by the Punjab State during 1956-57.

डाक तथा तार विभाग के लिये भवन

१४८९ जी भवत इर्फ़न क्या वरिष्ठत तथा संचार मंडी २१ दिसम्बर, १९५६ के अनागित प्रश्न मेंक्या १३११ के उत्तर के मन्दन्य में यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश परिवहन के अन्तर्गत डाक तथा तार विभाग के भवनों के निर्माण में इस बीच क्या प्रगति हुई है;

(ख) सन् १९५७-५८ के दौरान से उस परिवहन में डाक तथा तार विभाग के भवन निर्माण का कौन सा कार्यक्रम निश्चित किया गया है,

(ग) उन भवनों पर अनुमति: कितना लाभ होगा; और

(घ) शेष निर्माण कार्य को याकाशीघ्र पूरा करने के लिये क्या कदम उठाये जा रहे हैं?

परिषद्धत तथा संचार मंडी (जी लाल बहादुर शास्त्री) (क) से (ग), इन से अन्वन्धित व्योरा सभा के पट्टन पर रखे गये विवरण-पत्र में दिखाया गया है [वेस्ट वे परिषिट ३, अनुबन्ध संख्या १४६]

(घ) निर्माण कार्य को शीघ्र ही पूरा करने के लिये केन्द्रीय सोक निर्माण विभाग (C.P.W.D.) के अधिकारियों को इस बात की मुख्य ममत्य ममत्य पर दी जाती है।

Land Acquisition in Delhi

1490. Shri A. S. Saigal:
Shri R. S. Tiwari:

Will the Minister of Health be pleased to state

(a) the total area of the land already acquired and proposed to be acquired since 1st April, 1951, under the Land Acquisition Act, and the U.P. Town Improvement Trust Act, as extended to the State of Delhi;

(b) the number and names of the development schemes and lay-out plans approved by the Delhi Improvement Trust, D.D.P.A., and other competent authorities in this respect during the above period;

(c) the actual area developed by them;

(d) the total area lying undeveloped and since when;

(e) how long will the Government take to develop the entire land so acquired under the various notifications; and

(f) whether Government propose to allow the development of these lands by any private company other than the D.L.F.?

The Minister of Health (Shri Karmarkar): (a) The total area of land acquired by the Government since 1st April, 1951 is as under:—

(i) Under the Land Acquisition Act, 1894:— App: 3481 acres.

(ii) Under the U. P. Town Improvement Trust Act:—4.48 acres

It is also proposed to acquire 3089.70 acres of land. Notification under Section 4 of the Land Acquisition Act has been issued in respect of 3062.57 acres and under the Uttar Pradesh Town Improvement Trust Act in respect of 7.13 acres of land. A Statement is laid on the Table of the Lok Sabha [See Appendix III, annexure No 147].

(b) (i) Government Housing Scheme: 1100.74 acres.

(ii) Various schemes vide appendix: 2390 acres

(iii) Delhi Ajmeri Gate Slum Clearance scheme: 4.48 acres

(c) (i) 2390 acres of land as per appendix has already been acquired and utilized.

(ii) 1100.74 acres of land for Government Housing Schemes is being developed.

(d) 4.48 acres in the Delhi Ajmeri Gate Slum Clearance is lying undeveloped. This land was acquired on various dates since 1951.

(e) The Delhi Ajmeri Gate Scheme has been suspended for the present. It is at present not possible to indicate the time that will be taken to develop this land.

(f) The development of land acquired for Governmental use is not entrusted to private colonizers.

नन कूप

1461. श्री ह० च० शर्मा : क्या साय तथा हृषि मंत्री यह बताने की कृपा करेंगे कि १९५७-५८ में (भक्तवर, १९५७ तक) राजस्थान में नन कूपों पर कितना वर्ष हुआ ?

सहूतार मंत्री (डा० र० श० बेहतुल्लाह): राजस्थान में १९५७-५८ के लिये सिलाई के नन कूपों को बनाने की कोई योजना नहीं थी, इसलिये प्रत्येक से भक्तवर, १९५७ तक के समय में कोई लंब नहीं किया गया।

Chiplun Post Office Building

1492. **Shri Assar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that an amount was sanctioned for the Post Office building at Chiplun District Ratnagiri (Bombay State) four years ago;

(b) if so, the reason for the delay in construction; and

(c) when the construction of the building will be undertaken?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) No.

(b) Does not arise.

(c) Land has been selected and Land Acquisition proceedings are in progress. The Construction work will start as soon as the site is acquired and the requisite preliminaries pertaining to the preparation of plans, estimates, accordance of sanction, selection of contractor etc. are completed.

Behaviour of a Postal Official at Musafferpur

1493. **Pandit D. N. Tiwary:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the attention of Government has been drawn to a news

item published in the "Indian Nation" Patna edition of the 19th October, 1957 regarding the rude and undignified behaviour of a Postal Official of Muzafferpur with a Press correspondent;

(b) whether any enquiry has been made in the matter; and

(c) if so, the result thereof?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes.

(b) Yes

(c) The conversations being on the Telephone, it is difficult to establish the nature of conversations that took place. Action is, however, being taken against those responsible for the delay to traffic and for not dealing with the correspondents tactfully.

Sale of Potatoes in Himachal Pradesh

1494. Shri Y. S. Parmar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the growers of seed potatoes in Himachal Pradesh who had sold their potatoes through the Co-operative Societies at flat rate in 1954-55 and 1955-56 have not yet been paid the balance;

(b) whether it is a fact that the Himachal Pradesh Administration has not paid the subsidy to the Mahasu District Co-operative Association, sanctioned by the Himachal Pradesh Government;

(c) whether it is a fact that the non-payment of money concerning the flat rate has been greatly resented by the growers and they have refused to sell their potatoes through the Co-operative Societies;

(d) whether there has been a marked decrease in the supply of seed potatoes through the Co-operative Societies; and

(e) if so, the sale through the Co-operative Societies in the current year as compared to the last 4 years?

The Minister of Cooperation (Dr. S. Deshmukh): (a) No. Sir.

(b) The subsidy has not been paid as it was sanctioned by the late Ministry of Himachal Pradesh Administration without obtaining the prior approval of the Central Government. The relevant papers were destroyed in the fire in the Himachal Pradesh Secretariat and the Administration have reconstructed the file and taken up the matter with the Central Government.

(c) No general complaint was received by the Administration and the Cooperative Members are marketing their potatoes through the Cooperative Societies.

(d) Yes, Sir; the decrease in the supply of seed potatoes through the Cooperative Societies has been due to:—

(i) the non-enforcement of the Control Order during 1955 and 1956;

(ii) unhealthy competition between the Cooperatives and the individual traders.

The latter did not adhere to any standards of grading and varietal purity and as such sold the potatoes at lower rates compared with the Cooperatives who insisted on maintaining those standards and suffered losses.

(e) The sale through the Co-operative Societies in the current year as compared to the last 4 years is as under:—

| | |
|------|---------------|
| 1953 | 2,40,592 bags |
| 1954 | 2,12,771 bags |
| 1955 | 1,19,029 bags |
| 1956 | 34,211 bags |
| 1957 | 50,000 bags |

Rail-road Repairs on the Central Railways

1495. Shri Jadhav: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that railroad repairs were carried on the Central Railway in the months of September and October, 1957;

(b) the different categories of workers employed and their number;

(c) what were their daily wages;

(d) the total amount spent so far over the work; and

(e) who was in charge of the work?

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

(b) and (c).

| Category | No. | Rate of daily wage |
|--------------|------|--------------------|
| P. Way Mates | 54 | Rs. 1.50 N. P. |
| Khall-sies | 1300 | Rs. 1.25 N. P. |
| Hd. Mates | 2 | Rs. 2.00 N. P. |
| Watchmen | 2 | Rs. 1.25 N. P. |
| Trolleymen | 12 | Rs. 1.25 N. P. |
| Carpenters | 2 | Rs. 3.00 N. P. |
| Blacksmith | 2 | Rs. 3.00 N. P. |

(d) The total amount spent Rs. 34,64,544 - approximately including cost of materials.

(e) W.I. Relaying.

Lavatories in Railway Bogies

1496. Shri Jadhav: Will the Minister of Railways be pleased to state

(a) the reason for having English style of lavatories in Railway bogies and Railway Stations even at present;

(b) whether it is a fact that toilet papers are not kept wherever there are English style of lavatories;

(c) whether Government propose to replace them by Indian style seats; and

(d) if so, when?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There are at present a section of passengers including foreign tourists, who are accustomed to the English style lavatories.

(b) Yes; except in the air-conditioned coaches and the waiting rooms at important stations

(c) No.

(d) The question does not arise.

Railway Bridge at Nasik Road Station

1497. Shri Jadhav: Will the Minister of Railways be pleased to state the amount spent on the Railway crossing Bridge at Nasik Road Station?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The amount spent on the Road over Bridge at Nasik Road station is Rs. 4,72,990/-.

Wheat Supply

1498. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of Wheat supplied to Wallace flour Mills, Bombay daily and from when;

(b) at what rate the wheat is supplied to the concern; and

(c) what steps are taken to check that the whole quantity supplied is milled?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) 700 tons from May, 1957.

(b) Rs. 14/- per maund.

(c) The mills are inspected frequently under the provisions of the Roller Flour Mills (Licensing & Control) Order, 1957.

Punctuality of Trains

1499. Shri Raghunath Singh: Will the Minister of Railways be pleased to state how many cases of late running of trains were reported on account of late arrival of provincial ministers at various Railway Stations during 1956-57 and 1957-58 so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): 14 cases—7 during 1956-57 and 7 during 1957-58 (up-to-date).

Pilferage of Coal

1500. Shri Jhulan Sinha: Will the Minister of Railways be pleased to state:

(a) the quantity of coal pilfered during the years 1954, 1955 and 1956 from Government stock meant for engine consumption on various Railways, Zone-wise;

(b) the action taken against those found involved in this pilferage in each Zone; and

(c) the measures taken to stop recurrence of the crime?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A statement is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 148]

(b) Culprits involved in cases of theft of coal are made over to police for prosecution and if they happen to be Railway servants they are also dealt with severely departmentally.

(c) The measures taken to stop recurrence of the crime are:—

(i) A watch is kept over coal stacks by Railway Protection Force Sainiks;

(ii) At times when situation demands armed Sainiks are also posted;

(iii) Special raids are arranged on affected spots by special parties of Railway Protection Force;

(iv) Plain clothes staff are detailed for prevention of such pilferages;

(v) Provision of proper fencing and adequate lighting arrangements at the coal stacking areas.

(vi) Security measures at yards and sheds have been tightened up.

(vii) Nakabandi is arranged around vulnerable points in order to arrest culprits red-handed.

Co-operative Societies in Tripura

1501. Shri Bangshi Thakur: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of Cooperative Societies which have been registered in Tripura upto now and how many are on the waiting list to be registered.

(b) how many among them have been paid financial help as loan and what is the amount paid so far.

(c) whether it is a fact that a number of cooperative societies are on the verge of liquidation; and

(d) if so, the number of such societies and the total amount of money paid to those?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) 288 Co-operative Societies have been registered so far and 10 Societies are under scrutiny, waiting for registration.

(b) 161 Societies have been paid Rs. 13,35,905. 85 np. from various departments and institutions.

(c) and (d). Only one is in the process of liquidation. No loan was sanctioned to this society.

Communications in Tripura

1502. Shri Bangshi Thakur: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that it takes 4 days for letters etc. to reach Dharmanagar Division of Tripura from Agartala due to transport difficulties;

(b) whether any proposal to construct a link road from Kailasahar to Dharmanagar via Onakuti Pahar (Onakuti Pahar) has been submitted by the Tripura Administration to the Government of India; and

(c) if so, why the work has not been started so far?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) Yes.

(b) and (c). Survey for the construction of the link road has been completed and the detailed plans and estimate are under preparation with the Tripura Administration. Work will be started after the plans and estimate are approved.

Buildings in Delhi

1503. Pandit Thakur Das Bhargava: Will the Minister of Health be pleased to state:

(a) the total number of buildings, municipality-wise, in Delhi as given on the assessment lists of various Municipalities for the year 1958;

(b) the number of buildings municipality-wise out of them owned by the State or the Central Governments, the municipalities and private owners;

(c) the total number of residential and non-residential tenancies, municipality-wise, in each one of the categories of the buildings i.e. the State or Central Government-owned, the municipality-owned and the privately owned; and

(d) the separate number of residential and non-residential tenancies, municipality-wise, and separately for Government-owned, Municipal-owned and private-owned buildings assessed at monthly rentals

| up to | Rs. 10 | per month |
|-------|---------------|------------|
| from | Rs. 10-20 | , |
| " | Rs. 20-30 | , |
| " | Rs. 30-40 | , |
| " | Rs. 40-50 | , |
| " | Rs. 50-60 | , |
| " | Rs. 60-70 | , |
| " | Rs. 70-80 | , |
| " | Rs. 80-90 | , |
| " | Rs. 90-100 | , |
| " | Rs. 100-125 | , |
| " | Rs. 125-150 | , |
| " | Rs. 150-175 | , |
| " | Rs. 175-200 | , |
| " | Rs. 200-300 | , |
| " | Rs. 300-400 | , |
| " | Rs. 400-500 | , |
| | above Rs. 500 | per month? |

The Minister of Health (Shri Karmarkar): (a) to (c). A statement giving the required information is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 149.]

(d) Government have no information.

बीकानेर रेलवे बंकाप

१५०४. श्री प० स० बाहुदार : क्या रेलवे मंत्री यह बतानेकी कृपा करेंगे कि :

(क) बीकानेर रेलवे बंकाप में आरा

गोदाम शाप पर रात को इयूटी पर किंवित रखे जाते हैं; और

(ल) उनमें से कितने व्यक्ति पिछले कई महीनों से बराबर रात को इयूटी पर हैं?

रेस्टें उपमंडी (श्री शाहनवाज शाह) :
(क) ३५ से लेकर ४० तक।

(ल) ३ आदमी जिन्होंने इसके लिए खुद कहा था।

Manufacture of Trucks

1505. Shri Tangamani: Will the Minister of Transport and Communications be pleased to state

(a) whether the recent State Road Transport Commissioners' Conference at Mussoorie considered the question of import of trucks from foreign countries,

(b) if so, how many, and

(c) what alternate arrangements are made here for the manufacture and construction of the same?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) No.

(b) Does not arise

(c) A statement giving the information required is placed on the Table of the Lok Sabha [See Appendix III, annexure No. 150]

बहराइच में हवाई अड्डा

१५०६ श्री भौ दी० मिश्र : क्या परिवहन सभा सचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बहराइच में हवाई अड्डे बनाने के सबूत में कोई प्रस्तावना है; और

(ल) यदि हाँ, तो उसका व्योरा क्या है?

परिवहन सभा सचार मंत्री (श्री लाल बहादुर शास्त्री) : (क) जी नहीं।

(ल) प्रश्न ही नहीं उठता।

बसों में लिंगी का प्रयोग

१५०७ श्री क० भौ मिश्र : क्या परिवहन सभा सचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में चलने वाली ही० टी० एम० की बसों पर गन्तव्य स्थानों के नाम व उनके नम्बर, केवल अंग्रेजी में हो लिखे जाते हैं, और

(ल) यदि हाँ, तो क्या सरकार का बसों पर स्थानों के नाम तथा नम्बरों को हिन्दी में भी लिखवाने का विचार ह, ताकि अंग्रेजी न जानने वाले व्यक्तियों को कोई कठिनाई न हो?

परिवहन सभा सचार मंत्री (श्री लाल बहादुर शास्त्री) : (क) जी नहीं।

(ल) नमाम बसों में गन्तव्य स्थानों की पिछली पट्टिया और नई चानू की गई "रायस्ट टाईगर बल्ड मास्टर" की साइड प्लेटें (कक्ष तस्तिया) हिन्दी (देवनागरी लिपि) में लिखी गई हैं। अब आगे क्या परिवर्तन होंगे—इस प्रश्न की जाच हो रही है।

Despatch of Mail Bags

1508. Shri Ramakrishna Reddy: Will the Minister of Transport and Communications be pleased to state:

(a) the reasons why mail bags from the town of Anantapur to Hyderabad are sent by night train and not by day train;

(b) whether the present arrangement of sending mail bags by night trains is causing lot of delay;

hoteliers on easy terms. Further, as a result of the Industrial Finance Corporation amendment Act 1957, recently passed by this house, hotels have been given recognition as an industry within the meaning of Section 2 of Industrial Finance Corporation Act, 1948 thereby making them eligible for grant of loans by the Corporation. Apart from this, requests from hotels for building materials like cement and steel are sympathetically considered subject of course to the prior claims of other projects of national importance.

Conference of State Transport Undertakings

1512. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state the main decisions taken at the Conference of State Transport Undertakings held in October, 1957, at Chandigarh?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The proceedings of the Conference are under preparation and copies thereof will be placed on the Table of the House very shortly.

Sale or Auction of Rice and other Cereals

1513. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) the stock of rice, paddy and other cereals sold or auctioned from the Central Godowns in the years 1956 and 1957 so far;

(b) the reasons for the sale or auction; and

(c) the rate of sale or auction of different types of cereals?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) 1956

Rice 8.1 lakh tons

Wheat 11.4 lakh tons

1957

(upto November)

Rice 6.9 lakh tons

Wheat 21.3 lakh tons

(b) The sales of rice and wheat through Fair Price Shops were made to help the consumers to get food-grains at reasonable prices. The sales through auctions and tenders related to the disposal of stocks which could not stand further storage.

(c) (i) Rate of sale from Central Government Godowns:

Rice-Coarse. Rs. 16 per maund.

" Fine Rs. 20 per maund.

Paddy (Superfine) Rs. 11 per maund.

Wheat Rs. 14 per maund.

(ii) Rate of sale through auction and tender.

Rice. Rs. 8.00 to Rs. 26.27 np. per maund.

Paddy Rs. 7.00 to Rs. 12.00 np. per maund

Railway Porters

1514. Shri Jadhav: Will the Minister of Railways be pleased to state:

(a) what is the licence fee charged from the licenced porters;

(b) whether it is a fact that they are not treated as railway employees;

(c) if so, the reasons why they are compelled to work for the Railways;

(d) the rate of payment given to them per hour when they work for the Railways;

(e) whether it is a fact that they are charged licence fees even though they are on leave;

(f) whether there are any Rules for punishing the porters and for the withdrawal of their badges; and

(g) whether it is a fact that these porters are compelled by the Railway Police to be witnesses in Railway cases even though they are not in the know of the facts?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A licence fee is charged from licensed porters at those stations only where a supervisory organisation considered necessary for managing their work is set up and uniforms are also supplied

to the licensed porters free of cost, the intention being that the proceeds of licence fee should cover the cost of the supervisory organisation and of uniform on a 'no profit no loss' basis.

The rate of licence fee accordingly varies at different stations—from 50 naye Paise at some stations to Rs. 6.50 per month at certain other important stations; at some stations, the licence fee is charged on a daily basis, varying from 12 naye Paise to 25 naye Paise per day.

(b) Yes.

(c) and (d). At certain stations where generally the licensed porters are not fully employed in the work of carrying passengers' luggage and also in emergencies, e.g., accidents, they are utilised for handling work on behalf of the Railways for which they are paid at rates approximating to the rates prevailing in the locality. The rates actually being paid to licensed porters for railway work vary from about 16 Naye Paise to about 25 Naye Paise per hour.

(e) The practice varies on different Railways; but most of the Railways are charging licence fee for leave period also.

As licence fee is levied to pay for the cost of supervision and uniforms supplied to licensed porters, it can have no relation to leave periods availed of by licensed porters.

(f) No separate rules as such have been framed.

Suitable action is, however, taken in the case of any misconduct of licensed porters, e.g. harassment or over-charging of passengers.

(g) No.

Representations from Workers

1515. **Shri Vasudevan Nair:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the construction workers on Ernakulam-Quilon Railway have represented to

Government that they may be absorbed in the Railway Services as gangmen etc. when the work on Kottayam-Quilon link is completed; and

(b) if so, the decision of Government in regard thereto?

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

(b) Selection of gangmen, gatemen etc. for the maintenance gangs on Kottayam-Quilon Section will be done on the basis of seniority-cum-suitability from the staff at present engaged on the construction work.

Wagon Chasers

1516. **Shri Yadav:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the 25% posts of wagon chasers allotted to office clerks of the operating section in the North Eastern Railway have not been filled as yet even after the expiry of more than one year after the General Manager's agreeing to the matter; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). Three posts fell vacant in September 1957 and action is being taken to fill them.

Post Offices

1517. **Sardar Iqbal Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of post offices in Ferozepore District now functioning in private rented buildings;

(b) the rents paid by Government on the above post offices from 1950 to 1956;

(c) whether there was any proposal for the construction of buildings for the functioning of these post offices; and

(d) if so, how many are under construction and the amount so far spent?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) 27.

(b) Rs. 47,935.

(c) and (d). Proposal for acquisition of land for the offices, for which suitable rented accommodation is not available, is under consideration.

National Federation of Indian Railways

1518. **{ Sardar Iqbal Singh:**
Shri D. C. Sharma:
Shri Mohan Swarup:

Will the Minister of Railways be pleased to state:

(a) the number of meetings held between the Railway Board and National Federation of Indian Railways during this year;

(b) what were the subjects discussed; and

(c) the conclusions reached, if any?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). Seven meetings were held in all viz.—

(i) one—for discussing the pension scheme for railwaymen

(ii) one—as a quarterly meeting under the Permanent Negotiating Machinery.

(iii) Five—for discussing the issues framed under Item I of the Terms of Reference to the Tribunal.

The discussions covered a wide range of issues numbering about 350. Agreement was reached on a majority of the items discussed.

Sugar

1519. **Sardar Iqbal Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of sugar produced in 1956-57 in the various sugar mills in the States of Punjab, U.P. and Rajasthan; and

(b) the quantity released for consumption from these factories during the above period?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) and (b). A statement giving the required information is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 151]

Tankers

1520. **Sardar Iqbal Singh:** Will the Minister of Transport and Communications be pleased to refer to the reply given to the supplementaries raised on Starred Question No. 1528, on the 6th September, 1957, and state the names of the countries from where the two tankers have been imported?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The tanker 'Jag Jyoti', acquired by the Great Eastern Shipping Company, Ltd, Bombay, was purchased from Norwegian owners, while the "Desh Sewak", acquired by the Western Shipping Corporation, from Swedish owners.

Wool

1521. **Sardar Iqbal Singh:** Will the Minister of Food and Agriculture be pleased to state the total number of persons who earn their living totally or partially on wool in different States?

The Minister of Cooperation (Dr. P. S. Deshmukh): No estimate is readily available. But, it can be assumed that the number of persons engaged in sheep herding and earning their living on this vocation is a little over one million.

Steel Purchasing Mission

1522. **Sardar Iqbal Singh:** Will the Minister of Railways be pleased to refer to the reply given to Short Notice Question No. 22, on the 3rd September, 1957, and state:

(a) the names of foreign countries visited by the Steel Purchasing Mission of the Railway Board; and

(b) in which countries orders have been placed and the value of each order?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The Mission visited Austria, Belgium, Czechoslovakia, East Germany, France, Italy, Luxemburg, Poland, Rumania, United Kingdom, West Germany and Yugoslavia.

(b) A statement is placed on the table of the Lok Sabha [See Appendix III, annexure No. 152]

Construction of a Bridge over Sutlej River

1523. Sardar Iqbal Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Government of Punjab have sought any financial assistance for the construction of a bridge across the river Sutlej near Harike on Ferozepore-Jullundur Road;

(b) if so, the amount asked for;

(c) whether the Central Government have considered the same, and

(d) if so, the decision taken thereon?

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

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

Quarters for P & T Employees

1524. Shri Rajendra Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the amount of money spent on the construction of quarters for the staff of Post and Telegraph Department in 1956-57;

(b) the money spent on the construction of quarters in Delhi circle during the same period; and

(c) the budget provision for these?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c). The information

is being collected and will be placed on the Table of the Sabha.

Travelling Ticket Examiners

1525. Shri P. L. Barupal: Will the Minister of Railways be pleased to state what decision has been taken for paying travelling allowance to Travelling Ticket Examiners and Conductors of the Northern Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Travelling Ticket Examiners who perform touring duty on an average of more than 20 days in a month draw consolidated travelling allowance under the rules. Those performing less than 20 days touring are paid travelling allowance on trip basis. Such Travelling Ticket Examiners who are performing less than 20 days touring in a month but who are in receipt of a consolidated travelling allowance on the basis of an option exercised by them previously are allowed to retain the same at existing rates, if they so prefer. Conductors draw travelling allowance under the normal rules.

Leave to Railway Staff

1526. { Shri S. M. Banerjee:
Shri Tangamani:

Will the Minister of Railways be pleased to state:

(a) whether employees suffering from Tuberculosis are given leave for 18 months, and

(b) if so, whether half pay and allowance are paid during the leave period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) & (b). No Sir, not necessarily for 18 months. In addition to leave with pay at the credit of the employee, leave is granted on half average pay in advance of its being earned and also extraordinary leave without pay for periods varying with the length of

service of the employee, viz.,

for a total period not exceeding 5 years, inclusive of other leave, in the case of permanent employees or temporary employees with more than 5 years' service;

for a total period not exceeding 18 months to temporary employees with more than one to five years' service; and

for a total period not exceeding 3 months to temporary employees with less than one year's service.

Bikaner Railway Workshop

1527. Shri Karni Singhji: Will the Minister of Railways be pleased to state the strength of labour employed in Bikaner Railway Workshop from the 1st April, 1950 to the 31st March, 1957?

The Deputy Minister of Railways (Shri Shahnawaz Khan):

| Year | Strength of labour* |
|---------|---------------------|
| 1950-51 | Not available |
| 1951-52 | 703 |
| 1952-53 | 715 |
| 1953-54 | 770 |
| 1954-55 | 962 |
| 1955-56 | 1139 |
| 1956-57 | 1201 |

Unskilled, semi-skilled and skilled

Ticketless Travel

1528. Shrimati Ila Palchoudhuri: Will the Minister of Railways be pleased to state:

(a) the number of ticketless travellers caught on the following Railways during the period from the 1st April to September, 1957:

- (i) Northern Railway,
- (ii) North-Eastern Railway,
- (iii) Eastern Railway,
- (iv) South-Eastern Railway,
- (v) Western Railway, and
- (vi) Central Railway; and

(b) the total amount of fares and fines, if any, realised by each of the Railways during that period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 153].

Bikaner Telephone Exchange

1529. Shri P. L. Barupal: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Telephone Operators at Bikaner Telephone Exchange can overhear the talk which the two parties are conducting through a Trunk Telephone Call because the Switch Board there is of an old design;

(b) if so, whether there is any proposal to change the old Switch Board; and

(c) if not, the reasons therefor?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) The Trunk telephone operators at all telephone exchanges have to monitor the trunk call conversation. At the start of the conversation they have to verify the speech, time the call and again at the expiry of every 3 minutes duration they have to come on the line to inform the calling party whether he would like to extend the period. The design of the trunk board has thus no bearing on the aspect of overhearing by the trunk operator.

(b) The present trunk board is to be replaced with two regular trunk positions, installation of which will be carried out in the new building which is nearing completion. This work is likely to take about 6 to 8 months from now.

(c) Does not arise.

रेलवे के डिब्बे

१५३०. श्री भ० श्री० विष्णु: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे में इस समय द्वितीय श्रेणी के कितने डिब्बे हैं;

(ल) क्या यह सच है कि इस रेलवे में इंस्टर क्लास के सारे डिब्बों को द्वितीय श्रेणी के डिब्बों में बदल दिया गया है;

(ग) क्या मरकार का इस रेलवे में द्वितीय श्रेणी के डिब्बों की मस्त्या बढ़ाने का विचार है; और

(घ) यदि हाँ, तो कितन और कब?

रेलवे उत्तराखण्डी (श्री शाहनवाहा लाल):

(क) ३०-११-५३ का दूसरा दर्ज की जगह वाले ३५० डिब्बे।

(ख) नहीं।

(ग) जी नहीं।

(घ) मताल नहीं उठना।

Amenities for Railway Staff at Gorakhpur

1531. Shri K. N. Pandey: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the wireless operators at Gorakhpur North-Eastern Railway have not yet been provided with the facilities of lavatory, call-boy, electric heater, and other similar amenities as the staff working in the Telephone Exchange has been provided;

(b) if so, the reasons for such discrimination;

(c) whether it is a fact that only seven out of every 23 have been provided with quarters and that also at a far off place; and

(d) if so, why?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No. Wireless Operators have been provided with all the facilities as are enjoyed by Telephone Operators.

(b) Does not arise.

(c) Yes; seven out of twenty three have been provided with quarters and these quarters are within the Railway Colony.

(d) Being 'non-essential' staff, they are provided with quarters after the requirements of the 'essential' categories are met.

Cotton Research Stations

1532. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of cotton research stations in the country;

(b) whether any such station has been established in Punjab;

(c) if so, since when and where; and

(d) the work done by these stations in 1955, 1956 and 1957, so far?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) There are 29 main Cotton Research Stations and 43 Sub-Stations spread over the country.

(b) Yes.

(c) Name of Research Stations/ Sub-stations.

| Stations | When started. |
|--------------|---------------|
| 1. Hansi | March, 1945 |
| 2. Abohar | April, 1948 |
| 3. Jullundur | October, 1948 |
| 4. Faridkot | April, 1952 |

Sub-stations.

| | |
|-----------|----------------|
| 5. Rauni | February, 1952 |
| 6. Sirsa | April, 1957 |
| 7. Karnal | April, 1957 |

(d) The object of research on cotton is to improve the race of cotton plant,

by evolution of varieties superior to the existing ones in respect of quality and yield. The Indian Central Cotton Committee has so far financed 131 research schemes of which 87 terminated and 44 are in operation at present. As a result of research conducted under these schemes, 61 improved strains superior to the existing varieties were released for general cultivation. One improved strain each has been released in 1955 in the States of Bombay and Madras. In 1956 three strains in Punjab, one in Rajasthan, four in Bombay, two in Madras and one in Kerala were tested and of these four (two in Bombay, one in Madras and one in Kerala) have been recommended for general cultivation and the remaining will, in due course, be released after the Mill tests on these have been obtained. The cultivation of these superior strains on an extensive scale, has resulted in augmenting the production of cotton in the country, particularly of the long staple category as most of the varieties evolved were of long staple.

Opening of New Post Offices

1533. Sardar Iqbal Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the number of new Post Offices, Telegraph Offices, and Public Call Offices opened by Government since the inception of the second Five Year Plan in Ferozpur District; and

(b) the names of such places?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) and (b) A statement is laid on the Table of the Lok Sabha [See Appendix III, annexure No. 154]

Community Development and N.E.S. Blocks

1534. Sardar Iqbal Singh: Will the Minister of Community Development be pleased to state:

(a) the number of National Extension Service and Community Development Blocks operating at present in the Punjab State, district-wise;

(b) the number of Blocks proposed to be opened there during 1957-58;

(c) the total amount spent by the Government of India on these Blocks since 1952; and

(d) the amount proposed to be spent by Government during the year 1957-58?

The Minister of Community Development (Shri S. K. Dey): (a) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 155].

(b) N.E.S. Blocks 37

| | |
|------------------------------|----------------------------|
| Community Development Blocks | 8 (By conversion from NES) |
|------------------------------|----------------------------|

| | | |
|--------------------|------------|--|
| (c) Grants- in-aid | Rs. 231.04 | Payments made to State on account of Central share of expenditure. |
| Loans | Rs. 197.91 | lakhs.] |

| | | |
|--------------------|-----------|--|
| (d) Grants- in-aid | Rs. 64.04 | Budget provision for Central share of expenditure. |
| Loans | Rs. 45.67 | lakhs.] |

Telephone Service

1535. Sardar Iqbal Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the number of days in the months of September and October, 1957, when Delhi-Ferozpur and Bhatinda-Delhi Trunk Telephone lines worked without reporting 'line out of order';

(b) the number of ordinary calls which were booked during the same period and how many of them were effective; and

(c) the number of complaints received about the defective services during the same period?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) to (c). A statement is laid on the table of the Lok Sabha. [See Appendix III, annexure No. 156].

Overcrowding on Delhi-Ahmedabad Mail

1541. Shri Damani: Will the Minister of Railways be pleased to state whether it is a fact that in order to lessen overcrowding on Delhi-Ahmedabad Mail, an Air-conditioned coach and a dining car have been dropped and they have been replaced by third class coaches?

The Deputy Minister of Railways (Shri Shahnawaz Khan): No. These trains are, however, being strengthened by one additional third class coach with effect from 1st January, 1958.

Damages to Rolling Stock

1542. Shri Biren Roy: Will the Minister of Railways be pleased to state:

(a) the total amount of loss suffered by damages to coaches, wagons and track due to frequent derailments during the period from 1st January to 30th November 1957;

(b) the reasons why these could not be avoided; and

(c) the number of casualties, fatal, serious and minor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). The information is being collected and will be laid on the table of the Lok Sabha.

Railway Traffic

1543. Shri S. M. Banerjee:
Shri Ghosal:

Will the Minister of Railways be pleased to state:

(a) whether Railway traffic in the country has fallen considerably since the end of October, 1957;

(b) if so, to what extent; and

(c) whether this fall is due to the imposition of passenger tax from the 15th September, 1957?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The approximate figures available so far do not indicate any fall in Railway traffic since the end of October, 1957.

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

Field Assistants in Manipur

1544. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Field Assistants in Manipur are engaged in the sale and disposal of agricultural requisites such as manure-mixture, zinc phosphate, fruit plants, seeds and cane sets and fortnightly targets for sale are fixed for them;

(b) whether it is a fact that the Field Assistants under the Director of Agriculture have been receiving their monthly pay in the reduced scale for the last six months, and deductions are made for withered plants, off-season seeds, and cane sets which cannot be sold or disposed of within the target date of a fortnight; and

(c) whether it is a fact that the Assistants are experiencing great difficulty due to the above action of the authorities?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) to (c). The information has been called for from the Manipur Administration and will be laid on the table of the Sabha in due course

—
12 hrs.

PAPERS LAID ON THE TABLE

APPROPRIATION ACCOUNTS OF GOVERNMENT OF HIMACHAL PRADESH, 1956-57 AND AUDIT REPORT, 1957

The Minister of Finance (Shri T. T. Krishnamachari): I beg to lay on the Table, under article 151(1) of the Constitution, a copy of the Appropriation Accounts of the Government of Himachal Pradesh, 1956-57 (1st April, 1956 to 31st October, 1956) and the Audit Report, 1957.

[Placed in Library. See '57 No. LT-432/57].

**STATEMENT RE. PURCHASE OF CERTAIN
SHARES BY THE LIFE INSURANCE
CORPORATION**

Shri T. T. Krishnamachari: I beg to lay on the Table a statement regarding the purchase of certain shares by the Life Insurance Corporation of India. [See Appendix III, Annexure No. 158].

Shri Biren Roy (Calcutta-South West): Will that statement of the Life Insurance Corporation's investments be available to all the Members?

Mr. Speaker: It has been laid on Table, and whichever hon. Member wants a copy will be supplied a copy.

Shri Biren Roy: I think all the Members should have copies.

Shrimati Renu Chakravarty (Basirhat): I would submit that a resolution has been given notice of seeking a discussion on this. May we know when the discussion on that particular report will come up before the House?

Mr. Speaker: I remember to have admitted that resolution. But I have not yet fixed the date.

Shri Feroze Gandhi (Rai Bareli): The date was to be fixed by the Finance Minister

Mr. Speaker: I shall send this on to him and ascertain the date.

Shri S. A. Dange (Bombay City—Central): Could the Finance Minister give us a date during this session before it closes?

Mr. Speaker: I shall try. The hon. Minister may find it possible to have a discussion on this as early as possible.

Shri T. T. Krishnamachari: I have suggested, if it suits the Chair, that I shall be quite ready for the discussion on Monday afternoon.

Shri Bimal Ghose (Barrackpore): Before that, I was thinking that my

resolution on State trading would be coming up on Monday.

Mr. Speaker: This relates to insurance.

Shri T. T. Krishnamachari: I am completely in your hands. You may fix any day, Monday, or Tuesday or Wednesday. The Chair may fix any day.

Dr. Ram Subhag Singh (Sasaram): Even Sunday?

Mr. Speaker: I shall try. There seem to be a number of motions outstanding

**REPORT OF ENQUIRY INTO DELAY IN
SETTING UP OF PAPER PLANT AT FOREST
RESEARCH INSTITUTE**

The Minister of Co-operation (Dr. P. S. Deshmukh): I beg to lay on the Table a copy of the Report of Enquiry into the delay in setting up a Paper Plant at the Forest Research Institute, Dehra Dun, together with a copy of the statement showing the action taken by Government thereon. [Placed in Library. See No. Lt-434/57].

**NOTIFICATIONS UNDER ESSENTIAL
COMMODITIES ACT**

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): I beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of each of the following Notifications:

- (1) S.R.O. No. 2464, dated the 27th July, 1957 making certain amendments to the Inter-Zonal Wheat Movement Control Order, 1957
- (2) S.R.O. No. 2466, dated the 29th July, 1957
- (3) S.R.O. No. 2580, dated the 9th August, 1957, containing the Rajasthan Gram (Prohibition of Export) Order, 1957.
- (4) S.R.O. No. 2630, dated the 14th August, 1957, making certain amendment to the

[Shri A. M. Thomas]

Inter-Zonal Wheat Movement Control Order, 1957.

- (5) S.R.O. No. 2720, dated the 26th August, 1957, making certain amendment to the Orissa Rice (Prohibition of Export) Order, 1957.
- (6) S.R.O. No. 2855, dated the 4th September, 1957, making certain amendment to the Rice (Southern Zone) Movement Control Order, 1957.
- (7) S.R.O. No. 2858, dated the 6th September, 1957.
- (8) S.R.O. No. 2861, dated the 9th September, 1957, containing the Wheat Roller Flour Mills (Licensing and Control) Order, 1957.
- (9) S.R.O. No. 2944-A, dated the 14th September, 1957.
- (10) S.R.O. No. 3056, dated the 28th September, 1957, making certain amendment to the Rajasthan Gram (Prohibition of Export) Order 1957.
- (11) S.R.O. No. 3087, dated the 26th September, 1957, Cancelling the Rajasthan Gram (Prohibition of Export) Order, 1957.
- (12) S.R.O. No. 3136, dated the 30th September, 1957, containing the Punjab Rice (Movement Control) Order, 1957.
- (13) S.R.O. No. 3277-A, dated the 14th October, 1957, making certain amendment to the Orissa Rice (Prohibition of Export) Order, 1957.
- (14) S.R.O. No. 3522, dated the 2nd November, 1957.
- (15) S.R.O. No. 3579, dated the 5th November, 1957, containing the Amritsar and Gurdaspur Districts (Rice Export Control) Order, 1957.
- (16) S.R.O. No. 3580, dated the 6th November, 1957, making certain amendment to the Bom-

bay Wheat (Movement Control) Order, 1956.

- (17) S.R.O. No. 3677, dated the 13th November, 1957, containing the Rice (Restrictions on Rail-bookings) Order, 1957.

[Placed in Library, See No. LT-435/57].

MESSAGES FROM RAJYA SABHA

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

- (1) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 9th December, 1957, agreed without any amendment to the Reserve Bank of India (Second Amendment) Bill, 1957 which was passed by the Lok Sabha at its sitting held on the 26th November, 1957."
- (2) "In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Indian Reserve Forces (Amendment) Bill, 1957, which has been passed by the Rajya Sabha at its sitting held on the 5th December, 1957."

INDIAN RESERVE FORCES (AMENDMENT) BILL

LAID ON THE TABLE AS PASSED BY
RAJYA SABHA

Secretary: Sir, I lay on the Table of the House the Indian Reserve Forces (Amendment) Bill, 1957, as passed by Rajya Sabha.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

ELEVENTH REPORT

Sardar Hukum Singh (Bhatinda): I beg to present the Eleventh Report of the Committee on Private Members' Bills and Resolutions.

BUSINESS ADVISORY COMMITTEE

FIFTEENTH REPORT

Sardar Hukum Singh (Bhatinda): I beg to move:

"That this House agrees with the Fifteenth Report of the Business Committee presented to the House on the 10th December, 1957."

Mr. Speaker: Motion moved.

"That this House agrees with the Fifteenth Report of the Business Committee presented to the House on the 10th December, 1957."

Shri Naushir Bharucha (East Khandesh): While we may agree to the recommendations made by the Business Advisory Committee, namely that this House should sit one hour longer every day till the end of the session and it should also on Saturdays, may I point out that every time, at the end of the session, there is rush, trying to save time, and that could be very well avoided if Government hold the session a week earlier than they decided to start? We are told that the next session will commence either from 10th February, 1958 or 17th February, 1958. In order to avoid fighting for minutes at the end of the session, may I suggest that Government should take note of the fact that we should start the session a week earlier? If Saturdays are taken away, there is no time left for us for study. Moreover, the House also sits from 11 A.M. to 6 P.M. In this particular case we are agreeing, because there is no other remedy. But I do want Government to take into consideration

the fact that people must have time for study. If we sit in the House from 11 A.M. till 6 P.M., where is the time for study? If the Saturdays also are taken away....

Shri Nath Pal (Rajapur): Government does not believe in study.

Shri Naushir Bharucha: It may be that Government may not believe in study, but we do.

The point is this. After all, hon. Members should have some rest. If we have to devote all the time on Sundays also for study, what is going to happen? Surely, there should be some sort of Prevention of Cruelty to M.P.'s Act passed in this House.

Mr. Speaker: Very well. The difficulty I have felt is that in the earlier stages, Government themselves are not ready with a number of Bills. As heat develops, towards the end, a number of items are placed before the House. Therefore, this is inescapable. Anyhow, the suggestion will be communicated to the Minister of Parliamentary Affairs.

Shri Bimal Ghose (Barrackpore): May I know whether that will be effective?

Mr. Speaker: I shall try to make it effective next time.

Shri Bimal Ghose: I am asking about sitting till six of the clock.

Mr. Speaker: We shall sit till six of the clock from today. (Interruptions) What is the surprise?

Shri Narayannarkutty Menon (Mukundapuram): No surprise. Just for information. That is all.

Mr. Speaker: I shall now put the motion to vote. The question is:

"That this House agrees with the Fifteenth Report of the Business Advisory Committee presented to the House on the 10th December, 1957."

The motion was adopted.

PAYMENT OF WAGES (AMENDMENT) BILL

Mr. Speaker: The House will now resume further consideration of the following motion moved by Shri Abid Ali on the 8th December, 1957, namely:

"That the Bill further to amend the Payment of Wages Act, 1936, be taken into consideration."

Out of 4 hours allotted for all the stages of the Bill, 12 minutes have already been availed of, and 3 hours and 48 hours now remain.

Shri Narayananakutty Menon may now continue his speech.

Shri Narayananakutty Menon (Mukundapuram): While speaking on this amending Bill, I venture to make certain comments upon not only the amending Bill but also the parent legislation and also certain other labour legislations which are interdependent on the Payment of Wages Act. Even though those comments may be a bit critical, I may make it clear that so far as the provisions of the Bill are concerned, we quite welcome them. They are welcome provisions even though there has been a bit of delay in introducing these provisions so as to make them form part of the parent legislation.

Yesterday, I was submitting that a sort of pernicious malady was creeping into the very vitals of the labour legislation in this country. I said that with specific reference to the Payment of Wages Act and also the other interdependent legislations like the Industrial Disputes Act and the Minimum Wages Act, there are powers walking in this country which almost nullify the beneficial effects of almost all legislation, especially the Industrial Disputes Act and the Payment of Wages Act.

In the state of economic development in which we are, we have got very little laws which substantially define the rights of the workers. As the law stands at present, the rights

of the workers are uncodified into the conception of social justice. This social justice has to be administered by the courts of law in our country, and certain forums and certain types of courts have been set up under the Industrial Disputes Act and the Payment of Wages Act and the Minimum Wages Act, to define and codify the conception of social justice as it is to be administered so far as the working classes are concerned.

But we find today, after about seven or eight years of working of the Industrial Disputes Act, the Payment of Wages Act and all other types of labour legislation, unlike in many other countries where labour laws do exist, that the highest court of the land, namely the Supreme Court, is now sitting in judgment to define the conception of social justice. The original jurisdiction granted to the lower tribunals to define social concept has been taken away by the Supreme Court. As a result, the worker who goes to an authority under the Payment of Wages Act gets something as an award by that authority, but the next moment he will find that under article 226 of the Constitution, the High Court interferes and quashes the award. If that is not possible, the Supreme Court interferes under the extraordinary jurisdiction of article 136 and quashes the award. In almost all cases, a few workmen who go before that authority in a State to get the wages for a week's time have no capacity even to engage a lawyer before the lower court, while the almighty employer moves the benevolent jurisdiction of the Supreme Court in Delhi. The worker is lost in a quagmire of ignorance even about the laws. Therefore, whatever little benefit that you are conferring today under the Payment of Wages Act, whatever authority that you give to these tribunals, is not at all beneficial to the workmen concerned.

In the beginning of labour legislation in this country, the Supreme Court used to take a very different

view. For the benefit of the House, I may quote an early decision of the Supreme Court in 1952 when the Court was so allergic to interference with awards and decisions of labour tribunals. In 1952, the Court said, and very rightly:

"In view of the increasing complexity of modern life and the interdependence of the various sectors on a planned national economy, it is obviously in the interest of the public that labour disputes should be peaceful and quickly settled within the framework of labour legislations rather than by resort to direct action, and the courts, especially the highest courts, should be askance to discover formal defects or technical flaws to overthrow such settlements".

Even though in that year, the highest court of the land defined the law, as I have just now read out, in 1956 and 1957, even the smallest benefit to workmen and small deductions for a week's wages were very easily and quickly unsettled by the highest court of our land.

There was a talk—there were Press reports to that effect—that the Government were very seriously considering the state of affairs with regard to interference by the High Courts and the Supreme Court. Everybody was glad and workmen throughout India welcomed such a suggestion, that labour disputes and claims should be settled by the courts intended by this House. But a few days earlier, the hon. Deputy Minister in answer to a question, said that because the jurisdiction of the High Courts and Supreme Court could not be taken away unless the Constitution was amended, they were not at all ready to do it, and therefore, the interference with awards and decisions of labour tribunals would continue for a long time. That is to say, the near-anarchy and chaos that exists today in the field of labour legislation is to continue for some time more.

What is the reason for this change of attitude on the part of Government? What is the reason, why Government are so allergic to amending the Constitution so that Labour disputes could be settled on the field by the authorities prescribed by the Act? Is it because of their unconditional, absolute faith in the fundamental rights of private enterprise and private capital and also the contractual rights which were existent in the previous days in India? If it is so, it comes to this. When the Government come forward with certain types of legislation and when we argue and beg of the Government that certain safeguards should be incorporated therein in the interest of national security, the Government say that there should be a curtailment of fundamental rights. But when it comes to the position that these disputes should be settled and the benefit that is intended by this House by the legislation should be made available to the workmen without interference by these courts of law, the Government say that fundamental rights step in, and the conception of Anglo-Saxon jurisprudence is embedded in the head of the Government at the time.

I am quoting an authority on labour legislation—Mr. Julian Huxley—which has been approved by the Madras High Court in a case in which earlier the Court had stated that it would not be prepared to interfere with this type of cases. The Court has discarded its jurisdiction under article 226 and it has given a fitting reply to those people who take these awards to the highest courts of the land. The Court said:

"Many of our ideas must be retranslated, so to speak, into a new language. The democratic idea of freedom, for instance, must lose its 19th century meaning of individual liberty in the economic sphere and become adjusted to new conceptions of social 'duties' and responsibilities. Whenever the big employer in the country talks about democra-

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tic rights, of individual freedom, meaning thereby the claim to socially irresponsible control over huge industrial concerns and over the lives of tens of thousands of workmen, he is talking in a dying language".

Now we find that this dying language has been accepted by the Supreme Court as a living language.

What is the remedy? The hon. Minister comes and says: 'All right. We are amending the Payment of Wages Act'. What is the use of amending the Payment of Wages Act? How is the workman going to benefit under this Act? Immediately the workman goes to the tribunal, which is appointed by the State, and the tribunal gives an award of, say, Rs. 50 that the employer did not pay, he gets a registered notice the next day from the High Court or Supreme Court, and he is not in a position to appear before the highest court of the land, and to his disadvantage the decision is quashed. If that is the state of affairs, if not only the Payment of Wages Act but all other labour legislation, the Minimum Wages Act and also the Industrial Disputes Act, are going to be nullified by interference by the High Courts and the Supreme Court, what is the remedy?

Therefore, if the Government really intend that the benefits they are conferring by these pieces of legislation should go to the worker and the worker should get it in his own pocket, they should seriously consider the question of amending the Constitution so that these small things are not taken away by the highest courts of the land, to the disadvantage of the worker. I hope because of their own experience in respect of implementing the awards and decisions, they will not delay for a moment to end this anarchic state of affairs, and will see to it that these disputes are settled as far as possible at the lowest level so that no further industrial dispute arises.

As regards the amendments, they have brought today, the main and the most important thing is the inclusion of construction workers within the purview of the Payment of Wages Act. I congratulate Government on this, because about a million workmen who were employed in the construction projects under the Second Plan were denied these rights. They should really have been brought within the purview of the Act earlier. So I congratulate them on this step.

But what is the principle that the Government are accepting? As far as the Payment of Wages Act is concerned, it is not applicable today to a large number of other workmen. Why? Because the Payment of wages Act is a procedural Act. It does not itself confer any substantive right on workmen. It is only describing the procedure whereby under the contract or any other agreement for the time being in force, if the employer refuses to pay the workmen the real wages due to him, the workman has got the right to go to the tribunal for a decision. But the particular law does not define a substantive right, which may be a question of policy. When it is only an enabling Act which enables a certain type of workers to get their wages to which they are entitled under some other law, what is the objection for Government to apply this Act to all other industrial establishments? The Industrial Disputes Act is applicable to all establishments, and establishments have been well defined by many other courts of law. Government, when they make this Act applicable to construction workers, should have also applied it to all workmen so that the benefit of procedure is given to other types of workers also.

I come to the next and most crucial point. Government have redefined wages. This was the reason for bringing in this amendment, because there are some difficulties created by rulings of courts of law as to what should be the definition of wages.

Under the redefinition, I find that bonus, which is available to the workmen other than on contractual basis, does not come within the purview of the Act. I do not submit for the time being that it would have been possible to bring within the purview of bonus that which is available as a share of profit. But what is the situation in the country today as far as bonus is concerned?

There is the Minimum Wages Act which fixes the minimum wages. There is a contractual wage rate which is prevailing in all other industries. So far as bonus is concerned, what is the law? There is no law in the country to determine the bonus in a particular industry. And the absence of that law is making for so much industrial disputes in the country. The total number of man-days lost in the country is the highest so far as bonus is concerned. So far Government has not brought in any substantive legislation which defines the rights of the working classes to get bonus. I do not think it is difficult for Government, in the state of our developing economy and our own social concepts, to bring any substantive legislation defining bonus. As it is, it has got enough material by means of reports of enquiry committees etc. to determine at least the minimum bonus that could be available to the working classes. Why should there be any delay? The Government itself is convinced that a number of labour disputes are due to bonus question, that a number of man-days are lost every year and industrial disputes crop up only on account of bonus.

I have submitted earlier that the definition of bonus has to be done in relation to the social concepts and should not be left completely to the courts to fix it. The courts of law in the country must be given and are given the right to interpret the law as laid down by the Parliament. But when there is no law and when the conception itself is so vague, that conception should originate from the views of this House alone—as to what should be there in defining bonus.

It is very dangerous to give this kind of jurisdiction to the courts of law to define the conception of bonus. That conception should be defined by this House alone. The Government should bring in a legislation to define bonus, whether it is profit-sharing or definite wages—whatever is agreeable to the Government. Until then there will be complete anarchy in the labour relationship scheme and all the disputes will be mounting from day to day, year in and year out and there will be unnecessary hampering of production.

I will conclude by referring to the machinery by which this Act is to be implemented. The Act gives the right to the State Governments to appoint certain authorities to decide about disputes in regard to wages. In certain States the Civil Court judges are appointed. In some cases, Collectors are appointed. And, in some other cases, magistrates are appointed. As a result, when a magistrate in the State of Kerala gives an interpretation to a provision of this Act, and a Civil Judge who is superior to him, the District Judge in Madras, gives a different interpretation and in some other place, some other interpretation, there is conflict. There should be some sort of uniformity in appointing these authorities. The Government of India should arrive at some uniformity either in consultation with the Consultative Machinery, or the Labour Ministers Conference or the tripartite consultative machinery and the authorities under the Payment of Wages Act in all the States should be uniform so that the rulings given by these authorities can have some binding force.

There is the Industrial Disputes Act which gives the procedure for settling disputes and the States have appointed State Tribunals and the Labour courts. Instead of handing over the jurisdiction of defining the rights of the workmen to the civil judges who are versed in civil law why not give the jurisdiction to decide claims under the Payment of Wages Act to the Industrial Tribunals? The claims arising

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in a particular State will be few and far between and the Industrial Tribunals in the States will be able to administer this Act in a far better manner than the civil courts in general. Therefore, instead of giving jurisdiction to the civil courts, the authorities appointed under the Act, the Industrial Tribunals should be given the jurisdiction, so that these Industrial Tribunals which are accustomed to administer industrial law may administer this part of the industrial law which is completely procedural in character.

About other minor matters I shall take the leave of the House to speak when the clause by clause discussion comes. I will make a final appeal to the Deputy Minister. In administering of this Act and in other labour law, there is a very great danger when all these are left to the civil courts. I would once again appeal to the Government to consider this. It is not a question of taking away the rights of somebody else. It is only to see that the Government's policies are implemented and labour disputes are settled as quickly as possible. Therefore, the jurisdiction should be taken away from the civil courts.

I would conclude by quoting another decision of another court which directly relates to the interference in these awards and also the decisions of these courts. The court has observed that article 226 of the Constitution or other articles which give this jurisdiction, to interfere in appeals is no charter for the preservation of all India concepts of contractual rights in the field of labour relations against the impact of awards which are liberal, or legislation which is progressive. These will have to be maintained because our own courts at one time or other have set them up. These decisions shall remain because the upsetting of these decisions by the Supreme Court or the High Court by interfering with every piece of award every day and every morning and granting stay so that the industrial dispute is post-

poned has a direct result on the centres of production. We want to stop this because production shall not be impeded, because we want to settle industrial disputes as early as possible.

Therefore, in view of the rulings of this court and others given earlier, the Government should not be given these extraordinary powers which was never intended to have such interference. I hope Government will take steps as soon as possible to remove this malady and to amend the Constitution so that all these claims, all these disputes will be settled by the authorities in the way this House intends the law to be administered.

Shri Rajendra Singh (Chapra): Mr Speaker, I wonder whether the Mover of the Bill, or, for the matter of that, those who are responsible for bringing this amendment bear in mind the significance of a piece of legislation or an enactment of Parliament. An enactment of Parliament or any piece of legislation passed by a legislative body is meant to answer a problem or a question created by the conflicting and contending elements and constituents of a society. Judged from this viewpoint, I frankly confess that I feel disappointed at the amendment which has been brought in by the Deputy Minister.

Every now and then our Prime Minister is indefatigably preaching and giving sermons that we are passing through a period of tremendous change, passing through a time which is moving so fast that if we cannot catch up with the time, we would be left far behind. Now, we are living in a time in which it is essential and imperative for the development of our country, that industrial development should go ahead as fast as it can. For that matter, it is essential that our labourers should be given not simple sermons, good words of advice and homely threat, but they should be given concrete incentives so that they may forge ahead in a climate of goodwill and understanding.

So far as this amendment is concerned, it does not answer adequately the needs of society as they obtain at present. As we know, the workers have not the same advantage in a money-making society as the capitalist. We know the Payment of Wages Act is there. But if you examine, you will find that in most cases, it is capitalist or the employer who often get better of the workers in law courts.

If you want to do good to the workers, it is imperative for you to bring legislation which would benefit them immediately. I would have congratulated the Deputy Minister had there been at least an adequate provision in regard to wrongful deduction. But that is not there. As regards other matters, this enactment was brought out many years before when the Britishers were there. There is a provision for a small fine of Rs. 10 in case the employer is found to have committed delay in payment. There should have been an amendment to that provision. We find that the capitalists and employers are frequently tampering with the rights of the workers. They always want to crush them. If only Rs. 10 is the fine in case of proved failure, how can the employer be brought back to his sense? I think it is necessary to bring forward legislation which could meet this requirement squarely.

There is a provision that a legal adviser or a lawyer can be engaged. Workers do not have money and they do not have big pockets so as to engage lawyers in the court. Who would take advantage of that provision? I am sure it is the capitalist and the employer who would be benefited and not the workers because the workers cannot afford to engage lawyers paying big amounts as fees. An amendment should have been brought forward whereby only with the concurrence of both the parties a lawyer could have been engaged as it obtains in the Industrial Disputes Act.

I do admit and I feel tempted to congratulate the Ministry for several good provisions in this amendment.

That way, it is a distinct improvement on the original one. But anyway, judged from wider perspective it comes far short of our requirements. Now, as regards the limit, you say that those who were getting Rs. 200 formerly and even those who are getting Rs. 400 now would be covered by this legislation. In the Industrial Disputes Act there is a definition of working men. Under the Industrial Disputes Act, even a supervisor who receives a payment of less than Rs. 500 is covered. If that could have been equally applicable here, I think a larger number of people would have been benefited. I think it would be much better if the Deputy Minister brings in a suitable amendment.

He spoke of the persons who are likely to be benefited. Workers engaged in construction work and also in electrical industries are to be brought under the purview of this Bill. The contract workers employed by the contractors and workers engaged in loading and unloading have yet been kept out of the purview of this amendment. I would ask the Deputy Minister to take note of it and bring about suitable amendment even at this late stage.

This amendment does not cover retrenchment reliefs and we do have disputes on it and much rancour and bitterness could be avoided if that is done. I feel that retrenchment relief and matters of bonus and gratuity should have been included in the amendment. That could have made the amendment comprehensive and met the situation squarely.

श्री च० ह० नायर (बाबा दिल्ली) :
मध्यम मंडांडग में इन विल के निये गये में पृ० ८ वर्ते १४८१ फ़िनिशर याहव की वधारे देना है, वे उन्हें यह विल नाकर मजदूरों द्वा बहुत नहीं उपकार किया। लेकिन इसमें को विद्यि है। कल मन इटो मिनिटर मात्र की स्पष्टि मुनो। में यमसना हूँ कि इन विल में बोगम की एक परिभासा होनी चाहिये थी। बोगम का मामला इस वक्त

[स्त्री च० क० मत्यर]

बहुत ज़रूरी मामला है खास कर इसलिये कि हम सोशलिस्ट स्टेट कायम करने की कोशिश कर रहे हैं। यह बोनस माना कहा से है? बोनस प्राफिट से माना है और प्राफिट कहा से माना है? प्राफिट बनाने के लिये इस्ट्री में नीन हिस्से होते हैं, एक मैनेजमेंट पा मालिक, दूसरा सरमाया और तीसरा मजदूर। जो भी प्राफिट माना है वह मरण्यम के नाम से भश्हहर है और दुनिया का मारा कैपीटल इसी प्राफिट से बनता है। इस प्राफिट में तीनों हिस्सों को बराबर हक हाना चाहिये। मैनेजमेंट अपनी ज्यादा ननस्वाह ल लेता है और सरमाये पर जो इटरेंट द्वेषा है वह प्राफिट से घटा लिया जाता है। मैशिनरी को टट फूट और रिहेबिनिटेशन के लिये भी प्राफिट में मूल्या लिया जाता है। फिर जो बाकी बचता है उसम न्याय यक्त एवं हिस्सा मजदूर का भी मिलना ही चाहिये। मैनेजमेंट जाह्नवा या कि अगर इस विन के अन्दर ही बोनस के बारे में भी एवं पर माया जाइ दी जाय तो ज्यादा अच्छा रहता। लकिन दिक्कत यह है कि उसम प्राफिट शेयरिंग का हक नहीं माना गया? अमरे मजदूरों का। उसम कहा गया है

"In the establishments where the wages have come up to the standards of living wage it is admittedly a form of profit sharing and not wages."

नम्बर यह है कि इसका वज्र का हिस्सा न माना जायगा। अगर मजदूर को अपने बनने में जीवन का पर्याप्त माध्यम दिल जाना है तो उस वज्र नहीं कहा जायेगा उसे प्राफिट शेयरिंग कहा जायगा। यह गलत है। मान सीजिये कि एक आदमी को

सौ रुपया बेज़ मिलता है और उसके स्टेंडिंग के लिये वह काफी है। उसके बाद भी जब प्राफिट का भाग बचेगा उसका भी हिस्सा क्यों न हो। अगर उस में मजदूरों का हिस्सा है तो यह कहना गलत है कि इस सौ रुपये को प्राफिट शेयरिंग माना जाय। प्राफिट शेयरिंग तो सचमुच उस वक्त होगा जब उसका एक हिस्सा कानूनी तौर पर मजदूरों के लिए रखा जाय। अब हर जगह में देखता हूँ कि बोनस के लिए मजदूरों को मालिक की तरफ देखना पड़ता है और खुशामद करने पड़ती है जिसमें इडम्बियन रिसेवर्स में बहुत बड़ा नुकसान होता है। मैं समाज के लिए ज्यादा भी वाकफियत है। फिर बोनस के बारे में एक निश्चय क्यों न लिया जाय और क्या न उसके लिए एक कार-मूला बनाया जाय कि जो भी प्राफिट होगा उसका एक हिस्सा इसके लिए मुकार्च करना चाहिये। मब्द ग बड़ा नुकस इस कानून में है।

इसमें कई कायद का चाज भी है जिसे पहले बेज़ का मिनिमम रखा था २०० अब इमका ४०० किया जा रहा है। यह बहुत अच्छी चीज़ है क्योंकि आजकल म्टडिड आफ लिविंग हक गया है। इसलिए यह बहुत ज़रूरी है। इसमें बज़ फान बालों का भी फायदा होगा और यूनियन्स का भी फायदा होगा।

दूसरी चीज़ इसमें यह बहुत अच्छी की गयी है कि कस्ट्रक्शन लेबर को भी शामिल कर लिया गया है। यह बहुत बड़ी सूची की बात है। आज कल मालों मजदूर लाभीरी काम में लगे हुए हैं आजकल हेबेसप्रेट के जमाने में करोड़ों लोगों लाभीर में लगाया जा रहा है और इत्तिहास स्कीम्स बीरह चल रही है। इन स्कीम्स में बहुत लोगों लगाया जा रहा है इस वक्त इन मजदूरों को भी इस विल के

अन्धर नामा गया इसके लिए हम गवर्नमेंट को बधाई देते हैं। हमारे अपोजीसन के भेदभान ने भी गवर्नमेंट को इसके लिए बधाई दी है। यह सचमुच इसके लायक है।

आपको मालूम होना चाहिए कि दिल्ली में कितने बड़े बड़े कंस्ट्रक्शन हुए हैं। इनकी बजह से छोटे छोटे सरमायेदार बड़े बड़े सरमायेदार बन गये हैं। इस नई दिल्ली को बनाने वाले ज्यादातर पूर्वी और राजस्थान के भजदूर थे। उनकी हासिलत आज यह है कि उन्हें सिर छिपाने के लिए जगह तक नहीं है। उनको ज्ञांपड़ी में भी रहने का हक नहीं है। वहां से भी उनको हटाया जाता है। जो सरमायेदार वे उन्होंने मुनाफे से आज ऐसी इमारतें बना ली हैं कि जिनका महीने में तीन चार नाम रुपया किराया आता है। जैसे कि सरदार शोभा सिंह है और दूसरे हैं। इन लोगों को लासों रुपया किराया मिलता है जब ये तमाम तामीर करने वाले भजदूर आज भी सड़कों पर पढ़े हुए हैं। उनकी हासिल किस्तुल नहीं सुधरी है। जिन्होंने पैमा लगाया उन्होंने पसीना लगाने वाले भजदूर की किस्तुल परवाह नहीं की। यह बहुत बड़ा जुँम था। लेकिन आज हमें सूची है कि इन भजदूरों को भी इसमें लाया गया है। इस कानून में और भी कुछ कायदेमन्द जीजे हैं।

कुछ जीजे ऐसो भी हैं जिनको आने वाले कानून में बनाने की जरूरत है। हम देखते हैं कि भजदूर लोग जो मेहनत करते हैं वे गरीबी में रहते हैं और वाकी लोग धनी बनते जा रहे हैं। गवर्नमेंट ने इस कानून में भजदूरों के लिए जो कुछ किया है उसके लिए भी उसको बधाई दूना।

मेरे बोनस के बारे में फिर एक दफा दरखास्त करूँगा कि जल्द से जल्द कोई कानून सरकार लाये क्योंकि हमें सोशलिस्ट पैटर्न को आने में यह बहुत जहरी है। यदि सारे हिन्दूस्तान में लाज्जों करोड़ों रुपये का काम हो रहा है तो भजदूरों को उसमें उनका हिस्सा निभाना चाहिए। जितनी आप इस

कानून को साने में केरी करेंगे उतना ही हमारे हंडस्ट्रियल रिलेशन्स के लिए नुकसान देह होगा। आज भजदूरों में इतनी जेतना आ चुकी है और वे समझते हैं कि मालिक इतने जनी बनते जा रहे हैं हम भी क्यों नहीं की हासिल में पढ़े रहें, हमें मुनाफे का हिस्सा मिलने का पूरा हक है। इसलिए मेरे उम्मीद रखता हूँ कि गवर्नमेंट इस सिलसिले में एक कानून जल्दी से जल्दी लायेगी ताकि बोनस के बारे में जो भी सागड़ा है उसको दूर किया जा सके।

इन शब्दों के साथ मेरे इस विल की ताईव करता हूँ।

Shri Keahava (Bangalore City): Mr. Speaker, Sir, I was carefully hearing the speeches delivered here in respect of this Bill so far. I am very happy to note that Shri Menon was pleased to express some words of welcome for this Bill. Of course, it is one step, big or small, towards the betterment of the conditions of our workers. In that respect he has welcomed the Bill, and I heartily agree with him.

But, Sir, he was pleased to mention that there are some forces at work here in our country which almost nullify all the benefits of this legislation. He made a particular reference to it and dwelt at length on that point. He suggested that the interference of courts very much militates against the benefits that are pointed out in favour of the workers under this legislation.

I beg to bring to the notice of this august House that there are other forces also at work in our country which do not permit these questions to be considered, connected with the relationship of the labour and management, entirely by the two parties concerned. The labour forces in our country are not yet so well and sufficiently organised, and they have not yet been able to be absolutely conscious of the political responsibility in our country. Such being the case, great harm is likely to

[Shri Keshaval]

ensure if we leave these matters to be settled only between the parties, the labour and the management concerned. We have been seeing several instances in our country how the labour fall an easy prey in the hands of people who are likely to manipulate their minds and draw them astray. Such being the case, it is a very salutary feature that the courts interpret the laws and give suggestions so far as the implementation of the several enactments passed by this House in favour of the workers are concerned. Therefore, the time has not yet come when we should entirely leave it to the labour and management themselves. As I pointed out, there have been some instances of that kind in some sections of our labour, and that itself is sufficient reason for me to point out that it is too early to leave the matter entirely in the hands of both the parties.

Then, my friend Shri Rajendra Singh also referred to that matter and said that it is an unequal fight, as matters stand now, between the labour and management, and the labour always find it very hard to engage lawyers and fight their battles in courts of law.

So far as this matter is concerned, I would like to suggest a remedy. The remedy is by not solving the matter entirely as between the parties, to be settled in a trial of strength, but is one which should be taken by the Government. It is for the Government to come forward and provide any sort of provisions for a legal aid for the helpless workers and their organisations. That is the way to render redress for their grievances. Otherwise, even as it is, as Shri Rajendra Singh mentioned, the lawyers could only be engaged on concurrence of both the parties. Even there, there is a loophole. Even as matters stand now, the employers engaged very intelligent and powerful lawyers on their side. They employ them in their service and then they could conduct their cases. We

have been seeing such instances growing in our country and that will not in anyway benefit the workers in the least. Therefore, the only way that we could help the workers and redress their grievances is by evolving some sort of procedure where the Government itself can provide for legal aid for the workers and their organisations.

Apart from this, I also feel very strongly on the several omissions in this Act. Our learned colleague has been promising us time and again that he will bring forward a comprehensive enactment for labour matters. That is still to come and we are having small instalments of this type, some relief or the other—whatever it is. To whatever extent it is, it has been a salutary feature, and I wholeheartedly welcome it. But so far as bonus is concerned, I am also inclined to believe that the Government is feeling shy to come forward with a specific legislation in this matter, clarifying the entire matter and defining what bonus is.

The bonus could be related to, and based on, two factors. First is, the profits earned by the concern, and in this respect, the workers are already contributing their quota and they are therefore legitimately entitled to some share of it. The other factor on which it could be based is by relating it to production. It could be tacked on to production. In any of these ways, it could be settled and some solution could be arrived at. I do not see why my learned colleague should put off this day for bringing a legislation connected with bonus any further.

In fact, several companies in the public sector have declared their profits. We are faced with enormous difficulties. The companies declare profits and announce their balance-sheets and publish them, and still, bonus is not given to the workers and they give some reason or other for not giving it. That is creating a very great commotion in the minds of the workers. Naturally, the Government

also will come to trouble in these matters. When such is the case, the Government should not lose any more time in clarifying this matter and bringing about the promised Bill connected with bonus.

So far as other matters connected with this Bill are concerned, I am very happy to note that improvements have been brought about. In fact, for any of the recoveries that the worker is entitled to form the management, he was absolutely going without any remedy. Now, this Bill provides a remedy. Even an attachment of the employer's property, to whatever extent it is legitimately due, could be effected under the enactment. That is a very great relief to the worker.

So far as deductions are concerned, hitherto it was all a one-sided matter. A fine could be deducted or a penalty could be deducted for a damage caused by the worker in respect of any tool. The cost of tools could be deducted in those cases. It was only those things that could be deducted legitimately against the wages. But now, we have provided deductions connected with the insurance premium. There are several other points which would certainly go to the benefit of the workers, and to that extent, it is a most welcome feature.

So far as other provisions are concerned, this Bill has enlarged the scope. I do not want to reiterate the several matters that have already been referred to. This Bill has enlarged the scope of the persons to whom this enactment should apply. It has raised the limit from Rs. 200 to Rs. 400. It is quite a welcome feature, and we are out to establish a socialist pattern of society and a welfare State. Whatever small step it may be, even then, it is certainly a welcome feature.

Of course, the Bill has set aside some of the conflicts and contradictions on account of the decision that was arrived at in respect of the awards, and even there, it is a matter which was most welcome. The Bill also has brought into this category several other kinds of labour. We are

building up our country and enormous labour is engaged in the building industry and several other allied industries. These workers are also brought within the purview of this enactment. Even that feature is welcome, even though these workers are not yet organised. This measure will induce them to organise themselves and fight their battle for the removal of their grievances.

Formerly, an appeal was never allowed in respect of dismissal of a claim. Now, that has been provided by this enactment. Several features are there. I certainly congratulate the Labour Minister on having brought forward this Bill. But, at the same time, I earnestly appeal to him that he should also bring forward another similar legislation even though it may be another instalment, as I could put it, in respect of bonus.

With these few words, I heartily welcome this measure.

Mr. Speaker: Shri Sarju Pandey. I find he is not here. Then, Shrimati Parvathi Krishnan:

Shri K. N. Pandey (Hata) rose—

Mr. Speaker: I shall call Shri K. N. Pandey after Shrimati Parvathi Krishnan.

Shrimati Parvathi Krishnan (Coimbatore): Mr. Speaker, I would like to state at the outset that I agree with the stand that has already been put forward by my colleague Shri Narayanan Kurty Menon. I do welcome this measure although it is a very delayed measure. I would like to draw attention to one particular amendment that is given and to point out how important it is, and to request that the Government and the Ministry should guarantee that that particular section in the amending Bill is put into force and implemented as speedily as possible in the light of the happenings today.

At the time of the discussion on the Life Insurance Corporation Bill, both

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on the floor of this Parliament and in the Joint Select Committee, it was pointed out that an amendment of the Payment of Wages Act was very necessary and should be brought in very urgently to enable the deduction of premia from salary bills. There was also a suggestion that it should be included in the Life Insurance Corporation Act. But at that time, the Government gave an assurance that very speedily and in as short a time as possible such an amendment would be brought up. But what really happened? What has happened is that this particular amendment has been delayed for so long that it has meant considerable loss of money to the Corporation and it has affected, therefore, also those funds that are very necessary for investment purposes, necessary for the development programmes, necessary for the fulfilment of the Second Five Year Plan.

Today, we are talking in terms of pruning the Plan because of the lack of resources, talking in terms of economising. And it is astonishing that there should have been delay in bringing in an amendment that was very simple. Other excuses have also been given by the Labour Minister and by Government, trying to link this up with other things and trying to make out that it was the Opposition or other sections who were obstructing a speedy amendment and obstructing the bringing in of this particular clause.

13 hrs.

I would like to put before the House certain figures. In the Railways alone, till the 31st December, 1954, business worth Rs 12 crores was already there as regards insurance. Till 1958, when life insurance was nationalised, the total amount was Rs. 16 crores. This was possible and this happened at a time when premia could be deducted from the salary bills. But since then there has definitely been a decrease in the amount that is given to the

Insurance Corporation from the railway employees and at a time when those who are doing this work, going about getting the workers to insure, themselves say that certainly the railway workers today are becoming more and more insurance-conscious. In fact, the rough estimate that we get from those who have been working in that field and who are experienced in that field is that today only 15 per cent. of our 13 lakh railwaymen are insured and 25 per cent are above the insurable age and at least 60 per cent more can be insured. It would mean a considerable income for the Life Insurance Corporation and the considerable amount that will come from premia can be utilised for various development programmes. For instance, the rough estimate is about Rs 3 crores a year in the form of premia, if this particular amendment is carried.

Why I am referring to this and why I put these figures before this House is that now that the amendment has been brought about, delayed though it has been, there is only one guarantee, one assurance that I request from the hon. Deputy Labour Minister and I hope he will be in a position to give it. As long back as September 1, 1956, the Railway Board stated that no longer can premia be deducted from salary bills and from that time, representations have been made to the Government and to the Railway Board and in whatever manner possible those who are interested in it have been bringing it before the authorities to try and see that such an amendment is brought, there has been considerable delay. Of course, the usual traditional reply is there that the matter is being considered; it is under consideration, it will be speeded up and so on and so forth.

Now, the assurance I ask, and I hope we will be given that assurance, is that as soon as this Bill becomes an Act, at the earliest possible moment, instructions will be issued to the various authorities, particularly

to the railways to ensure that they deduct all insurance premia from the salary bills with immediate effect, because every minute will count and the sooner it is done, the more will be the income. You will find that the number of people who will be insured will be increasing. Otherwise, with every month you will find that all this money that could and should come to the Life Insurance Corporation, will be going to waste. Because it has been the practice and custom in the past for such deductions to be made from the salary bills, you find that mostly railway workers are reluctant or are not in a position to go themselves constantly to the various Insurance Corporation branches to pay the premia themselves, whereas they are quite willing and not in the least averse to the insurance premia being deducted from their salary bill. That is why I would like that at least in this matter, after all this dilatory action on the part of the Government, at least now we will see some speeding up of the juggernaut of Government procedure, that the slow juggernaut will be speeded up in keeping with the atomic age.

I would like to refer to one or two other clauses in the Bill. I find that in this Bill, as far as public transport is concerned, it is left rather vague. Truck drivers—those who are in the public sector—are not specifically mentioned. In this Bill that is here, I find that in section 2 of the principal Act, there is a substitution: "(c) inland vessel, mechanically propelled". I would appeal to the hon. Deputy Labour Minister that he should also include those who are working as truck drivers and who are in the public sector. Why I say it is this. Of course he may reply, transport is there, omnibuses are there and so on. But today in my part of the country, for instance, because of the lack of railway transport, there are various companies running roadways services and goods are transported by trucks from one end of the State to the other and also from our State to Kerala. They certainly demand that

they should have the same rights, safeguards and privileges that workers in other industries and other sections have. Therefore, it is very necessary that they should be included. They are those who are employed as permanent employees in those concerns and they have every right to have the benefit of whatever legislation Government brings forward.

Not only that. I learn that in U.P. even those who are employed in the public sector do not have these benefits and only recently, an employee of the roadways which is a Government concern in U.P. was punished, because he had the temerity or should I say the courage, to go to court on one of these issues. They need these safeguards also. It is very necessary that this very important section should be included, because our railways do not really fulfil the total requirements of transport that are there in the country. A large part of our country, particularly in the South, does, as I said earlier, depend on road transport and therefore it is necessary that these workers also should be given these benefits.

I am trying to be as brief as possible. Lastly, with regard to the various exceptions that are there on pages 2 and 3, I would agree with the speakers who have preceded me and who have dealt with in detail the question of bonus. Since they have dealt with in detail, I do not propose to take up the time of the House. But there is one point I would like to draw attention to and that is on page 3, it is said, "any travelling allowance or the value of any travelling concession" should also be exempted. The question of travelling allowances and travelling concessions is a very big headache, particularly in the railways and in regard to plantation workers. It takes months and months sometimes for the recovery of travelling allowances for the railway workers. For six, seven or even twelve months, these T.A. bills are left pending and the workers are definitely put to a great deal of difficulty and hardship and suffering as a result of this. In spite of repeated

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reminders, even when the recognised unions take up these representations, there is great delay.

What it means is this that in the case of those who have got a very limited income, who do not have anything to fall back upon, when they spend out of that little income, it inevitably means that they have to go to the money-lender or other sources for making both ends meet. Obviously they cannot spend that money from their salary; from the money that goes towards running the household and meeting the household expenses. Therefore, they have to go to some other sources. Therefore, I feel that travelling allowances should be taken away from this list of exemptions.

This problem is there both amongst plantation workers and also amongst railway workers to my knowledge, but I feel that most probably it is there in so many other cases also, because, after all, as things are today, the manifestations of these various lacunae and difficulties may take a different form; and, they certainly are there in some form or the other in various sectors in public and private enterprise. As far as the Minister's reply is concerned, we have heard it so often that there tends to be a certain familiarity about the manner in which he replies. He will talk about the intentions, how the intention is there, the spirit is there, and so on and so forth. But we do have experience of the various judgments that are there, of the various interpretations that are there. And we have experience of the over-burdening weight of the British system of law and the interpretation of the law with comma, the full stop and the semi-colon. Therefore, it is not sufficient that we should just rest content with the intention. It is very necessary that certain issues have to be made more explicit in a piece of legislation. Because, certainly the courts do not give judgment on the basis of what the intention of the Legislature may

be or what is in the mind of the Government, which is very often very difficult to follow and very intricate and very tortuous in its working. When the courts give their judgment, they do give their judgment on the wording of the law and, therefore, it is necessary that the meaning and the intention should be very plain and very explicit, and not left to the imagination of people or to whatever inspiration they may have, because that inspiration and that imagination may not necessarily coincide with the imagination and the inspiration of our Deputy Labour Minister, because the courts are not concerned with the questions of policy. They are there to administer the law, as they find it.

Therefore, welcoming the Bill with these few words, I would request our Deputy Labour Minister to be a bit more imaginative, to be a bit more accommodating and to see that he includes these very important factors that are necessary. I once more emphasize the point regarding deduction of insurance premia from the salary. I welcome this Bill.

Shri K. N. Pandey: I am very much thankful to you for giving me an opportunity.

Mr. Speaker: May I interrupt the hon. Member for a minute? There are 3 hours and 48 minutes left for this Bill. So, we have to conclude all the stages of the Bill by four o'clock. Now, how long will we take for clause by clause consideration? There are 28 amendments and 7 clauses. Will it take an hour and a half for that stage?

Shri Narayanan Kutty Menon: One hour will do.

Mr. Speaker: Therefore, we will conclude the general consideration stage by three and then dispose of it in an hour. How long will the hon. Minister take for replying?

The Deputy Minister of Labour (Shri Ahd Ali): About 25 minutes.

Mr. Speaker: So, I shall conclude the discussion by 2.35. Now it is 1.15. So we will have one hour and twenty minutes. I therefore, request hon. Members to restrict their remarks within the time of ten minutes.

Shri K. N. Pandey: I am very much thankful to you for giving me an opportunity to express my views on this Bill. The old Act required modification long before. Even though it has come at this late stage, I welcome it.

There is no doubt that by introducing this Bill, the scope of the Act is going to be enlarged so as to cover workers working in buildings, construction of roads and repairs and also workers connected with generation of electricity and distribution of the same. There is also another important thing. In this Act there is a provision—in the old Act there was no such provision—that if the payment of wages is delayed, then it can be realised from the employers. That will come into force after this Bill takes the shape of an Act. If the wages are refused or delayed, there is a procedure to realise it as land revenue.

While appreciating the Bill, I beg to point out something which has been lost sight of by the Ministry, and that is very important. First, I will draw the attention of the House to the definition of "workmen" in the Industrial Disputes Act. Then my point will be very easily understood. In the Industrial Disputes Act, the definition says:

"'workman' means any person, including an apprentice employed in any industry today in skilled or unskilled, manual or supervisory, technical or clerical work for hire or reward . . . but does not include any such person . . ."

Then, in sub-clause (4) it is stated:

"who, being employed in a supervisory capacity, draws wage exceeding Rs. 500 per mensem".

Now there is a contradiction. There is an inconsistency if you take into consideration the Industrial Disputes Act and the Bill introduced in this House. The present Bill deals with wage up to Rs. 400 and the Industrial Disputes Act deals with a man who gets Rs. 500 per month.

If a person governed by the Industrial Disputes Act is discharged or dismissed and he remains unemployed for two years and if the matter is referred to a court and the award is given in his favour, that is, an order reinstating him, then a person getting Rs. 500 will be entitled to be reinstated along with wages for the period he has remained unemployed. In the case of the same man, if the wages are delayed or denied, then he cannot go to the court under the new Act because he is getting more than Rs. 400, that is, Rs. 500. So, there is a lacuna in this Bill and hope the Ministry will take into consideration this fact and try to correct it.

My next point is about the Payment of Wages Act itself. In the principal Act there is a provision that when the wages are refused or delayed, then the matter may be referred to a court, appointed by the authority under that Act. And that authority may be the SDM or any man who is just equal to a civil court judge or holding a lower post than that. When the Industrial Disputes Act was being considered, in order to simplify the procedure and in order to have less expensive litigation, courts were established under that Act. Now, a similar provision could have been repeated here. But this Act is silent about it. Here the Bill says about an authority appointed under this Act.

When there are so many tribunals consisting of retired High Court Judges and District Judges, why should a matter under the Payment of Wages be referred to some other authority appointed under this Act. That matter can be referred to this tribunal and they can decide it as early as possible.

[Shri K. N. Pandey]

The next point is about filing of appeals. That comes under section 17. It says that an appeal against a direction made may be preferred within 30 days of the date on which the direction was made in the Presidency Town and so on. Here there is silence as to who will file the appeal. Is it the aggrieved party, or the union? In the principal Act, in section 15, there is a provision that when there is a complaint about delay in payment of wages or refusal of wages, the union also is authorized to file that case to the appointing authority. Under section 17, when there is a provision for appeal against the judgment of the appointed authority, there is silence as to who will be the right persons or agency to file that appeal to the appellate authority. In the amendment that is sought here, there is provision in section 17A which also says:

"Where at any time after an application has been made under sub-section (2) of section 15, the authority or where at any time after an appeal has been filed by an employed person under section 17 the court referred to in that section, is satisfied"

Only the name of "employed person" has been given here. My experience is this. There were two factories, Padrunna Raj Krishna Sugar Works, Padrunna and the Jagdish Sugar mills, Kathkingan. Payment was refused for the last four months. Either the employed persons may go and file the case. If there is total closing of factory or strike, the employed persons may go to the court and file their case or file the appeal. The agency provided there, that is, the trade union may also go to the court. That is a single body. It is not necessary to close the factory. There will be no strike at all. In that case, if the union is authorised, it is better. Here, the employed person has been given the right of appeal. My request is that the hon. Minister may take this salient point

into consideration and accept my suggestion. I have given an amendment that the trade union should also be authorised to file an appeal, if there is any decision on trial or where the parties are aggrieved by the decision.

Shri Naushir Bharucha (East Khandesh): That is implied.

Shri K. N. Pandey: The employed person is mentioned. Where there is body of workers, the union should be authorised to go there, so that the work may also continue and there may not be any strike in the factory. The procedure also may be simplified. This is my request. Along with the employed person—let it remain there—the trade union of which he is a member or the workers are members, should also have the right.

Although I have brought this point to the notice of the House and of the Minister, I say that this Bill which has been brought before the House is towards progress. I request the Minister again that a comprehensive Act amending all the defects that are still existing should be brought in the near future so that the workers may get relief as early as possible and there may not be any discontentment among the workers. With these words, I support the Bill.

Shri Naushir Bharucha: This Bill is welcome in some parts as far as it goes. But, to our mind, it does not go sufficiently far. I quite appreciate that the range of salaries has been increased to Rs. 400. May I ask the hon. Deputy Minister to consider the fact that, if it is intended that the poor worker should benefit by the Payment of Wages Act, why is it that the employees under the Shops and Establishments Act are excluded from the scope of this Act? The Act is made applicable only to certain specific industries. I would appeal to the hon. Minister in charge to take into consideration the fact that a man who earns Rs. 200 as an employee in a

commercial establishment is as much poor and deserves relief under the Payment of Wages Act as any employee mentioned in any of the specific industries. Therefore, I would suggest, a next amendment by way of enlarging the scope of the Payment of Wages Act should be made by bringing all persons getting, say, Rs. 200, even if they are employed in commercial establishments. Therefore, while welcoming this feature, I make this suggestion.

Of course, the inclusion of the construction workers within the scope of the Act is very welcome, and also the provision with regard to appeal. The hon. Member who spoke before me has expressed an apprehension that this provision is not clear. It is obvious that a party to the proceedings—in particular cases the union has got the right to file an application—that party becomes a party who can prefer an appeal. To my mind, no amendment is required in that direction. The enlargement of the provision for appeal is certainly welcome.

13.27 hrs.

[**SHEMMATI RENU CHAKRAVARTTY**
in the Chair]

There are two or three points on which attention requires to be focused. First, the exclusion of any bonus, whether under a scheme of profit-sharing or otherwise, which does not form part of the remuneration under the terms of employment is doubtful. Because, after all, what is it that we refer to in the terms of employment? Suppose there is a profit-sharing scheme. The profits have been determined already. Then, a claim is made for a particular share of that declared profit. Under the present Act, even when profits are declared, still, the man cannot claim it in the form of a bonus because this has been excluded. I fail to see the reason for this. After all, it means any term of employment. In the case of a scheme of profit sharing, all workmen are getting a part of it and

that becomes a term of employment. To exclude that from the definition of wages is certainly not correct.

The second point to which I desire to draw attention is that a very mischievous provision has crept in on page 4: deduction for house accommodation. Where a workman stays in a tenement constructed by the Housing Board, then, his rent can be deducted without his consent from the wages. In the Bombay State, we have passed the Housing Board Act, where we have given them extraordinary powers. The Housing Board need not go, after the determination of the arrears, to a court of law. Only a Competent Officer certifies that so much is due. That would be deducted from the wages even if it is not really due. A tenant under the Housing Board Scheme has no opportunity whatsoever to take the matter to a court of law. Vast powers have been given to the Housing Boards. There, the Competent Officer, as he is called there, whether the money is due or not, certifies that this much is due from A, and that amount is automatically deducted from his wages. This is a most mischievous provision. I oppose that provision.

There is one more matter to which I invite attention, namely, the new clause 17A for conditional attachment of property of the employer or other persons responsible for payment of wages. The idea underlying this is to secure the arrears of wages in the event of closing down. But, what does the new clause actually say? It says, after giving the employer or other person an opportunity of being heard, direct conditional attachment. What is the result? When the concern is about to close or when notice of closure has been given, the first thing that the proprietor of the concern does is to do away with all the property. By the time the wage earner goes to the court, and makes the application, by the time notice is issued by the Payment of Wages Authority to the opposite side, date is fixed, adjournments are given, parties

[Shri Naushir Bharucha]

are heard and conditional order is issued, all the property of the concern can be disposed of and the party may be left with a conditional attachment, there being nothing to attach. These things have happened. In the State from where I come, a particular concern was closed down at Pachora, Bharat Vanaspati. When the Mamlatdar sent an order of attachment to secure the arrears of wages, it was found that everything was mortgaged to the bank and practically everything was finished. In such cases, what should be the procedure? The Payment of wages authority should be authorised to issue an *ex parte* prohibitory order prohibiting the owner from disposing of or dealing with the property until the application is heard. Then, the application should be heard: Once the property is disposed of, conditional attachment has no meaning.

This procedure is not a new procedure. It is being followed in exceptional cases. If the payment of wages authority is given that power to issue a prohibitory order, *ex parte* prohibitory order—merely an application has to be made, and it could be got within ten minutes—on the owner of the concern, then the arrears of salaries would be safeguarded. Otherwise, I am afraid, the poor workers will lose their arrears. I am making this appeal because it has been my experience that in many cases, not only the arrears, but even the provident fund has been entirely swallowed, and the law is virtually helpless. The man may be nominally prosecuted and convicted also. But what happens to the provident fund? In one case, in my constituency provident fund to the tune of nearly Rs. 3 lakhs was swallowed. Therefore, if the law is to provide a remedy, I suggest that it should not only be effective but it should also be prompt.

Therefore, I do appeal to the Minister, and while congratulating him to the extent that he has made some

effort to liberalise the provisions of the Payment of Wages Act, that he should go further and be a little more courageous and see that the remedies which are provided for the benefit of the workmen are really prompt and effective.

श्री स० अ० बमझी (कानपुर): सभापति महोदय, यह जो बिल इस सदन के सामने है, उसका मैं स्वागत करना चाहता हूं और मंत्री महोदय को इसके लिए धन्यवाद देना चाहता हूं कि उन्होंने कम से कम २०० रुपये की जो बात थी उसको ४०० रुपये तक कर दिया। लेकिन कुछ चीजें ऐसी हैं कि आज इस देश में पेमेंट आफ बोल्ड एक्ट के अन्दर क्या हमारे मजदूर ले सक रहे हैं या नहीं यह एक सवाल हमारे सामने है।

जिस तरह से मेरे पूर्व वक्ताओं ने कहा कि अक्सर यह देखा गया है क्योंकि हमारे देश में मजदूरों की हालत काफ़ी लराब है और मुक़द्दमेबाजी करना उनके हक में हो सकता है कि फ़ायदेमंद हो लेकिन उसके करने की उनमें जुर्त नहीं है और अगर जुर्त है भी तो मुक़द्दमेबाजी करने के लिए उनके पास पैसा नहीं है। इस लिए हमें देखना यह है कि प्राक्तिक किस तरीके से ऐसा हम इंजाम करें कि हमारे मजदूर सोग कम से कम पैसे में मुक़द्दमे लड़ सकें।

मेरे दोस्त श्री राजेन्द्र सिंह ने कहा कि सीगल ऐडवाइस या सीगल एड वी आती चाहिए। उत्तर प्रदेश की बात में आपको कहूं कि लेबर कमिश्नर उत्तर प्रदेश ने कुछ सीगल ऐडवाइजर्स नियुक्त किये हैं और तभाय यूनियनों को उन्होंने मिला भी है कि उन सीगल ऐडवाइजर्स का कारबद्ध उठाया जाय। लेकिन वे अपने आती तक्कर्म से मंत्री महोदय को जाहना चाहता हूं कि उसका फ़ायदा उठाना तो दूर यहा सीगल ऐडवाइजर साहब के दर्शन भी तकरीबन इस के बाब से हो वे भी उससे कुछ कारबद्ध नहीं होता। इसका बताया यह, श्री कि

जिस मजदूर के पास पैसा है या जो यूनियन काफ़ी पैसा छार्च कर सकती है वह तो मुक़द्दमेवायेदारों के सिरताज श्री पदमपत्र सिहानिया ने साफ़ तरीक़ से कहा कि २ नवम्बर जिस दिन यह फ़सला हुआ कि मैं इस मिल को बलाऊंगा हांलाकि वह मिल के हक़दार थे वह उस मिल के भालिक हैं उस मिल के दो भालिक हैं बागला साहब और पदमपत्र सिहानिया, दोनों उसके जायज़ हक़दार हैं उन्होंने कहा कि २ नवम्बर से जब से कि मिल चली है, पहले ले औफ़ चल रहा था, वह तो मैं पेंट कहंगा लेकिन अक्तूबर महीने की तनखाह आज तक उनको नहीं मिली है और उसको लेकर आज भी वहां पर मजदूरों की हड़ताल चल रही है। कानपुर में मजदूर परिस्थिति काफ़ी गम्भीर हो चुकी है लेकिन आज भी उसके बारे में यहां कोई कानून इस तरीके से हम लागू नहीं कर सकते चाहे वह प्रान्तीय सरकार हो या हमारे बंकें की हुक्मत हो, ताकि एक बड़े सरमायेदार को हम सबा दे सकें और उसको कह सकें इस तरीके से मजदूरों को रोज़ी और मजदूरों की रोटी छोनो न जाय। यह मैंने एक मिसाल देकर आपको बतलाया कि इस कानून में कौनसी ऐसी कमज़ोरियां और खालियां हैं जिनके कि रहते हम सरमायेदारों का दामन थाम नहीं सकते और उनको ऐसी हरकत करते से रोक नहीं सकते।

दूसरी ओज़ जो मैं निवेदन करना चाहता हूं वह उस ओज़ से सम्बन्ध रखती है जिसके लिए कि भेरे भाई श्री टी० सी० एन० मेनन ने एक संशोधन पेश किया है और उन्होंने कहा है कि सारी ओज़ इसमें आने चाहिये जैसे

"any contribution paid by the employer to any pension or provident fund, and the interest which may have accrued thereon;"

ट्रैसिंग एलाउन्स के बारे में मेरी मुध्यजिज बहुत अधिक बहुती पार्वती हृष्णन् मेरी स्त्रीय में कहा। उसके बाद ऐसूटी का

मुध्यजिज बहुत अधिक बहुती पार्वती हृष्णन् मेरी स्त्रीय में कहा। उसके बाद ऐसूटी का

[ओं स० म० बनर्जी]

सबाल है और प्राविडेंट फंड का सबाल है। मैं इनके सम्बन्ध में पब्लिक सेक्टर की बात कह रहा हूँ प्राइवेट सेक्टर की तो बात ही क्या है। पब्लिक सेक्टर में डिफ़ॉल्ट इस्टेटिलिशमेंट में हालत यह है कि एक इंसान जाए वह नौकरी से बर्लस्ट कर दिया गया, रिटायर हुआ, सुपरएंप्युटेट हुआ, ५५ साल के बाद वह गया और मुमिन है कि उसके प्राविडेंट फंड के हिसाब में २,३ हजार रुपया बमा हो सकता है और अगर वह दूर्या उसको ब्रॉडी मिल जाय तो वह आराम से अपनी जिन्दगी बसर करने के काबिल हो सकता है लेकिन आपको यह मुन कर ताज्जुब होगा कि रिटायरमेंट के बाद और उस इंसान के मर जाने के बाद भी कुछ केसेज ऐसे हैं जिनमें कि प्राविडेंट फंड का भासला हस नहीं हुआ क्योंकि मालिकान को साफ तरीके से मालूम है और जो अधिकारीगण हैं उनको मालूम है कि प्राविडर कीन सा ऐसा कानून है जो उनको इसके लिए बाध्य कर सकता है वे इसको जानते हैं कि यह चीज तो पेमेंट आफ बेजेड एक्ट में आती नहीं है, ज्यादा से ज्यादा वह नोटिम देगा, सिविल कोटें में जायेगा और उसके बाद देखा जायेगा और उस हालत में जो पेमेंट होगा वह पेमेंट हमारे पास आ जायेगा और वह सरकार की तिजोरी में चला जायेगा और हो सकता है कि वह रुपया द्वासरी पंचवर्षीय योजना में चला जाये। इस तरीके से आप देखेंगे तो आपको पता चलेगा कि प्राविडेंट फंड, बंबुटी और ट्रेवलिंग एनाउन्स सम्बन्धी काफी रुपया डिफ़ॉल्ट इंडस्ट्रीज में, रेलवेज में ऐसा निकलता है जो कि डिस्ट्रिंग नहीं होता है और इस तरह पर लालों रुपये अनडिस्ट्रिंग हर साल रह जाते हैं। आज कोई भी कानून ऐसा नहीं है जिसके कि भूते पर हम वह चीज चला सकें या हासिल कर सकें। इसी लिए जो संसोधन रक्खा गया उसको बंजूर किया जाव और उन चीजों को जी उसके मात्रहूल लाया जाय ताकि जो गड़बड़ी रही हो यही है उसको हम रोक सकें।

तीसरी चीज जो मैं आपके सामने इस प्रकाश पर रखता हूँ वह बोनस से सम्बन्ध रखती है। बोनस का सबाल बड़ा टेक्स सबाल रहा है और यह अफसोस की बात है कि इस देश के सरकारेदारों ने हमेशा यह कोशिश की है कि किसी तरीके से जैसे भी हो मजदूरों को बोनस न दिया जाय। आज जिस सरकारेदार से बात करो वह कहता है कि आज उद्योग चलाने में विशेष कायदा नहीं है और हम तो यह बड़े बड़े उद्योग और कारखाने आदि चला कर देश की सेवा कर रहे हैं बरता हमे वह कुछ मुनाफ़ा तो होता हो नहीं केवल किसी तरह से जिन्दगी बसर कर रहे हैं और अगर देश का व्यास न हो तो हम यिले और कारखाने ही बद कर दें और वे कहते हैं कि जब मुनाफ़ा ही नहीं हो रहा तो बोनस कहा से दें। इस बोनस के सबाल को हल करने के लिए किसी परेशानी लोगों को उठानी पड़ती है यह माननीय मंत्री को मालूम है। बर्क्स को बोनस प्राप्त करने के लिए हाईकोट और मुमोर्य कोट तक की बारध लेनी पड़ती है और काफी मुक़द्दमेवाची करनी पड़ती है और उसके बाद भी बोनस नहीं होता। अगर हक्क में फ़ेसला हो जाता है तो वह फ़ेसला सागू नहीं होता है और अगर हम उस फ़ेसले को लागू करने के लिए कहते हैं तो वे हमको कहते हैं कि हम यिल ही बन्द किये देते हैं और मजदूरों के सामने तब वह परिस्थिति हो जाती है कि गये वे भील भागने, कुता खोड़ दिया और लाचार होकर कहना पड़ता है कि कुते को हटाये हमें भील नहीं चाहिये कम से कम यिल तों जूली रहेगी। इसलिए मैं आहता हूँ कि इस बोनस के ईस्ट्रू को ठीक तौर पर टैकिल किया जाय, बोनस को तनाखाह में लागिल कर दिया जाव और अगर तनाखाह की डेफ़ैनें ताज में इसको जारीक़ नहीं कर लकड़े तो वेरा कहना है कि अगर आप आहते हैं कि आपकी दूसरी पंचवर्षीय बोनस बहुतायारूप चले और उन्हें

इंडस्ट्रियल पीस रहे तो यह बहरी हो जाता है कि बेमेंट मिल मालिक भजदूरों के साथ इस सबाल को लिख कर सन्तोषजनक रीत से सदा के लिये हल कर लें और बोनस को भी इसमें इनक्सूलूट कर लें। बोनस को अगर हम अलग रखते हैं और मिलमालिक की भर्जी पर छोड़ते हैं तो मैं कहूँगा कि हम इस बोनस के सबाल को कभी हल नहीं कर सकेंगे। मैं आपको उदाहरण के तौर पर बतलाऊं कि कानपुर में साल ईमली बूलन मिल्स जो कि डिटिश इंडिया कारपोरेशन मुंदरा साहब की संस्था है और वे करोड़पति अरबापति हैं, जब उनसे बोनस के लिये भजदूरों ने मांग की तो उन्होंने कहा कि बोनस का ईश्यू नहीं हुआ है और बैलेस शीट रेडी नहीं है। इसका नतीजा यह हुआ कि उस मिल में काम करने वाले एक भजदूर को यूनियन के एक कार्यकर्ता को ऊपर से कूद कर लुद्कुशी करनी पड़ी और बोनस के ईश्यू को खेकर वह शाहीद हो गया। इस उम्मीद को दिल में लेकर कि शायद मेरी शहादत के बाद यह बोनस का भासला हल हो जाय सेकिन बोनस का भासला तो खटाई में पड़ गया और उसटे कानपुर में दो पालियामेंट के भेस्टरों पर इस बात को लेकर मुकदमे खलाये जा रहे हैं कि उन्होंने उसको लुद्कुशी करने के लिये प्रेरित किया। इम तरीके की बीचें चल रही है। मैं मंत्री महोदय से निवेदन करूँगा कि हर एक इंडस्ट्रियल वर्कर जो जहां भी काम करता है वह पेमेंट आफ बेजेप एक्ट में कबर होना चाहिये। उसमें यह वंदिश नहीं होनी चाहिये कि इसमें ऐचटी, बोनस, प्राविडेंट फंड और ट्रैवलिंग एलारंस शामिल नहीं होंगे, जैसा कि इस बिल में लिखा गया है। अगर इस तरीके से काम किया जायगा, तो हम इस एक्ट के मातहत कहां तक भजदूरों के हितों की रक्खा कर सकेंगे, मूले इस में लाफ है और मैं समझता हूँ कि माननीय मंत्री जी को भी इहर शक होगा।

जहां तक कंस्ट्रक्शन बर्केंज और विस्टिंग

बर्केंज का सबाल है, मैं यह निवेदन करना चाहता हूँ कि विस्टिंग और रोड कंस्ट्रक्शन में जो भजदूर कल्टेक्ट सिस्टम—ठेकेदारी प्रधा—के मातहत काम करते हैं, उन पर पेमेंट आफ बेजेप एक्ट लागू नहीं होता है। इस सबाल में मैं पहले भी कह चुका हूँ कि मिनिमम बेजिज एक्ट भी किसी किसी जगह लागू नहीं है। उस के उत्तर में माननीय मंत्री जी ने कहा था कि जहां वह लागू नहीं है, वहां उस को लागू करने की कोशिश की जायगी। सेकिन आज भी एम० ई० एस० के महकमे में, सी० पी० डब्ल्यू० डी० और रेलवेज में, जहां कि ठेकेदारी प्रधा के मातहत जो भजदूर काम करते हैं, पेमेंट आफ बेजिज एक्ट से उन की कोई गई नहीं है। अगर वे लोग कहते हैं कि तीस दिन के बाद सनस्वाह दीजिये, १० तारीख हो गई है, तनस्वाह दीजिये, तो ठेकेदारों की तरफ से उन को जवाब दिया जाता है कि अगर तुम एक्ट की बात करते हो, तो इस्तीफा दे दो और आधो, अपना काम करो।

हकीकत यह है कि हमारे देश में भजदूरों की बेकारी और गरीबी का नाजायज़ कायदा उठाया जाता है और इस बजह में जिस एक्ट से उन लोगों की भलाई हो सकती है, उससे वे लोग कायदा नहीं उठा पाते हैं।

मूले आशा है कि माननीय मंत्री जी इन बातों पर संजीदगी से विचार करेंगे। यह मैं मानता हूँ कि उनके इन्टेरेज ज अच्छी हैं और उन के इरादे मुसमम हैं—और मैं उन का स्वागत करता हूँ—लेकिन वे सिर्फ नेक और अच्छे इरादे रखें और उनको अमसी जामा न पहनायें, तो काम नहीं चल सकता है। इसनिये अगर श्री टी० सी० एन० मैनन की अमेंडमेंट को मान लिया जाय, तो अच्छा हो।

मुमिन है कि कानपुर की स्पूर मिल का भासला, जिसका कि मैंने अभी चिक किया है, इस बिल के अन्तर्भृत न आता हो, सेकिन मैं निवेदन करना चाहता हूँ कि उसके

[बो स० थ० बनर्जी]

कारण सारे बाहर की किजा बराबर हो रही है और हो सकता है कि वह और ज्यादा बराबर हो जाय। सोग चाहते हैं कि वे बराबर न हो और इस सिसिले में कोशिश भी की जा रही है, लेकिन एक सरमायादार ने वहां पर कहा है—हजार मजदूरों की जिन्दगी को बराबर कर रखा है—उन मजदूरों के बाल-बच्चों को यिसा कर तकरीबन तीस हजार प्राणियों को भूसीबत में डाल रखा है और उन को फाकाकची की नीबत आ गई है। अगर हिन्दुस्तान में एक सरमायादार की इतनी भजास है, तो इस कानून का कायदा ही क्या है?

इस बिल का स्वागत करते हुये में यह निवेदन करूँगा कि जो बातें मैंने कही हैं, उन पर माननीय मंत्री विचार करें और कानपुर के मामले पर, जो कि तमाम लोगों के सामने है और जिस के बारे में मैं सदन में गुजारिश कर चुका हूँ अपने विचार प्रकट करें। प्रत्यक्ष सैकटर में प्राविडेंट फंड को जो डिफोकल्टीज हैं, उन पर भी वह विचार करें।

यह बिल काफी देर से आया है, लेकिन देर आयद दुर्स्त आयद। बहरहाल, यह बिल आया तो। मैं उस का स्वागत करता हूँ कि माननीय मंत्री हमारे सुझावों पर विचार करेंगे।

Shri Ghosal (Uluberia): Mr. Chairman, at the time of the discussion of the Demands for Grants of the Labour Ministry last budget session, I along with my colleagues demanded amendment of the Payment of Wages Act in three respects. One is that the pecuniary limit of the Act should be raised; secondly, the jurisdiction of the Act should be broadened, and thirdly, the definition of 'wage' must be properly given.

As regards the pecuniary limit, we welcome the raising of it to Rs. 400.

As regards jurisdiction, only construction workers have been included, but we wanted that this Act should be extended to cover other workers also, plantation and mine workers and also the clerical section of the working class. As regards the last, we know that the only remedy to realise the wages due is to go to the civil court, and it is impossible for this clerical staff to pay huge court fees under the Court Fees Act and to get justice after a long delay. At least hundreds of clerks have got to file their claims for due wages in the civil court for realisation. Therefore, in order to obviate that difficulty, we wanted that the provisions of this Act should be extended at least to cover the clerical section of the working class. Now that has not been done.

As regards definition of 'wages', I would like to submit that in successive Acts it has been gradually narrowed down. The Payment of Wages Act was enacted in 1936 previous to the Industrial Disputes Act which was passed in 1947. The provisions of the Industrial Disputes Act have been extended to the clerical section. When the Payment of Wages Act was passed, there was no question of the inclusion of the clerical section. Later, if we examine the definition of 'wage' in the Industrial Disputes Act, we find it was further extended to cover DA, housing accommodation, supply of light and water, medical attendance and other amenities or service or any other concessional supply of foodgrains etc. But since 1947, this definition has been gradually narrowed down. In 1948 when the Employees' State Insurance Act was brought into force, in the definition of 'wages' given in section 2(22), the word 'bonus' was dropped, though in the original Payment of Wages Act there was a mention of bonus in that definition. In the Employees' State Insurance Act, it was neither specifically excluded nor specifically included. The definition of 'wages' in this Act also did

not mention whether house allowance, light and water allowance or medical allowance would be included or excluded. It was kept vague.

The definition of 'wages' was further restricted in the Employees' Provident Fund Act, under which DA, house allowance, overtime allowance, medical allowance etc. have been specifically excluded from section 2.

In this Bill, as was in the Payment of Wages Act in 1936, the definition of 'wages' has been narrowed down and stripped of all other attendant amenities, in order to serve the interests of the employers.

As regards Explanation II, it has been incorporated to give further freedom to the employers to deduct the wages on the basis of rules to be framed by the employers. We know the fate of these rules that are framed by the employers under the Industrial Employment Standing Order. They always frame these rules which are sent to the Government without the copy being served on the registered unions and these are certified. And, on the basis of these rules, if the employers are allowed to deduct the wages, then, it will be injustice for the workers who will suffer the most. This Explanation is not of much importance but it is quite detrimental to the interest of the workers.

It has been pleaded by some of my hon. friends that the definition of bonus should be there and much of the disputes had been raised in the past and there is a likelihood of disputes being raised in the future on the definition of bonus. It has not been defined in any Act so far passed by Government. That point is also a moot point which is to be considered by the hon. Deputy Minister.

Therefore, I beg to submit that while I welcome this because it has been extended to the building workers also, and the limit has been

extended to Rs. 400, I feel that amenities which are essential are being excluded by this Bill. The provisions of this Bill should have been extended to the clerical section of the working class also. I beg to draw the attention of this House to these aspects and say that it should include the clerical section within the purview of this and include bonus also in the definition of 'wages' without dropping all the amenities.

Shri Oza (Zalawad): Madam Chairman, I welcome the Bill so far as it goes and heartily congratulate the Ministry for the same. Wage is the most important item in labour relations. The workmen hire out their labour so that they may earn something for themselves and for their family members. It is not only the question of the amount of wages but also the mode and method of payment that is very important. We know so many cases where industrial disputes have arisen because of the difference of opinion or rather dispute on the question of the mode and manner of payment.

This Bill, to my mind, to a large extent solves those difficulties. We should keep in mind that this Bill is not substantive in character. It is a sort of procedural law. It lays down how the wages which are earned by the workmen shall be recovered. So, while criticising this Bill, I think, we should keep in mind this aspect of the very scheme of the parent Act which this Bill tries to amend.

The main thing which this Bill wants to amend is the definition of 'wages'. And, I am very happy to note that it has been rightly amended so as to include remuneration not only which is to be paid under the terms of employment but also remuneration which becomes due because of settlements or awards or orders of the court. Till now what happened was this.

Wages which had to be paid by the employers only in terms of employment could be recovered through the

[Shri Oza]

appropriate authorities by the workmen. In many cases there were differences of opinion or rather disputes as regards wages. The matter went up for conciliation and the matter went up further to Industrial Tribunals. There were awards and these things could not be recovered through the appropriate authority till now. In case an employer refused to pay remuneration which becomes due under such awards or orders of the Tribunal, the workmen concerned had to go to Government and apply. That was the beginning of the trouble and not the end of the trouble. One might have hoped that these awards and orders of court would be the end of the trouble and they will be complied with and there will be peaceful relations between the parties. On the contrary, it has been our experience that it has been the beginning of the trouble. When the workers apply to Government for the enforcement of the awards, the employers raise so many points of dispute as regards interpretation of terms, of agreement arrived at awards given by the courts. It was also difficult for Government to interpret the terms of the award, complicated as they were some times. The matter went up to civil courts, the Supreme Court or High Courts.

Now, I would refer to clause 3(iii), which proposes to amend the definition. It says:

"Wages" means all remuneration (whether by way of salary, allowances or otherwise) expressed in terms of money or capable of being so expressed which would, if the terms of employment, express or implied, were fulfilled, be payable to a person employed in respect of his employment or of work done in such employment, and includes—

(a) any remuneration payable under any award or settlement between the parties or order of a court;

This remuneration will also be recoverable through the appropriate

authority. The workers shall not have to go to Government or an officer of Government. The judicial authorities will immediately proceed to enforce the order and see that all these remunerations which are now payable under these awards and settlements are paid to the workers.

I think this is a very good step that the Ministry has taken and I have nothing but congratulations to the Ministry for the amendment of this definition in this respect. I am sure that the hue and cry which is now being raised and rightly—I do not say that it is unjustifiable—against the non-implementation of awards by the employers will not be there and the wind will be taken out of the sail, and the parties will be at liberty to approach the appropriate authority at least so far as the remuneration under the awards are concerned.

13.59 hrs.

[Shri C. R. PATTABHI RAMAN in the Chair.]

Another point which has been raised on the floor of the House is as regards bonus. I also agree that something shall have to be done in respect of the issue of bonus. Today we have got the position that the Supreme Court has laid down a sort of formula according to which bonus can be paid to the workers. More or less in the whole country the Industrial Tribunals and the appropriate authorities follow this formula and award the bonus accordingly. I am glad that it is urged here that we should proceed to define what is bonus or in what circumstances or under what conditions bonus shall be payable to the workers. I think this is however not the proper Bill under which we can proceed to do it. It will perhaps lead to further complications.

14 hrs.

To my mind the question of bonus is linked up with the definition of a fair wage. Till now we have not on

our statute-book a definition of fair wage. It is left to the tribunals to interpret that word in the light of their sense of social justice which may vary from person to person. So long as we have not got that definition, it will be very difficult to lay down what and how the bonus will be paid to workers. We know of so many industries in which there are differences in wage structures. Some industries are paying fairly good wages; others are not paying even minimum wages and they are paying almost starving wages. To lay a definition or a statutory formula for bonus which will be applicable alike to industries which are not paying even a minimum wage and to industries which are paying fair wage would not be equitable. So that, so long as this question of fair wage is not ultimately decided and set at rest, I do not think we can proceed statutorily into the question of bonus.

Another question that was raised was about the payment of bonus. It was urged that bonus which is payable under the terms of employment will be recoverable. Sub-clause (c) of clause (vi) says—

"any additional remuneration payable under the terms of employment (whether called a bonus or by any other name);"

If I interpret this Bill correctly it is covered. Now any bonus which is awarded by a Tribunal will be recoverable like any other wages. It is covered by sub-clause (a) which reads—

"(a) any remuneration payable under any award or settlement between the parties or order of a court;"

I think the bonus which will be payable under the awards of industrial tribunals will be covered by this sub-clause. If I am wrong, the hon. Minister will correct me. If my interpretation is correct, the doubts raised by some hon. Members that the bonus which is now awarded should be included is set at rest and we should

be satisfied that now we have got a forum from which we will be able to recover all the dues that are legitimately due to the workers from the employers.

Mr. Chairman: I welcome the Bill as far as it goes and I am sure it will be very helpful to the working classes in recovering their dues.

Shri L. Achaw Singh (Inner Manipur): Sir, this Bill seeks to amend the Payment of Wages Act, which was passed in February 1936. The original Act provides for regulation and protection of wages of workers as well as regulation of deductions from wages of the employees by the employers. The measure was enacted by the then British Government and it was passed under fire of criticism from the Congress Benches.

Now, twenty years after the passing of the original Act, the Deputy Minister of Labour has come forward with an amending Bill. All labour organisations, trade unions in India as well as international labour organisations, have suggested and recommended far-reaching changes on labour legislation and on the subject of wages. I am sorry the main defect of the Act has not been remedied by this amending Bill. The Bill proposes to extend the Act to construction industry. I am of the opinion that this Bill is halting and haphazard; it is also incomplete. It does not go far in those directions where the interests of workers could have been promoted. It covers only a small part of the labour population in the country. It covers only the big industries, the organised industries, the regulated factories, mines, railways and plantations. It does not really cover, and really seek to help the interests of millions of workers in the unregulated factories, workers in the agricultural sector, workers in commercial establishments and also workers in domestic services.

The Act applies only to a small fraction of the labour population. In

[Shri L. Achaw Singh]

my humble opinion the Act should have been made applicable to all categories of workers, to workers in all industries and necessary amendments also should have been provided in this Bill. Sir, there is legislation in Great Britain called the Truck Acts which generally deals with deductions from wages. These Acts are applicable to all classes of industrial workers. There is no reason why this measure should be restricted to a small class of workers.

The Royal Commission suggested that legislation regarding the periods of payment, namely, monthly payments, fortnightly payments, and weekly payments, should be applied to industries like factories, mines, railways and plantations. They also proposed that the measure should be extended to other industries in course of time. But this Bill has not gone so far.

Coming to the definition of wages in clause 3, this Bill seeks to exclude certain parts of bonus from the definition of wages. I think it is not desirable. In the original Act, wages included the whole of bonus, and I am of the view that bonus always forms part of the remuneration of the workers and no artificial difference between potential and earned wages should be created. This division would only benefit the employers and would deprive the workers of their due share. After all bonus comes out of profits. Profits do not fall from the sky. Labour makes its contributions towards the accrual of profits.

Bonus is nothing but part of the wages, earned by the sweat of the brow of the workers. Therefore, there should be no deduction from wages.

Moreover in India workers are not given proper wages, fair wages. They have no adequate living standard and wages are generally low and inadequate in most industries. So in the interest of the workers, bonus along with the wages should be paid in cash and some way must be devised so

that bonus may not be deducted at the time of payment of wages.

I would now like to come to clause 5 of the Bill. It is an amendment regarding deductions consequent upon punishments under service rules. In case of imposition of such punishments, it is necessary that the aggrieved person should be allowed to represent his case. Otherwise, the employer in many cases may act in an arbitrary manner. I would like to suggest an amendment to the effect that there may be some machinery by which the employer and the representatives of labour may come to some agreement to see whether the penalty imposed is in conformity with the requirements and also the rules framed by the employer. In that case, there should be a way for mutual consultation and agreement on such vital matters which affect both the employer and the worker. This is very important because it concerns the service conditions of the workers. It concerns the withholding of promotions, and increments, suspension of the workers and so on. There should be some way effective in which the representatives of labour can have and say in the matter. If possible some agreement may come after mutual discussion as to the nature or manner of penalty which may be imposed. In this connection, I should like to say that courts also held conflicting views. In one case, it was held that any reduction in pay by way of penalty whether for a short period or a permanent reduction in pay was a deduction and illegal under the Act. That is why I would like to propose an amendment.

I would like to make a few observations on fines. They are very irritating to the workers and it is a great injustice to the workers. We have some experience of maintaining discipline without the imposition of fines. Better relations also might prevail between labour and the employer. The practice of deduction by way of fines should be abolished. There may be deductions for some services rendered to the workers but not by way of fines.

The fund created by the realisation of fines must be administered by a joint committee of labour and management. In many cases we have found that the employers have mismanaged the funds. I am told that in the Railways these funds are jointly administered by representatives of labour and management. So, there should be such a committee to administer that fund in all other industries as well.

In Section 8(3) of the Act, there is some provision that the workers should be given a chance to explain, when they are fined. Here too, the representative of the trade union to which the aggrieved worker belongs must be given an opportunity to represent his case. In many cases, fines are imposed arbitrarily as a result of the actions of commissions or omissions on the part of the supervisory staff in many workshops and factories. These fines have resulted in many cases in a great deal of discontent on the part of the workers. In the interest of the workers and of the industry, the employees should be given a full opportunity to place their grievances before the employer, in respect of any matter involving the payment of fine.

Lastly, I would refer to question of enforcement and application of this Act. There is a wide gulf between the provisions of the labour laws and their actual implementation. Some of the labour laws enacted have not come into force in many parts of India while others are applied only to a limited extent. In many of the Government undertakings, especially transport undertakings, workers have been penalised in many ways but most of these labour laws do not apply to them.

In my own territory of Manipur, the running staff as well as the mechanical staff are fined without any rhyme or reason, long after the commission or omission on the part of the work-

er. We are also getting many cases of dismissals and suspensions. When one seeks the protection of the Court not to dismiss any particular worker, the Government or the management would dismiss him. So, in many parts of India all these labour laws do not apply and are not given any effect. So, I would ask the Minister to look into the condition of labour in such territories, especially in Manipur where there is no legislative assembly to look after the interests of the workers, where the administrators sometimes act in an arbitrary way and do not pay any heed to the demands of the workers.

पंचित ठाकुर बालेश (हिसार) : जनाब चेयरमैन साहब, मेरे इस बिल के बारे में, तकरीर करने की एक छोटी सी एपालाजी है। वह यह कि जब मैं ने इस बिल को पढ़ा तो मैं इस बिल के दफा ८ में जो संक्षेप १७ ए है उस को ठीक में नहीं समझ सका और मैं अब भी चाहता हूँ कि आनंदेबिल मिनिस्टर साहब इस को मेहरबानी फरमा कर एक्सप्लेन कर दें।

दफा ८ में जो १७-ए के तीर पर है उस में मुझको लाइन १३ और १४ के दरमियान में मालूम होता है कि कुछ अल्काज दर्ज करने से रह गये हैं यथोकि अंसेजी का ठीक फिरा ही नहीं बनता और सेम को भी जब पाटे २ से मिलाया तो वह भी साफ नहीं रहता। जनाब बाला मुलाहिजा फरमाये इस में दर्ज है :—

"Where at any time after an application has been made under sub-section (2) of section 15, the authority, or where at any time after an appeal has been filed by an employed person under section 17 the court referred to in that section, is satisfied that the employer or other person responsible for the payment of wages under section 3 is likely to

[पंचित ठाकुर दास भार्गव]

evade payment of any amount that may be directed to be paid under section 15 or section 17, the authority or the court, as the case may be, after giving the employer or other person an opportunity of being heard, direct the conditional attachment.....

में अदब से अर्ज करना चाहता हूँ कि हर किसी जा में यह लिखा होता है कि "दी कोर्ट लीस डाइरेक्ट" या "दी कोर्ट बे डाइरेक्ट" लेकिन ऐसा बहुत कम देखने में आया है कि वहाँ "लीस" और "बे" की अदम भीजूदगी में सीधा लिखा हो :

"the authority or the court direct the conditional attachment of so much of the property of the employer". मुझे मालूम होता है कि यहाँ पर "लीस" या "बे" गलती से रह गया है और इस को मुक्तम्बल किया जाना चाहिये । बेहतर यह होगा कि अनारेबिल मिनिस्टर लालब यहाँ लफ्ज "बे" बढ़ा दें । और यह तो लफ्जी बात है । लेकिन इस की अदम भीजूदगी में दिक्षकत पैदा हो जायेगी । अगर आप "लीस" रखें गे तो कोर्ट का यह फर्ज हो जायेगा कि वह कंडीशनल अटेंडेंट जारी कर दें । अगर "बे" रखें गे तो उस को डिस्कीशन होगा । आप जिस तरह से आहें रखें, लेकिन मेरी नाकिस राय यह है कि आप "बे" रखें तो अच्छा होगा क्योंकि इस में कोर्ट को डिस्कीशन रहेगा ।

लेकिन जिस लास चीज की तरफ में आप की तब्दील ह दिलाना चाहता हूँ वह थोड़ी सी मूल्तनिक है । मैं यह मानने को तैयार हूँ कि आप जो यह जिन लाये हैं यह आप गरीब आदमियों की इमदाद के लिये लाये हैं । जिन बहुत से के लिये आप के दिल में दर्द है उन की इमदाद के लिये आप यह जिल लाये हैं ताकि उन के बेजेब का पेमेंट ठीक तरीके से हो सके और उन की उन के हक से महस्त न किया जाये

लेकिन ताहम आप इस अद्य की बालेंदे कि यह हक डिस्कीशनेटरी ला है । जो आदिनरी सिविल राइट्स का हक एक आदमी को हासिल है उस के मुक्तेनिगाह से यह एक डिस्कीशनेटरी ला है । लेकिन मैं इस के बखिलाफ नहीं हूँ । मैं तो कहता हूँ कि आप इस जिल को ठीक लाये क्योंकि बर्कर का जो हक है वह उसे मिलना चाहिये । लेकिन मैं समझता हूँ कि आप का यह भौता हरगिज नहीं है कि एम्प्लायर को या किसी आदमी को जिस की तरफ बेजेब जाविद है आप मिट्टी में मिला दें, उस का बकार खर्च कर दें । आप का भौता सिफ़ यह है कि जिस आदमी के बेजेब जाविद है उन से वह महस्त न रह जायें । तो कानून यह होना चाहिये वा कि जहाँ कोई कोर्ट या अधारिटी समझे कि एक जस्त पेमेंट इवेंट करना चाहता है तो कोर्ट यह हक्कम दे दे कि या तो वह जस्त उतना रुपया दालिल कर दे, या जमानत देदे जो कि कोर्ट को और दूसरे जस्त को भी तसल्लीबद्ध हो, अगर ये दोनों चीजें न की जा सकें तो कोर्ट यह हक्कम दे कि वह जस्त कुछ जायदाद अलग कर दे और उस को हाथ न लगाये और उस जायदाद को कोर्ट में पेश कर दे । ये अहकाम मुनासिब हैं और होने ही चाहिये और मैं अदब से अर्ज करना चाहता हूँ कि आप का भौता वही है जो कि मैं अर्ज कर रहा हूँ । क्योंकि आप ने आखिर में सेक्षण १७ ए (२) भी दिया है जिस में लिखा है :

"17A(2). The provisions of the Code of Civil Procedure, 1908, relating to attachment before judgment under that Code shall, so far as may be, apply to any order for conditional attachment under sub-section (1)."

लेकिन फर्ज कीजिये कि आप वहाँ पर "लीस" या "बे" नहीं लगाते तो उस सूरत में कोर्ट को आविदी तौर पर कंडीशनल

एटेंचमेंट का हुक्म पास करना होगा । हर सूरत में वह हुक्म करना होगा कि उस की आवश्यकी की कुर्की कर ली जाये । अब आप जानते हैं कि किसी के लिये भी कुर्की हुक्म का कारण होता है । जिस को रूपया दाखिल करने का हुक्म दिया जा सकता है अगर उस की कच्ची कुर्की हो जाये तो उस में डिस्प्रेस इन्वाल्प्ड होती है और में समझता हूँ कि यह आप का मंशा नहीं है । मैंने इस सेक्षण को पढ़ने के बाद आँदर इन मंगा कर देखा जिस में एटेंचमेंट बिकार जमेंट का प्राविजन है । मैं इन अहकाम की तफसील में नहीं जाना चाहता । लेकिन इस में यह है कि पहले कोई हुक्म देगी कि तुम इतनी चीज हमारे पास दाखिल कर दो, या जमानत दे कर तसल्ली कर दो कि तुम इतना रूपया रखोगे कि उस आवश्यकी को दिलाया जा सके । अगर ये दोनों चीजें फेस हो जायें तो कोई यह हुक्म दे सकती है कच्ची कुर्की कर ली जाये । यही आप की भी मंशा है । लेकिन जब में सेक्षण को पढ़ता हूँ तो आप का यह मंशा उन प्रसकाज से अदा नहीं होता । इस सेक्षण के मुताबिक कच्चों कुर्की करना लाजिमी हो जाता है जब कि सूरत यह होनी चाहिये भी कि अगर कोई इस कानून के मुताबिक रूपया न दे, और जमानत भी न दे त्रिसुसे कि तसल्ली हो सके जब तसल्ल किया जायेगा तो रूपया मिल जायेगा, तब कच्ची कुर्की का हुक्म दिया जा सकता है । लेकिन जैसा यह सेक्षण है इसको पढ़ने से कन्फ्रूजन हो जाता है । मैं चाहता हूँ कि जो आप का मंशा है उस को पूरा करें । मैं जानता हूँ कि आप का मंशा निहायत ठीक है । आप चाहते हैं कि जो आवश्यक ऐमेंट इनेड करना चाहता है उस को पहले यह हुक्म दिया जायेगा कि तुम रूपया दाखिल कर दो जो मैं समझता हूँ कि एक एप्सायर के लिये आसान होगा । मालिक की हालत घच्छी होगी और उस के लिये रूपया बमा करना आसान होगा । इन्हिये घच्छे तो हुक्म यह दिया जायेगा कि वह रूपया दाखिल कर दे । रूपया न दाखिल करते की सूरत में उस को वह

जमानत देने का भीका दिया जाना चाहिये । जब वह इन में से कोई बात न कर सके तो फिर भ्रातालत को कोई चारा नहीं होवा सिवा इस के कि वह कच्ची कुर्की का हुक्म दे और इस हालत में किसी को सिकायत का भीका भी नहीं होगा । लेकिन इस बहत जैसे यह दोनों सैक्षण हैं इन को पढ़ने से कन्फ्रूजन होता है । यह साफ होना चाहिये । कानून तो ऐसा होना चाहिये कि पढ़ते ही किसी को पता लग जाये कि एक शब्द के राइट्स क्या है और भाइविसिटीज क्या है ।

तो मेरी गुजारिश यह है कि एक तो लफज बड़ा दिया जाये और यह कंडीशनल एटेंचमेंट किस सूरत में किया जायेगा यह दर्ज कर दिया जाये । इस से यह नहीं मालूम होता, कि आप ने कंडीशनल अटेंचमेंट को क्या इर्जा दिग्रा है और इस सैक्षण को पढ़ने से कन्फ्रूजन होता है । कोई में डिपार्टमेंट और जमानत यह दोनों चीजें तो आई लेकिन इस सारे सेक्षण को पढ़ने से ऐसा मालूम होता है कि एक कन्फ्रूजन सा है । मैं समझता हूँ कि रूपया दाखिल न करने की सूरत में उस को जमानत देने का भीका दिया जाना चाहिये । मैं यह नहीं कहता कि आप का यह मंशा है कि कच्ची कुर्की लाजिमी तौर पर होनी चाहिये लेकिन इस का रिजल्ट यही होगा । इसलिये मेरी गुजारिश है कि वह कंडीशनल एटेंचमेंट किस सूरत में किया जायेगा यह साफ तौर पर दर्ज कर दिया जाये ताकि कोई कन्फ्रूजन ही पैदा न हो ।

दूसरी चीज जो मैं आपकी इजाजत से धर्ज करना चाहता हूँ वह यह है कि आप ने २०० से लिमिट बढ़ा कर ४०० करवी क्योंकि आज के जमाने में जो सन् १९३६ में २०० वा वह ४०० ही नहीं किन्तु उस की कीमत ४०० से भी ज्यादा है । आप वर्कसे द्वारा बर्क्स में क्यों तरीज करते हैं जाहे उस की बेज कुछ ही क्यों न हो ? यह २०० से बढ़ा कर जो आप ४०० की तरीज रखने वा द्वे हूँ तो अगर तरीज रखनी है तो मेरा कहना है कि ४०० के बजाय वह लिमिट ५०० क्यों म

[पंडित ठाकुरराम भागीरथ]

रखी जाये। अगर आप हिसाब लगा कर देंते तो पायेंगे कि सन् १९३६ के २०० की कीमत आज ५०० तक पहुँच जायेगी। मैं समझता हूँ कि हर एक को इस से फायदा पहुँचना चाहिये

मैं इस के आमे जा कर यह कहूँगा कि वहाँ आप बकंस को यह रिपायत दे रहे हैं वहाँ ऐसे लोग जिन की स्वेटेड लेबर हैं, रूरल बकंस, जिनकी कि एकोनोमी बलनरेबिल है उन को भी जब आप को फुरसत हो तो इस का फायदा देने की तरफ स्थाल फरमाइयेगा और मुझे उम्मीद है कि आप इस मसले की तरफ अपनी तवज्ज्ञह देंगे और यह देखेंगे कि आया उन को यह फायदा दिया जा सकता है या नहीं दिया जा सकता है और कुछ आप उस के लिये हल निकालेंगे। और रूरल बकंस के बास्ते भी तो कोई इस किस्म का एक कानून आयेंगे जिस से उन की बेजेज का मसला ठीक तौर पर हल हो सके और ऐसा होने से जो उन की मेहनत की कमाई है उस से वं भी विचित नहीं रहने पायेंगे। मझे सिर्फ इतना ही अचं करना चाहा।

Shri Barman (Cooch Behar-Reserved—Sch. Castes)—rose.

Mr. Chairman: I think the hon. Minister wanted to be called at 14.35 and he wanted 25 minutes for his reply.

Shri Abid Ali: Yes.

Mr. Chairman: Then, I think, Shri Barman can have ten minutes.

Shri Barman: I am just tempted, Sir, to speak a few words in this connection. I generally congratulate the hon. Minister that he is always alert to safeguard the interests of workers. As I find, this Bill is a simple Bill, and there was a great necessity for it. In the first place, I find from the Statement of Objects and Reasons that there was some difficulty created by the High Court decisions regarding the definition of wages. So, when this Bill is vitally interested in the wages

of labourers, until that definition was made clear, confusion remained and many uncertainties were bound to remain. Due to that confusion, workers may meet with many harassments as regards their just rights. So, when the definition in the Bill has been made clear, difficulties will disappear. It is a quite welcome measure, namely, that this Bill makes the definition of wages clear. Henceforward there shall be no confusion about the interpretation of it.

Secondly, there is another thing that this Bill has incorporated. Formerly, it was only Rs. 200, as wages, that was fixed as the limit in the enactment. But, by the lapse of time, the value of Rs. 200 in those days is equal, if not more, to Rs. 400 now. So, according to the estimate of the Ministry, they have raised that amount from Rs. 200 to Rs. 400. That is also a necessary piece of amendment.

Thirdly, there have been included many other categories of industries in the definition of establishment. Many other things have been brought in there. That is also quite appropriate and very necessary, because, after we attained Independence, large-scale developments in the industrial sector, both in the private and public fields, have taken place and they will continue to go up gradually. So, unless that also is made clear by defining the word "establishment" and including in it some other categories, both in the private and the public sector, much confusion would remain and the wage-earners in those establishments might be left in the lurch as to whether this Act of 1936 applies in their case or not. So, the amendment in that respect is also a necessary one, and it is right that the Government have come at the right moment to amend this Act of 1936.

I want to just emphasise that ultimately it is the workers who produce the wealth, and all the rest is just a structure super-imposed upon the workers' labours. So, I not only commend the action of the Ministry but

would ask them to be always on the alert to safeguard the interests of workers in all respects.

I support this Bill wholeheartedly.

Shri Abid Ali: I am happy to find—

Shri Narayananakutty Menon: There is no quorum, and the hon. Minister will have to address empty benches.

Mr. Chairman: Yes; the bell may be rung.

14.35 hrs.

[**MR. DEPUTY-SPEAKER** in the Chair]

Mr. Deputy-Speaker: Now, there is quorum. The hon. Minister may continue.

Shri Abid Ali: I was saying that I was glad to find that everyone who spoke from every section of the House has welcomed this measure and there has been not a word said against any provisions which have been proposed to be enacted under this Bill. However, opportunity has been taken, as it is usual, by some hon. friends opposite to say things which had nothing to do with the Bill under discussion.

The hon. friend from Kerala chose to say that there was chaos and anarchy. It may be in his mind; it may be in his party or group. But so far as the country is concerned, so far as the workers are concerned, they know that much is being done for the good of everyone and for the good of all the workers.

Shri Narayananakutty Menon: May I make one point of Personal explanation? The hon. Minister replies when some criticism is offered on the Bill. He refers to anarchy in my own party. Of course anarchy may be there and therefore he seems to speak about it. But we are not interested about party anarchies.

Shri Abid Ali: He said anarchy and chaos. I do not know where

there is anarchy or chaos. It was not known to me at least. It may be known to him and that might have influenced him. Why should he make reference to that? Therefore I do ask him: "Where is the anarchy"?

Mr. Deputy-Speaker: There should not be any surprise that there is some difference of opinion. That is all.

Shri Narayananakutty Menon: That is why we are sitting on this side.

Shri Abid Ali: But not to the extent of anarchy and chaos. Then, what he said is, things are serious. Again, I would like to know in which section and for what purpose it is so. Is it because some people have gone to the High Courts and the Supreme Court? These courts—indeed our judiciary—are pillars of democracy. It is not only the legislature or the Government aid its administration that mean democracy. It is judiciary also. Our judiciary has been very zealously doing its part to give protection also so far as the liberty of the citizen is concerned.

Now, the hon. Member there chose to take objection to some of the judgments of the judiciary which is so high in our country. I am very sorry that a person of his education and from the place where he is sitting should have made such remarks with regard to our judiciary. He said on the one hand that all these enactments concerning labour are useless.

Shri Narayananakutty Menon: Why should he talk about education?

Shri Abid Ali: I did not speak a word during all those discussions and now I would request the hon. Member to hear me. They were irrelevant. I am relevant, because I shall be replying to the points that they have been trying to make out. Though they were unpalatable things, the hon. Members know that I had been keeping quiet. So, if they do not want to hear what I say in return, they should please not make those charges against us.

Shri Narayananckutty Menon: I have not made any charges against the Minister.

Shri Abid Ali: If they made those charges, they should be prepared to hear the replies. I am not going to accept the charges that the hon. Members wanted to make. There was no occasion for it. The Bill is such an innocent, decent and acceptable one that it has been accepted unanimously by this House. Still, there has been discussion on the lines that I am referring to. I do not know why the hon. Members there, one after the other, are trying to interrupt.

The hon. Member there said that as soon as the worker gets Rs. 50 from the Payment of Wages authority, there is the Supreme Court and there are the High Courts and the civil courts to come and take it away, and so the workers do not get a pie. How many cases have gone to the Supreme Court and the High Courts? Not even one per cent. He should try to take a little trouble of finding out statistics. Not even one per cent. of the decisions of the conciliation authority, of the industrial court, of the labour courts, national Tribunal, have gone to the High Courts and the Supreme Court. Why is the fuss made about it? More than 99 per cent. of the cases in which judgment has been delivered by the authorities that I have just mentioned have been implemented. It is not that only the employers go to the Supreme Court and High Court. Workers also have taken recourse to these measures. If they have found something which they felt could be remedied in the Supreme Court or the High Court, they have gone there. Simply because a very small percentage of these parties go to the Supreme Court or High Court, how can we amend the Constitution and take away the authority of the Supreme Court? We are not going to do that. I have made it clear several times and I repeat it here that no occasion has arisen, at least so far as we are concerned, to come before Parliament to

take away these powers of the High Court and the Supreme Court.

A suggestion has been made that these appeals should not go to civil courts, but to the industrial courts. Have hon. Members tried to understand what will be the implication of it? How many industrial or labour courts are there situated in each State? Take the State of his own.

Shri Narayananckutty Menon: We have got seven.

Shri Abid Ali: I know you have got 7; it is not necessary for you to tell me. Every district and sub-division has got a civil court or judicial magistrate. If these appeals go to the judicial magistrates or civil courts, they are situated very near to the place where the worker resides. If we take away the jurisdiction of these courts, then it will be necessary for the workers to go to labour courts or industrial courts which are situated not at a very convenient place so far as the workers' residences are concerned, because the number of such courts is small. There can be no objection that these cases should not go to the industrial courts or labour courts. The reason is that it is in the interests of the workers themselves that justice should be available to them very near to their residence or place of working.

The difficulty is that the hon. Members from Kerala and Kanpur limit all that they say based on the experience that the hon. Member from Kerala has obtained in Cochin or the hon. Member from Kanpur has obtained from the working of the Muir Mills and Lal-Imli. They confine themselves to those areas. Proceed further; your country is big; it has got millions of workers. You speak about what happened about 6,000 workers always. What about those lakhs of workers who have gone on strike without any reason, simply for party purposes, so that somebody may

be elected to Parliament. . . . (Interruptions.)

Shri S. M. Banerji: He is making some personal remarks.

Mr. Deputy-Speaker: If the hon. Minister says that some hon. Members who have spoken have limited their vision to their area, there is no harm. We should listen to him. I would also request the hon. Deputy Minister to turn a little to the left and speak.

Shri Abid Ali: Whichever side I look, I see you and nobody else.

Mr. Deputy-Speaker: He speaks pointing to them; that is where the trouble arises.

Shri Abid Ali: A reference was made to some judgment in 1952. Perhaps it was concerning the bank award, but the hon. Member should remember.... (Interruption.)

Mr. Deputy-Speaker: If there is something that the hon. Member must answer, I will give him an opportunity of explaining himself, but why should the interruption go on?

Shri Narayanankatty Menon: If that is done, we will be satisfied.

Shri S. M. Banerji: The hon. Deputy Minister mentioned about Kanpur. I said that 6,000 workers in the Muir Mills and Lal-Imli have not been paid their wages for one month. I wanted an answer.

Mr. Deputy-Speaker: The complaint is that the hon. Member always mentions those 6,000 workers and does not take into account lakhs of workers that are there working in the whole of the country. That was the complaint and that is how he has put it. Whether it is right or wrong may be a different matter.

Shri Abid Ali: I was saying, lakhs of workers went on strike without any rhyme or reason simply to benefit a particular individual in his election....

Shri S. M. Banerji: I have sacrificed my job for them. Have a bye-election if you want.

Mr. Deputy-Speaker: Why should the Deputy Minister himself invite some trouble?

Shri Abid Ali: I am not inviting trouble. I am thankful to you for the suggestion, but I am making a statement of fact. It is a fact; it happened. Wrong advices are given to the workers and a large number of workers go on strike. What about their children?

If these enactments are not for the benefit of the workers, why should hon. Members themselves take the trouble of bringing forward non-official Bills? My feeling is that the enactments which we have put on the statute-book have helped the workers immensely. The workers are aware of it and they are benefited by it.

One hon. Member has said that no mention has been made in this Bill about retrenchment relief, etc. It is a pity that my friend who claims to be working in the labour field does not even know this much that this has been taken care of very well by the Industrial Disputes Act and the provisions are sufficiently clear, so far as this particular matter is concerned.

Mention has been made about the dismissal of a particular worker in the U.P. State Transport. I do not think any worker has been dismissed simply because he claimed payment of wages under this Act. If it is so, I would request the hon. Member who has made the reference kindly to give me details and we shall certainly take it up with all earnestness.

Shrimati Parvathi Krishnam: If you do not believe it, what is the point in passing on information?

Shri Abid Ali: A suggestion, was made that this Act should be made to cover bus services, mines and plantations. I may submit for the hon.

[Shri Abid Ali]

Member's information that these industries are already covered.

With regard to insurance, I may tell the hon. Lady Member, yes; it was our policy so far not to give authority to employers to make deductions from workers' wages for the insurance premia, because we knew that as a matter of fact quite a few unscrupulous insurance workers duped the workers by collecting insurance premia and then the insurance policies were forfeited. Mushroom insurance companies also were started. Therefore, we did not want to encourage them. But now, as I have explained yesterday, as the Insurance Corporation is working on good lines and has been appointed by an enactment of Parliament, I have myself suggested that workers should have the power to authorise the employers to collect insurance premia and pay to insurance companies. I do not know what was the objection about that. Of course, so far as the implementation is concerned, it is left entirely to the choice of the workers. They are permitted now under the Act to authorise, but if they do not want to authorise, then we do not want to compel them. If they want to authorise, we will encourage them.

Shri K. N. Pandey made a reference to the fact that we limit this Act to wage-earners upto Rs 400 and the Industrial Disputes Act covers workers who draw upto Rs 500 and there will be difficulty. I may submit that the awards under the Industrial Disputes Act are to be implemented according to the provisions mentioned in that Act. Therefore, there is no disability so far as the workers who may be benefited by the industrial disputes award in getting their wages and the amount due to them in the award, because the limit of Rs. 400 under this Act is not raised to Rs. 500. About the other suggestion regarding appeals, I am inclined to accept that provided another amendment, which I have submitted, which is consequen-

tial on that, is allowed by you and is accepted by the House.

Shri Bharucha has made two suggestions. One was with regard to interim injunctions. That is quite reasonable and I am giving an amendment, as suggested by him.

But, with regard to the shop assistants, the position is that this Act has to be administered by the State Governments and there should be an elaborate machinery for the administration of the Act. So, we can provide in the Act only those which the State Governments are agreeable to administer. With regard to shop assistants, as the hon. Members know, there is a separate enactment in the States. Then, we have also drafted a model Act for this purpose and sent it to the State Government. In such of these States which will accept this formula, automatically the Payment of Wages Act as so will become applicable to the shop assistants.

My friend from Punjab, Shri Bhargava, made a very good suggestion and I am thankful to him for that. It is for the insertion of the word "may" before the word "direct" on page 5. I will accept the amendment accordingly.

With regard to the other workers, as I have already submitted, the State Governments have to administer this law and it is entirely left to them. We do not want to do things which they will not be able to administer.

Much has been said here about bonus. I do not know what the hon. Members meant by it. This Act does not specify what the workers should get or should not get. The scope of this Act is that workers should be enabled to go before an authority under the Act to claim the amount which otherwise they were entitled to and the employer is not paying. That is the scope of this Act. A formula defining "bonus" cannot be put in this Act. An attempt has been

made even in the Indian Labour Conference to find out some acceptable formula as to what is bonus. In spite of the best brains in the labour field having made an attempt to find a formula, they have not yet succeeded.

So, hon. Members do not expect me to give another handle to them for going outside and agitating: look here, government of the Congress has curtailed the rights and taken away what you are entitled to. What has happened in Ahmedabad? A formula has been found out. Workers were happy. In Bombay also it was the same. But the parties which are not happy and which want the workers not to be happy, created trouble. What has happened in Jamshedpur? The same thing. A formula has been evolved and it has been successfully implemented. But that has given them some handle to create trouble.

The Payment of Wages Act is something different from what the hon. Members have in mind. So far as the Government is concerned, so far as the Indian Labour Conference is concerned, so far as the Standing Committee is concerned, they are working at it to find out some formula, acceptable to everyone, not for creating trouble but for industrial peace in the country. That attempt is being continued.

One more attempt has been made in this direction. We propose to refer this question of the bonus to the Sugar Wage Board, which we propose to appoint in the near future.

Shri Narayanaakutty Menon: The cement.

Shri Abid Ali: One of the terms of reference will be: on what basis bonus can be fixed? That is one concrete attempt which we have made in this direction. They will consider the bonus to be paid to the workers keeping in mind bonus formula fixed by settlement or by award or decision by the industrial court or the national industrial tribunal.

Hon. Members should not go away with the impression that because bonus has not been mentioned, so the workers will not get it. No. If bonus is due because of the decision or the award of the industrial court or the national industrial tribunal, it will be covered by the Industrial Disputes Act, and if an employer chooses not to pay that, then action can be taken against such employer and he is liable to pay heavy fines according to the provisions already contained in the Act that I have mentioned. Therefore, the hon. Members should not be in doubt that any injustice has been done to the workers or that workers have not got any other protection, according to the present legislation, so far as that particular claim of theirs is concerned.

As I have mentioned, this Act is administered by the States and the amendments, which we have proposed, are proposed after consultation, not only with the State Governments, but also with the labour representatives and the employers as well, and according to the decision that has been reached after consultation with these interests. So, I am sure that the amending Bill which has been brought forward will be accepted by the House unanimously.

Shri Narayanaakutty Menon: The hon. Deputy Minister referred to quotation I have made about a decision of the Supreme Court. He said that it is the Bank Award. It is not the Bank Award. It is from the case State of Madras vs. Sarathy.

Shrimati Parvathi Krishnan rose.—

Mr. Deputy-Speaker: The lady member had already had enough say.

Now the question is:

"That the Bill further to amend the Payment of Wages Act, 1936, be taken into consideration".

The motion was adopted.

Clause 2—(Amendment of section 1)

Shri Narayananikutty Memon: I want to move amendment No. 13.

Mr. Deputy-Speaker: It is the same as amendment No. 1. Who has given notice of amendment No. 1?

Shri Narayananikutty Memon: Shri K. N. Pandey.

Mr. Deputy-Speaker: Since Mr. Pandey is not moving his amendment, this amendment can be moved.

Shri Narayananikutty Memon: I beg to move:

Page 1, line 12—

for "four hundred rupees" substitute "five hundred rupees"

It can be seen from the reply of the hon. Minister that he was not at all giving any attention to what was mentioned from this side. Regarding this particular instance of Rs. 400 and Rs. 500, when we asked the hon. Minister a question why there was this difference of Rs. 100, we were prepared for an answer: why, we have introduced Rs. 500 last year when the Industrial Disputes (Miscellaneous Provisions) Amendment Act was introduced? Then Rs. 500 was found to be the limit by which a workman was defined in the Industrial Disputes Act. Now all those who are getting Rs. 500 in the industries are defined as workmen under the Industrial Disputes (Miscellaneous Provisions) Amendment Act. Now the Government have come out with an amendment to the Payment of Wages Act. Then what is the objection for Government to include those workmen who are getting upto Rs. 500, to get the benefits of the Payments of Wages Act.

When there was criticism from this side, we were told that we view things from the point of view of a small village or a small district. Unfortunately, in the first reading we could not reply to all those points raised by the hon. Minister. Now, under one Act Government says that Rs. 500 shall be the limit for a workman. Next day they come forward and say Rs. 400 shall be the limit under the Payment of Wages Act. There should be some sort of standar-

disation in this matter. Otherwise, there will be some serious objection to include workmen who are getting Rs. 500. When they have mentioned Rs. 400 in one Act and Rs. 500 in another Act, there should be some sort of explanation as to the justification for this discrimination. Why should they exclude the category of workmen who are getting Rs. 400 and above?

15 hrs.

Therefore, even though the opposition on this side has not got a broad view, of things on an All India basis, Government should have a broad view throughout India and also of the working classes and they should not make discrimination without sufficient reason. While the Industrial Disputes Act is applicable to all industries and establishments, because of certain imaginary objection from the State Government, Government says that it cannot be made applicable to all establishments. Government is not prepared for that. All right. While the Government makes this applicable to a particular industry, let this be made applicable to all the workmen in that industry. Now, the result will be, a portion of the workmen in a particular industry in which the Payment of Wages Act will be applicable will be denied the benefit of the provisions of the Payment of Wages Act. All workmen getting above Rs. 400 and below Rs. 500, if the employer refuses to pay them the wages, they will absolutely have no remedy. If the employer refuses to pay, persons getting more than Rs. 400 will have to have recourse to the Industrial Disputes Act. To have recourse to the Industrial Disputes Act for a section of the workmen for the unpaid wages, will take a long time.

The hon. Minister said that we were speaking with the experience of villages and towns. Now, we made a suggestion that this collecting machinery may be the Industrial courts. What is the position? In every State, the District Collector is responsible. The District Collector sits in a State. Once a petition is sent to

him, the position is this. The Collector, on the one side, has got executive responsibilities. In many States, the District Collector has got semi-judicial functions also. After all these things are over, once in six months, he posts the petition. He takes 2 or 3 years to dispose of. The Industrial courts are there. Even though it may be a bit difficult to travel more, the Industrial court is better able to understand the position of the workers and give a decision. There will be no justification in excluding persons getting more than Rs. 400 and less than Rs. 500 and leaving them without a remedy.

Therefore, without referring to any sort of political malice, which is quite unwarranted—because such an innocuous Bill was there and we unconditionally supported the Bill, we made only certain suggestions to make certain improvements—it is quite unwarranted for the hon. Minister to call names and provoke certain political animosities. Without any sort of rancour, without agreeing with us that we all stand for industrial peace, let these suggestions which are not political in character, which are not put in any party politics spirit, be accepted because there is no other reason why it should not be accepted.

Shri Abid Ali: It is said Rs. 400. Somewhere, the limit is fixed. Hon. Member said, why not Rs. 500 or Rs. 600 or Rs. 700. This Act is very much inter-related with the Employees State Insurance Act. These have to be taken we have fixed the limit of Rs. 400. Because of that, limit of Rs. 440. That is the reason. Not that those who draw wages over Rs. 400 are just now cared for. They also have other remedies. These are available to them as to others.

With regard to the civil court and the industrial court, what I have suggested in this. If the hon. Member review for a moment the situation of these courts, the places where they are situated, they will agree with me 100 per cent. that the suggestions

should not be accepted to take away the powers of the civil courts which has been mentioned in the Act.

About the other things, I am the last man to enter into such discussions. But, very unfortunately, while discussing even this innocent and welcome Bill, I would request the hon. Member to read his speech at night. Perhaps, he does not remember what he has spoken in the morning. After he reads, if he tells me that what I have said was not in reply to what he has said, if he is convinced that I have gone beyond that, then, of course, I will say, I am sorry. I know that there won't be any occasion for me to say that

Shri Narayananakutty Menon: The reading should be done by you.

Mr. Deputy-Speaker: Order, order.

I shall now put amendment No. 13 to the vote of the House.

The question is:

Page 1, line 12,—

for "four hundred rupees" substitute—

"five hundred rupees"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 2 stand part of the Bill"

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3—(Amendment of section 2)

Shri Ghosal: I beg to move:

Page 2,—

after line 9, add:

(h) "industry" means any business, trade undertaking which includes mercantile firms and organisations."

Page 2, line 36,—

(i) for "(1)" substitute "(f)"; and
(ii) after "bonus" insert "if declared"

Shri Narayananarkutty Menon: I beg to move:

(i) Page 1—

for lines 16 and 17, substitute:

"(i) "factory" means a factory as defined in clause (m) of section 2 of the Factories Act, 1948; Mines as defined in Mines Act, 1952; Plantations as defined in Plantation Labour Act, 1951; and workers in the Motor Transport".

(ii) Page 1, line 17—

add at the end:

"and includes any establishment as defined by the Industrial Dispute Act, 1947".

(iii) Page 3—

omit lines 6 to 8. *

(iv) Page 3—

omit lines 9 and 10.

(v) Page 3—

omit lines 11 to 13

(vi) Page 3—

omit lines 14 to 16.

Shrimati Parvathi Krishnan: I beg to move:

Page 1—

after line 18, add:

"(1) for item (a), the following shall be substituted, namely:—

"(a) tramway or any motor transport service including buses and lorries both in public and private sectors"

Mr. Deputy-Speaker: These amendments are before the House.

Shri Narayananarkutty Menon: Sir, the main point of these amendments is a bit related to the other amendment. The hon. Minister, while speaking, indicated that the State Governments were consulted. It may be very difficult for the State Governments to administer this Act

if certain other industries are also included in the Payment of Wages Act. That is exactly why I suggested that the States could afford to settle disputes. When the workman has disputes about wages, and the matter is referred to an industrial tribunal and the tribunal gives an order or award in which the wages are defined or other amenities are defined, if all the establishments are not included, I might ask from the hon. Minister, what is the remedy left for the workmen to collect these wages. If the Payment of Wages Act is made applicable, that creates a summary remedy for the workmen, a relatively easier remedy than going to a civil court. In an establishment in which the Payment of Wages Act is not applicable, the only remedy for a workman to collect the wages if the employer refuses to pay the wages, is to go to a civil court. Everybody knows, but the hon. Minister does not know what is the difficulty to a workman in going before a civil court. He will have to pay the court fee. All the formalities and paraphernalia of a civil suit are there. It will be decided after years. The workmen will have to wait till a decision. For the recovery of wages, perhaps a summary remedy is justified. In the case of collection of wages, why not this be made applicable to all industries so that the definition of factory is taken away and establishment substituted?

Even if it is a question of principle, when the Government has decided to define establishment in the Industrial Disputes Act to cover all sorts of establishments, certainly, all the benefits that accrue from the Industrial Disputes Act, which terminate in an award, there should be a further remedy of collection for example I pointed out the difficulty of the workmen. What is the use of disposing of so many awards. First of all, it is very troublesome. Otherwise, we have given remedies. The Government have the Journalists Wage Board. The hon. Minister was saying, we do not experience any difficulty with the

Supreme Court. But, if the hon. Deputy Minister will ask the Labour Minister what the trouble was, with regard to the coal industry when the Supreme Court granted stay for giving award, he will say how the Labour Minister went there and had the matter settled. To avoid this trouble, once an award is passed by a tribunal, immediately for the implementation of the award should be there. The machinery of the Industrial Disputes Act may be there. But, in the case of the recurring right to get these wages, what will the other workmen do? For example, in the Transport industry, it has not been possible to apply.

Therefore, if the State Governments feel that it will be very difficult to administer the Act, a proper administrative machinery will have to be found out so that the workmen could collect the wages. To the Industrial court, all industrial disputes from all industries are referred. Similarly, decisions on industrial disputes should be implemented by these industrial courts. There will be absolutely no trouble at all. The workmen will be prepared. It is far better not to have a remedy at all than to go to a civil court, wait for three years. It will be easier to travel 4 or 5 miles, go to the industrial courts and get this done. Therefore, even if it is difficult at this stage, Government should decide that the Payment of Wages Act should be made applicable. He reminded us that the Payment of Wages Act is only a procedural Act. We did not say that it is a substantive Act. When I spoke in the first reading, I made it clear that the Payment of Wages Act does not give any substantive definition or confer any right upon the workers. It is only to enable the workers to get their rights redressed from the employers that the Payment of Wages Act is there. So, there is no question of conferring any rights here. Here, it is only a question of Government deciding that the remedy to get those rights implemented should be given

by this Act. I hope Government will consider this position and will make this Act applicable to as many industries as possible.

Shri Ghosal: I have moved my amendment in order to extent the provisions of the Payment of Wages Act to all the workers who are covered by the Industrial Disputes Act, especially, the middle class employees of the big cities. They have got only two remedies open to them. One is to go to a tribunal; and a reference can be made to a tribunal only by Government and not at the initiative of the workers. The other is that they can go to a civil court. This would mean that for realising a sum of Rs. 200 they shall have to spend Rs. 50 or more even in the initial stages. I know of one case at least where in order to realise Rs. 200, the man had to spend Rs. 415-9-0.

So, in order to avoid this difficulty at least in the case of the middle class employees in the big cities like Calcutta, Bombay etc. where they are hard hit at the present moment, I have brought forward this amendment, and I would request the Minister to include the middle class employees also within the scope of this Act.

Shrimati Parvathi Krishnan: I have already referred to my amendment when I spoke in the first reading. When amending this Act and trying to include a larger number of workers by extending the provisions of the Act to workers of other establishments also, I would request the Deputy Minister to accept my amendment which seeks to extend the provisions of the Act so as to apply them also to those workers who are working today in transport services other than tramway and motor. As far as motor omnibus and tramway are concerned, they are already there in the old Act. Just as the provision with regard to the workers in the inland water transport is being amended to bring it up-to-date, likewise, with the increased road transport in regard to lorries which are

[Shrimati Parvathi Krishnan] now used to transport food, to transport developmental goods, and to transport various other commodities, it is very necessary that this large number of workers, that is growing, should also have the benefits of this Act, and they should be included within this Act.

So, it is a very simple amendment, and at the same time a very important and far-reaching one. I am sure the Deputy Minister who seems to be so interested and devoted to taking a much broader and a much wider point of view will have no objection to accepting this amendment in his broad-minded and wide view of things.

Shri Abid Ali: I not only take a broader view but also act accordingly. The Payment of Wages Act already enables Government to extend the provisions thereof to mines, plantations, tramway or motor omnibus services. The Central Government have extended the Act to mines. The State Governments of Assam, West Bengal, Madras, Kerala, Bihar, Mysore, Punjab and Tripura have applied the Act to plantations. The Governments of Assam, Bihar, West Bengal, Madras, Delhi, Andhra, Mysore, Tripura and Punjab have extended the Act to motor omnibus services. The Government of Punjab have also extended it to governmental transport and private transport services. Delhi has extended the Act to motor goods transport services, and Orissa to motor vehicles plying under stage carriage permits and public carriers. There is, therefore, no necessity for accepting these amendments. The Act is already applicable and has been made applicable, as hon. Members will be convinced from the list which I have just read out.

As regards the question of civil court, tribunal etc., the hon. Member has made a mention about that. It is not a question of four or five miles. In some instances, it is a question of one hundred or two hundred miles, and it is a question of the workers walking all that distance to seek redress, if the

jurisdiction of the civil court is withdrawn. Therefore, I insist on not accepting these amendments.

Shri Narayananarkutty Menon: That was not the point. What is the remedy then for a worker who has to get Rs. 400 or Rs. 500?

Shri Abid Ali: I have already replied to it.

Mr. Deputy-Speaker: Does any hon. Member want that his amendment should be put to vote separately?

Shri Narayananarkutty Menon: You can put all of them together, because the Minister is so broad-minded.

Mr. Deputy-Speaker: I shall now put amendments No. 3, 5, 14, 15, 16, 17, 18, 19 and 25 to the vote of the House.

The question is:

Page 2—

after line 9, add:

(h) "Industry" means any business, trade, undertaking which includes mercantile firms and organisations.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 2, line 36—

(i) for "(1)" substitute "(f)"; and
(ii) after "bonus" insert "if declared"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 1—

for lines 16 and 17, substitute:

(i) "factory" means a factory as defined in clause (m) of section 2 of the Factories Act, 1948; Mines as defined in Mines Act, 1952; Plantations as defined in Plantation Labour Act, 1951; and workers in the Motor Transport.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 1, line 17—

add at the end—

"and includes any establishment as defined by the Industrial Dispute Act, 1947".

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 3,—

omit lines 6 to 8.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 3,—

omit lines 9 and 10.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 3,—

omit lines 11 to 13.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 3,—

omit lines 14 to 16.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 1—

after line 18, add:

"(1) for item (a) the following shall be substituted, namely:—

"(a) tramway or any motor transport service including buses and lorries both in public and private sectors."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That Clause 3 stand part of the Bill".

The motion was adopted.

Clause 3 was added to the Bill.

Clause 4 was added to the Bill.

Clause 5—(Amendment of section 7)

Pandit Thakur Das Bhargava: I have got an amendment. It has not yet been cyclostyled. I suggested it when I spoke earlier, and the Minister was pleased to accept it. It runs thus:

Page 5, line 14...

Mr. Deputy-Speaker: That is to clause 8. Now, we are on clause 5.

Shri Narayananarkutty Menon: I beg to move:

(i) Page 3—

after line 40, add:

"Provided that any deduction from the wages shall be considered as deduction from wages under this Act, if such deduction has been made without giving reasonable opportunity to show cause against such deduction, and exceeds half of the wages."

(ii) Page 4, line 20—

add at the end:

"or contributions to Mutual Benefit Schemes approved by the State Governments."

Shri L. Achaw Singh: I beg to move:

Page 3—

for lines 35 to 40, substitute:

"shall not be deemed to be a deduction from wages in any case where the rules framed by the employer and agreed to by the representative union of the employees or the elected representatives of the employees in the absence of a union, for the imposition of any such penalty are in conformity with the requirements, if any, which may be specified in this behalf, by the State Government by notification in the official gazette".

The rules framed by the employers may be prejudicial to the interests of the workers, and these rules would concern promotion, withholding of

[Shri L. Achaw Singh]

promotions, withholding of increments, demotion, and suspension. So, they should be scrutinised by the representatives of the trade unions, and they should also agree to the rules framed by the employer before those rules are enforced.

Shri Abd Ali: Under the service rules, action will be taken, and certainly, the workers will be given an opportunity to explain. The standing orders are there. If the standing orders are not acceptable to the workers, then as we have already amended the Industrial Disputes Act, the union or the workers can go to a labour court and have the decision of the court for amending the standing orders. So, it is not necessary to find a place for this amendment here.

Mr. Deputy-Speaker: I shall now put amendments Nos. 20, 21 and 28 to vote:

The question is:

Page 3—

after line 40, add:

"Provided that any deduction from the wages shall be considered as deduction from wages under this Act, if such deduction has been made without giving reasonable opportunity to show cause against such deduction, and exceeds half of the wages."

The motion was negative

The Deputy-Speaker: The question is:

Page 4, line 20,—

add at the end—

"or contributions to Mutual Benefit Schemes approved by the State Governments."

The motion was negative

Mr. Deputy-Speaker: The question is:

Page 3.—

for lines 35 to 40, substitute:

"shall not be deemed to be a deduction from wages in any case where the rules framed by the employer and agreed to by the representative union of the employees or the elected representatives of the employees in the absence of a union for the imposition of any such penalty are in conformity with the requirements, if any, which may be specified in behalf, by the State government by notification in the official gazette."

The motion was negative.

Mr. Deputy-Speaker: The question is:

"That clause 5 stand part of the Bill".

The motion was adopted.

Clause 5 was added to the Bill.

Clause 6 was added to the Bill.

Clause 7—(Amendment of section 17)

Amendment made:

Page 4,—

after line 36, add:

"(c) for clause (b), the following clause shall be substituted, namely:—

"(b) by an employed person or any official of a registered trade union authorised in writing to act on his behalf, if the total amount of wages claimed to have been withheld from the employed person or from the unpaid group to which the employed person belonged exceeds fifty rupees, or".

—[Shri Abd Ali]

Mr. Deputy-Speaker: The question is:

"That clause 7, as amended, stand part of the Bill".

The motion was adopted.

Clause 7, as amended, was added to the Bill.

Clause 8— (Insertion of a new section 17A)

Shri Abid Ali: I beg to move:

Page 5, lines 7 and 8,—

for "by an employed person under section 17" substitute "under section 17 by an employed person or any official of a registered trade union authorised in writing to act on his behalf".

Pandit Thakur Das Bhargava: I beg to move:

Page 5, line 14—

for "direct" substitute "may direct".

Mr. Deputy-Speaker: Is this amendment acceptable to Government?

Shri Abid Ali: Yes

Pandit Thakur Das Bhargava: I may just explain this amendment. If hon. Members look into the proposed section, they will find that after the words "the authority or the court" etc. there is no word as 'shall' or 'may' before the word 'direct'. Usually, we find that the word used is either 'shall' or 'may'. Here there is no hiatus between 'court' and 'direct'. So unless the word 'may' is there, there is bound to be very great difficulty in actual working, because then the court is bound to order conditional attachment of the property of the employer, whereas according to the provisions of clause 8(2), the provisions of law relating to attachment before judgment are made applicable. According to those provisions, the

first thing that the court should do is to ask the person against whom such attachment is directed to deposit the money in court. The second thing is to get surety. Only if either is not possible that the court should direct conditional attachment. So if the word 'may' is not here, the court may be bound to issue a conditional order of attachment, which is not a proper thing. And we do not know what conditional attachment means. As I see it, conditional attachment means that there should be this attachment only if he does not deposit the money in court or does not give surety. So unless the word 'may' is there, the court's powers will not be defined and the employer will find himself in unnecessary difficulty, because in spite of the fact that he may be prepared to pay the money in court or he may be prepared to give surety, there may be conditional attachment order issued by the court.

In order to avoid this contingency and to make the meaning absolutely clear, to make up for the omission or gap, I have moved this amendment.

Shri Abid Ali: I have also to move another amendment. This has been drafted according to the suggestion made by Shri Naushir Bharucha.

I beg to move:

Page 5, lines 12 to 14—

for "after giving the employer or other person an opportunity of being heard, direct the conditional attachment" substitute "except in cases where the authority or Court is of opinion that the ends of justice would be defeated by the delay, after giving the employer or other person an opportunity of being heard, may direct the attachment".

(ii) Page 5, line 20,—

omit "conditional".

Mr. Deputy-Speaker: All these amendments are before the house.

[Shri Abid Ali]

In view of amendment No. 32, need I put Pandit Thakur Das Bhargava's amendment No. 31 to vote?

Pandit Thakur Das Bhargava: My amendment will become redundant if the Government amendment is accepted.

Mr. Deputy-Speaker: So amendment No. 31 is barred.

I shall now put amendments Nos. 30, 32 and 33 to vote.

The question is:

Page 5, lines 7 and 8,—

for "by an employed person under section 17" substitute—

"under section 17 by an employed person or any official of a registered trade union authorised in writing to act on his behalf."

The motion was adopted.

Mr. Deputy-Speaker: The question is:

Page 5, lines 12 to 14,—

for "after giving the employer or other person an opportunity of being heard, direct the conditional attachment" substitute—

"except in cases where the authority or Court is of opinion that the ends of justice would be defeated by delay, after giving the employer or other person an opportunity of being heard, may direct the attachment".

The motion was adopted.

Mr. Deputy-Speaker: The question is:

Page 5, line 20—

omit "Conditional".

The motion was adopted.

Mr. Deputy-Speaker:

The question is:

"That clause 8, as amended, stand part of the Bill".

The motion was adopted.

Clause 8, as amended, was added to the Bill.

Clause 1, the *Enacting Formula* and the Title were added to the Bill.

Shri Abid Ali: I beg to move:

"That the Bill, as amended, be passed".

Mr. Deputy-Speaker: Motion moved:

"That the Bill, as amended, be passed"

Shri Narayananankutty Menon: Whatever has to be said on the Bill has been said and I would not have risen but for clearing up a misunderstanding raised by the hon. Minister regarding the debate.

When we were putting our viewpoints regarding the various provisions of the Bill, the hon. Minister misunderstood us. He understood that we were criticising the Government for anything contained in the Act. I was only suggesting then that various difficulties were created because of interference by the High Courts and the Supreme Court with the decisions of industrial tribunals and various authorities constituted under these Acts. If the Government also consider that a serious difficulty has been created by means of this interference, certainly that will have to be removed by amending the Constitution.

The hon. Minister took this occasion to pay a compliment to the administration of justice by the High Courts and the Supreme Court. By that it might appear that we were criticising

the administration of justice in the country when directing our criticism on the working of these Acts. I wish to make it clear at this stage that we were not criticising the administration of justice in this country either by the Supreme Court or the High Courts. But way back, three or four years back, when article 31 was to be amended by this House, when Government found it impossible to have any legislation towards land reform, I only read in the papers what the hon. Prime Minister said about interference by the High Courts and the Supreme Court. Afterwards, certain data were furnished regarding the percentage of total awards made by industrial tribunals taken to the Supreme Court. I cannot term that ignorance. But when the hon. Deputy Minister was speaking, he was speaking without data, actual data. He might consider for the last one month alone the total number of awards passed by the Delhi State Tribunal right under his nose, how many awards have been taken to the Supreme Court and how many awards have been granted and what is the subject-matter of those awards.

Mr. Deputy-Speaker: What is the percentage according to the hon. Member?

Shri Narayananakutty Menon: More than 33-1/3 per cent till 1956. Let me cite one instance. A lady typist was dismissed by a company and she remained without employment for 8 months. The industrial tribunal, after considering the facts of the case, found the dismissal to be illegal and directed reinstatement and payment of back wages. Now, we find.....

Mr. Deputy-Speaker: He need not bring the lady typist now at the third reading stage.

Shri Narayananakutty Menon: This is only to make the point clear. In that case, stay is granted and the case is to go on. Like that in regard to the coal award also, Government

were so much convinced that because of the interference of the Supreme Court there is so much trouble that the hon. Labour Minister went and tried for a settlement. I was pointing this out not as a criticism of Government; but it is the actual state of affairs which prevails in the industrial sector. As the Government is very much interested in industrial relations—and we are also interested—we are only making suggestions how industrial relations could be maintained, how these troubles could be avoided.

Also in the case of the Journalists Wage Board, so many questions have been asked and answered on the floor of this House and the Government, at least, found it impossible because of the interference of the High Court in bringing a settlement. The employers took advantage of the Supreme Court judgment. If these are really obstacles in the way of Government in reaching a settlement and implementing certain decisions and policies of Government, if the Government is convinced on the point, we are making suggestions to Government that the Constitution may be amended and the jurisdiction will have to be taken away.

In passing this Bill, I reiterate that the provisions are supported by us. We only make certain suggestions. But I was unhappy that the hon. Minister has brought certain political rancour. We are not accustomed to it.

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): You started it.

Mr. Deputy-Speaker: Now, we need not make it more unhappy.

Shri Narayananakutty Menon: I was making the position clear because he wanted to give a turn. If there is that let us not go from here with the

[Shri Narayanankutty Menon]

understanding that there is no remedy left in this land for collection of bonus. He was not stating the exact point. What we were pointing out was that there should be legislation to define what bonus is. Instead of excluding bonus from the Payment of Wages Act, we said that bonus should be defined by a substantive Act and then it should be included in the Payment of Wages Act. It is clear to us as to everyone that bonus in every industry could not be included in this Act because it is procedural. What we suggested was that it should be defined instead of giving the power to define to each Tribunal in each industry so that there is a sort of anarchy which I repeat.

Now, in the case of bonus, it should be defined by a formula; it should be by statute so that there should be a fixity in the bonus and then that should be made applicable under the Payment of Wages Act. Therefore, I submit and I request the hon. Minister, that whenever it is a question of suggestion from the Opposition, giving a bit more tolerance will not take away either his dignity or the dignity of Government. He need not find political colour in it. When we talk, it may be the experience of 10 labourers or 100 labourers or even 209 labourers—we might not have the experience of millions of labourers—but still the experience of one or ten or 100 could be used. I submit that experience comes from every Member, however small or tiny it may be and he should be able to take it with patience. Then he would be able to understand that we are not to attack him, we are not to non-co-operate with him but we are to co-operate with him in the common goal of establishing industrial peace.

Shri Ranga (Tenali): Mr. Deputy-Speaker, Sir, I wish to congratulate the Government on this Bill. I am very glad now that they have taken this opportunity to extend the scope

of the Bill to several thousands of people. Possibly, very soon they may come to be nearly 100,000 too, those who would be employed in all these great constructional projects going up all over the country.

Secondly, I am also glad that they have introduced a very interesting provision in this of asking us to consider a man who is getting Rs. 400 a month also as a wage-earner. It means that it is not to be the maximum income for anybody in this country because, apart from wage-earners, all those officers and others holding responsible positions are naturally expected to get very much more.

Sometime ago when a resolution was being discussed in one of the Houses of Parliament, we were told that we should not think in terms of distributing poverty and, therefore, we should not think of putting a ceiling even on an annual income of Rs. 30,000. It is in line with that spirit that this Rs. 400 wage is also considered to be a normal one and therefore ought to be brought within the scope of this Bill. I hope the same consideration will be given by our friends in the Opposition and also our friends on the Treasury Benches when they come to discuss and consider agricultural incomes also.

It is not long ago that our friends were asking us to consider Rs. 300 per month or Rs. 3,600 per annum not as the average income for an agriculturist—certainly not the minimum—but as the maximum income for any agriculturist anywhere in the whole of this great land. We were then telling them that with this Rs. 3,600 as the ceiling income to be admitted by Government would be too low a figure. But some of them had the temerity to accuse us, on both sides of the House, of this political arena, of being not revolutionary enough.

They wanted us to accept that arbitrary figure of Rs. 3,600 per annum, that is, Rs. 300 a month as a reasonable enough maximum income to be derived by any self-employed peasant proprietor in this country. Now, our friends from the communist party come forward and ask the Government not to be satisfied with this Rs. 400 as the wage for a wage-earner but to go right up to Rs. 500 also. I am glad they have seen wisdom in this direction, that Rs. 6000 should be the annual wage earnings of a wage-earner. Judging from that standpoint, I hope our friends on both sides of the political arena as I put it would be able to see reason behind what we have said that those who are self-employed, who are not wage-earners should be expected to have a better income and a bigger income, not merely as an average one but as merely the maximum possible that might be admitted by Government in the States as well as in the Centre. We hope that the Planning Commission will take these facts into consideration and will see that there is some kind of parity between the maximum income that they fix for agriculturists and this maximum wage that they are prepared to consider to be paid by the employers under the protection of legislation that we are passing today. After all, there must be some uniformity, some sense of conformity and harmony between the justice meted out to the agriculturists and the justice meted out to wage-earners in the proletariat of this country according to the plans Government would be making.

Having said these things, in conclusion, I would like to make one more suggestion to my hon. friend. I would like him to consider the possibility of getting it discussed at the appropriate moment, either the Tripartite Labour conference or at the conference of Labour Ministers or Agriculture Ministers, the possibility and advisability of extending the scope of this Bill to

farm servants employed by big individual landholders in different parts of the country. I am sure they would be 100,000 in the entire State, and surely over a million in the whole of India, who are being employed as servants on annual contracts where payments are inclusive of both payment in grain and payment in cash to be paid at the end of the year or in course of time during the year, from month to month and so on. These conditions vary from State to State; but, nevertheless these people are employed over a prolonged period of time. They should be given some protection even under this Act. I have been making this plea for more than a quarter of a century, in this House, its predecessors and also outside in the country. I hope the time has come when my hon. friend should take some steps to get this question properly discussed and take some suitable steps either by way of amendment or by way of separate legislation in order to ensure proper harmonious relation between the employers and the employed on the agricultural front, at least to the extent I have suggested.

Shri K. N. Pandey: Sir, I congratulate the Deputy Labour Minister that the Bill which was before the House is going to be passed. I am grateful to him for accepting my amendment. But the one amendment which was left is also very important. To the hon. Member who has just spoken, I may say that this principle of considering a man who is getting more than Rs. 500 as a normal wage earner was accepted. In future, if some amendments are coming to this Act, this will be borne in mind and due consideration will be given to the other suggestions made here in the House. With these words, I thank the hon. Minister.

Shri Abid Ali: Sir, I assure my friend from U.P. that whenever an occasion arises for amending this Act the discussions and suggestions made here will receive due consideration.

[Shri Abid Ali]

The difficulty with regard to agricultural labour, as Prof. Ranga himself realises, is that a very large number of workers are engaged in agriculture in our country and it will be very difficult to bring in legislation and administer it.

I welcome the assurance of co-operation from the hon. Member from Kerala. I again assure him that I do not want to hurt him but he should not also try to hurt me. On a previous occasion also we had this discussion and talks of co-operation. These talks of industrial peace, progress and success of the Five Year Plans were followed by something else in the field particularly when the workers of the Communist Party went to shoot the leaders of the INTUC with arrows by removing tiles of the roof of the rival Union's office room. That is the action outside. It should not be. Otherwise, it loses all meaning. I would ask the hon. Members to follow what the Labour Minister in Kerala has been saying. If that is followed, there would be certainly no occasion for him to quarrel with me. Read that and follow that which has been said by the Chief Minister and the Labour Minister in Kerala as to how the workers should behave. If that is accepted, then certainly, I accept all that the hon. Member said was with sincerity.

Shri Narayanan Kutty Menon: The INTUC also should follow its maxim.

Shri Abid Ali: INTUC has been behaving and doing things in the interest of the nation and it will continue to do so. Nation is supreme and the rest is subordinate; that is their No. 1 principle.

The hon. Member said that the administration of justice was good in respect of non-industrial matters but are not good in industrial matters. If they are good, they are good; if they

are bad, they are bad. Everybody believes that they are good. They are certainly Supreme Court Judges and their judgments are not only supreme but also correct..... (An Hon. Member: And more learned than the Ministers'). Yes, of course more than that. There is no intention to take away the powers given by the Constitution to the Supreme Court or the High Court. The hon. Members have a right to agitate for it, but as at present the position stands we are not inclined to amend the Constitution on that line. About bonus and profit sharing being included in wages, there is an amendment here. But, what is profit sharing? That is to be defined.

Mr. Deputy-Speaker: Amendment is also a suggestion.

Shri Abid Ali: Yes, Sir. First, it has to be decided as to what is profit sharing. Unless that formula is defined, we cannot put it into the Act. It is not so simple. Therefore, our attempt is to fix up some formula and once it is done, it will find a place wherever it is necessary. With these words, I request the House to accept the Bill, as amended.

Mr. Deputy-Speaker: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

DELHI DEVELOPMENT BILL

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to move:*

"That the Bill to provide for the development of Delhi according to plan and for matters ancillary thereto, as reported by the Joint Committee, be taken into consideration."

*Moved with the recommendation of the President.

Sir, this Bill was introduced in the last session of Parliament in this House and was referred to the Joint Committee. The Committee considered the matter and made certain recommendations. Before I deal with the provisions of the Bill, I would very briefly give the history and the circumstances that have led to the formulation of this Bill.

In 1950, there was a committee appointed by the Government consisting of certain hon. Members of Parliament as also others under the Chairmanship of Shri Birla for the purpose of finding out how the Delhi Improvement Trust was going on, what were the difficulties they felt and what steps were necessary for improving that machinery with a view to carry on the work of development in as effective and satisfactory manner as possible. They submitted their report in April and thereafter they made certain recommendations. One recommendation was that so far as the developmental bodies were concerned, the machinery ought to be one and the work of development should go on through one machinery. They also suggested what could be called a Five Year Plan. Government considered that question and wanted to bring a Bill even then.

As you are aware, a number of circumstances intervened and in 1953, by way of a short term measure, Government first issued an Ordinance known as the Delhi Development Provisional Authority Ordinance for the purpose of preventing the construction of houses in a highly haphazard and unsystematic manner. That Ordinance was followed up by an Act that was passed in 1955 and it was to remain in force till 31st December, 1956. About that time, there was the States reorganisation and the question has also to be considered as to what should be done to meet the civic requirements of Delhi Town and Old Delhi. The life of this Act was extended by one year and it would ex-

pire at the end of this month, that is at the end of this year.

Shri Jadhav (Malegaon): There is no quorum.

Mr. Deputy-Speaker: Let the Bell be rung. Now there is quorum.

Shri Datar: By that time the Government considered the whole question of the civic needs of Delhi, and the second question as to what particular form the constitution so far as the civic needs were concerned should take. Ultimately, Government decided that there ought to be a Municipal Corporation for Delhi. A Bill in that respect was presented to this House. It was also the subject matter of a consideration by a Joint Committee. This hon. House has passed the Bill already, and it is now before the other House.

Now, at that time a decision was taken that there ought to be one developmental body called the Delhi Development Authority. The object of this would be to bring in all other developmental or improvement bodies under one Corporation—that is object No. 1—so that there would be one machinery which would look to the question of development in addition to what the Delhi Municipal Corporation, under the Bill which has been passed, will also be doing.

Secondly, Sir, as you are aware, Delhi has been developing in all directions. The population has increased almost in a phenomenal manner. Therefore, a question arose as to whether it would not be advisable to have all this development carried on in a systematic manner instead of, what can be said to be, a haphazard development of the capital of India. Therefore, it was considered necessary that there ought to be a Master Plan so far as the development of Delhi was concerned, and for that purpose an interim body was appointed by the Health Ministry last year

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known as the Town Planning Organisation. They carried on their work so far as the Master Plan was concerned and, ultimately, now the present Bill has been brought forward before this House for the purpose of having a Delhi Development Authority which would carry on its work in a systematic manner in connection with Delhi development.

As the House is aware, when this matter was taken up for consideration during the last session a point was raised and very exhaustively debated upon, as to whether there ought to be a separate machinery like the Delhi Development Authority, or whether all these functions that are to be carried on in connection with the development of Delhi should be entrusted exclusively to the new Delhi Municipal Corporation that is going to come into being. In regard to this question varied views were expressed on the floor of this House as also the other House. We have also a dissenting note by four Members out of 45 Members of the Joint Committee, wherein they have stated amongst others that so far as this question is concerned there ought not to be a separate Delhi Development Authority, but that all this work and the functions in connection with the development of Delhi should be exclusively entrusted to the Delhi Corporation.

That is a point which was raised then, and it is also likely to be taken up by certain hon. Members. But on this question I should like to make it clear at this stage that the Delhi Municipal Corporation would be coming into being for the first time, let us hope, from the next year. If, for example, the Delhi Municipal Corporation is in addition to its normal functions also burdened with the great work of development which is of huge proportions, then it is quite likely that the Delhi Corporation would have started on its career with certain handicaps.

This Delhi development requires large sums of money, perhaps in terms of crores. Therefore, the work of the Delhi Municipal Corporation also would be fairly heavy and manifold. As you are aware, we have got various civic authorities in different stages of development so far as Delhi area is concerned. We have the Delhi Municipal Committee, the New Delhi Municipal Committee, Town Committees, Notified Areas and a number of others. All these have to be unified in the form of one Corporation, and their work is likely to be very heavy and, as I have stated, manifold. In the course of the discussion it was also pointed out that the Delhi Municipal Corporation will have to tackle numerous problems including problems which are of a compulsory nature. There are also other matters, as you are aware, where it would be open to the Municipal Corporation in its discretion to take up other items as well. Under these circumstances, it was considered necessary in the interests of the Delhi Municipal Corporation itself not to overburden it with certain other activities, and for that purpose Government have considered it necessary that, through this Bill, there ought to be one Delhi Development Authority which would look to all these matters not in a general way.

Another point in this connection may also be noted. So far as the Delhi Municipal Corporation is concerned, they have got a general authority to carry on development or to develop certain areas as they please. Therefore, as you will see, the nature of the work of the Delhi Development Authority has been circumscribed by the consideration that in case the Delhi Municipal Corporation desires to carry out itself certain developmental activities then it would be entirely open to them to do so, provided they find they have got funds, provided they can finance the schemes. Therefore, in preparing the present Bill one important

point that has been kept before it is this, that it is not that all the area in Delhi or round about Delhi will be the subject matter or object of development. The Delhi Development Authority will, in consultation with the Municipal Corporation—these words may kindly be noted—decide certain areas or settle certain areas for development, and they will be known as developmental areas. In these respects only the Delhi Development Board will carry on its work, leaving it open in its discretion to the Municipal Corporation to carry on other developmental schemes within the framework of the Master Plan which is to be prepared and which, ultimately, has to be duly implemented.

Therefore, the House will kindly note that in providing for the scope of work of the Delhi Development Authority under this Bill a sufficient margin has been left for the Delhi Municipal Corporation, if they are so minded to have their own developmental programmes, so far as development of their area is concerned.

Secondly, Sir, as I shall further explain to this House, the constitution of the Delhi Development Authority has been so made as to have not only a complete co-ordination but co-operation also between the Delhi Municipal Corporation on the one hand and the Delhi Development Authority on the other. In the Delhi Development Authority there will be two bodies. One would be the authority itself. Even in this authority there has been a representation given, as I shall shortly point out, to the Municipal Corporation itself. In addition to this there will also be an advisory Council which will advise the Authority so far as this work is concerned, and therein also not only the Members of Parliament but also the Delhi Municipal Corporation and the advisory body for the Delhi territory will also have a representation. Thus you will find that so far as these two bodies are

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concerned, they will work in perfect co-ordination, because, after all, what is the object behind the formation or the establishment of a Delhi Development Authority? The object is that there are certain schemes which have to be immediately brought into operation for the purpose of making Delhi the city worthy of its being the capital of India, and as a premier city.

Secondly, as you are aware, Delhi has to be developed as expeditiously as possible because the Delhi population is increasing beyond all limits. The number is increasing and a number of people from the surrounding areas have been coming in. We have a large refugee population also already settled here. The House is aware of the numerous problems of rehabilitation that the Government had to tackle. Under these circumstances, this very important and highly expensive work of development has to be carried out by the Delhi Development Authority subject to certain exceptions and limits in the interests of the Municipal Corporation itself. That is the reason why it was considered necessary to have another body so far as immediate development is concerned.

Another point also should be noted. This Delhi Development Authority will not necessarily be a permanent authority. After it has been found that it has carried on its work effectively and to a very substantial degree, then provision has been made in this Bill itself for the purpose. The Delhi Development Authority will then cease to exist and naturally whatever development is there, all the advantages or benefits of development will go to the Delhi Municipal Corporation.

Thus, in a certain way you will find this would be an interim body for a certain number of years until

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this abnormal problem, this extraordinarily difficult problem of the development of Delhi has been substantially solved. For these purposes, it was considered necessary to have a separate Authority. All that could be stated against having a separate Authority has been more than substantially met by the various provisions to which I have just now made reference. They have been incorporated in this Bill. Therefore, I conceive that so far as this Authority is concerned, the Delhi Development Authority, as also the Delhi Municipal Corporation, will carry on their work in as satisfactory and as congenial a manner as possible so that ultimately the object of both, namely, the development of Delhi, will be achieved.

A time might come after some years when the Delhi Development Authority need not function further. It might be disbanded and all the advantages that have accrued from its work will naturally go to the Delhi Municipal Corporation.

So, these are the various considerations that weighed with Government, and I am confident that the House will agree that these are fairly weighty considerations on account of which it has been considered necessary to have the Delhi Municipal Corporation and the Delhi Development Authority. I am quite confident that both of them will work in such a way that the interests of the residents of Delhi will be advanced to the fullest extent.

Then I would very briefly explain or describe the various provisions of this Bill in order to understand what it is about. In Chapter II, we have mentioned the Delhi Development Authority and its composition. So far as the main Authority is concerned, you will see that the Authority will have an increased number of representatives. Formerly, there were only seven members in this

Authority. Now, out of regard for the views of many a Member of the Joint Committee, the number has further been increased to 11. Thus the Authority will consist of 11 members including the chairman. So far as the chairman is concerned, he himself will be a co-ordinating authority. He will be the administrator or, if you would like to call it, a Chief Commissioner. Using the general expression, he would be the chairman of this body. There will be a vice-chairman and a finance and accounts member to be appointed by the Central Government. So far as this work is concerned, there are two aspects which have to be noted. One is that it is a highly technical work where you must have persons who have experience in the engineering or on the technical sides. That is the reason why a finance and accounts member is also there. An engineer member will also be there. This is a very important thing. When the Municipal Corporation of Delhi is established, two representatives of the Corporation will be elected by the councillors and aldermen of the Corporation from among themselves. In addition to this, there will be representatives of the advisory Committee also.

Now, so far as the present Delhi territory is concerned, there is an advisory committee. Therefore, on this Development Authority, we should have also representatives of the advisory committee of the Delhi territory. For that purpose, two representatives of the advisory committee in respect of the Union territory will also be there to be elected by the members of that committee from among themselves.

Thus you will find that the members from the Delhi Municipal Corporation will be elected by that body. The members of the Delhi advisory committee will also be elected. Then there will be two other persons to be nominated by the Central Government, and then there is the commis-

sioner. The Commissioner of the Municipal Corporation will be a member of the Authority, *ex-officio*. Thus you will find that the minimum number of representatives of the Delhi Municipal Corporation will be three.

Then their functions have been described. Thereafter we have a larger body known as the advisory council. This advisory council is to be established for the purpose of tendering advice to the Delhi Development Authority. So far as this body is concerned, it is naturally a larger body comprising various interests. Therefore, the number is fixed at 21. In this, the chairman of the Authority would be the president. Two persons with knowledge of town-planning or architecture will be nominated by the Central Government; one representative of the health services of Delhi will be there; four representatives of the Municipal Corporation are to be elected by the councillors.

I am laying stress on this point, namely, of having elected members. The object is that they are to be elected by the Municipal Corporation. Four representatives of the Municipal Corporation of Delhi will be elected

Shri Braj Raj Singh (Firozabad):
Do not emphasise on nominations.

Shri Datar: I would request the hon. Members to wait. What is the use of asking questions when I have started explaining the whole position? Four representatives of the Municipal Corporation of Delhi are to be elected by the councillors and aldermen. Three persons are to represent the three bodies. The Delhi Municipal Corporation has certain statutory bodies as you are aware. One is the Delhi Electricity Supply Committee, the second is the Delhi Transport Committee and the third is the Delhi Water Supply and Sewage Disposals Committee. They will also have their representatives—one each so far as these committees are concerned.

Then, there will be three persons to be nominated by the General Government for the purpose, firstly, of representing the interests of commerce and industry and then of the interests of labour. Now, this nomination is sometimes necessary to make up for the deficiency in the representation. Certain classes and interests are not properly represented, and that is the reason why this power has been taken by the Government. There will be four persons from the technical departments of the Central Government and three Members of Parliament. So, this hon. Parliament also will have due representation on this body.

The functions of this body are these. As I have stated, they will prepare a master plan not only for Delhi, but for the different zones into which Delhi has been divided. Further powers have been conferred on this body for the purpose of enabling it to carry on its work. In the first place, it must have the power to acquire lands, the power to prevent unsystematic or haphazard development or construction of buildings and a number of other powers also have to be given if the work of the Delhi Development Authority is to be effective. This has been stated in Chapter III where the whole question has been discussed

One point was raised before the Joint Committee and in the light of what the hon. Members of the Committee decided, a clause has been recast and we have now inserted clause 10 containing the procedure that is to be followed, so far as the Master Plan is concerned. Though it has to be prepared by experts, still ultimately, it is a plan to be submitted to the people. How a provisional plan has to be prepared and published, how the comments of the people have to be called for, how these comments have to be considered to the extent that they are reasonable or necessary, and after going through all this what we call democratic process of finding

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out the desire of the people, how it is to be fitted in the plan which has been prepared by experts and technical persons, are very clearly and to a certain extent very elaborately provided for in this particular Bill.

In the next chapter, it has been very clearly stated what I have already told this House, namely, that the Delhi Development Authority will not have a roving authority over the whole of the Delhi territory. Certain areas will have to be settled as development areas and that has been made clear in clause 12 where it is stated that the Central Government, after consultation with the Authority, may, by notification in the Official Gazette, declare any area in Delhi to be a development area for the purpose of this Act. The House will kindly note the proviso:

"Provided that after the establishment of the Municipal Corporation of Delhi, no such declaration shall be made except after consultation with that Corporation also."

The way in which it has to be carried on has been fully explained in this chapter.

In the next chapter, the question of acquisition and disposal of land has been dealt with. In clause 15, it is stated that it is open to the Authority to acquire lands. Clause 16 deals with the question of compensation. When this question was before the Joint Committee, certain considerations were taken into account and they put it down in a very general manner. As you will see, sub-clause 5(b) of clause 16 provides that

"the value of the land shall, subject as hereinafter provided, be taken to be the amount which the land if sold in the open market by a willing seller might be expected to realise."

So, rather general instructions have been given there. It was then considered that this provision was rather wide and it ought to be very precise. For this purpose, the Government considered the whole matter again and the Government are proposing an amendment in this respect notice of which has been given in list 4.

I would invite the attention of the House to that amendment at this time only in a general way in which the question of compensation has to be approached by Parliament. What has been stated here is that it would not be sufficient merely to put it in this general way; it would not be fair either to the acquiring authority or to the persons who own a particular plot of land or building. For that purpose, it was necessary to put down the value of the land at a particular date. In other words, this question has to be pegged to a particular date or a particular year. For that purpose, the year that the Government took into account was 1955 when the Provisional Authority was first established. So, in the new amendment which has been placed before this House the Government have put in two alternatives. One is to take into account the value as it existed in 1955.

When, for example, the Delhi Provisional Authority was established, these people were naturally thinking that the permanent authority might come in and therefore they would speculate and put higher prices for the lands, etc. Therefore, when the notice of the proposed acquisition is given today, for example naturally both the parties would be at a disadvantage. The other party, namely the person whose property is to be acquired, will claim more than what he is legitimately entitled to, if this criterion alone is kept. Therefore, it was stated, "the market price in 1955". After 1955, it is also common ground that the developmental activities have proceeded very fast even in the private sector.

Therefore, to some extent, a certain fraction of the increase in the value should also be given to them. This question has to be considered in the larger interests of the State or the nation and subject to this larger overriding interest, also in the interests of the private people to a small extent. Therefore, I have proposed in the amendment that the market price in 1955 plus one-fourth of the increase, if any in the value of the land over 1955, plus the cost of development or construction will be taken. This is one principle.

The second alternative principle laid down is this. In certain cases, there might have been no development of the land. All people have not got the money and all people may not develop their land. So, either the formula which I have just mentioned or the present market value, which ever is less, will be taken. Thus, you will find that in amendment No. 31 which I have proposed, these two principles have been stated quite clearly. I am sure they will meet with the justice of the case not only so far as the acquiring Authority is concerned, but also so far as the persons whose properties are acquired are concerned. Thus, we have decided to place before this House this new scheme which will meet with the ends of justice. This is a point which will be further considered when the clause-by-clause consideration comes before this House.

Thereafter, we have put in other provisions for the purpose of stopping, as I have stated, unsystematic or unauthorised construction of houses.

The greatest danger in such cases is this. Finding that Government or certain constituted authorities are going to take up certain programmes, with a view to defeat or foil that attempt of the authority private persons or private individuals or owners are likely to carry on certain work either with a view to defeat the scheme of this authority or with a view to claim larger compensation.

And there are instances where this unauthorised occupation, unauthorised

construction, not minding what is absolutely essential in the interests of the country, these things are going on here and there. That is the reason why in certain cases the problem of unauthorised occupation or encroachment or even unauthorised construction is a very serious problem. For that purpose, the Corporation has been given certain powers to deal with this matter, first with a view to avoid unauthorised occupation and, secondly, with a view to prevent such occupation or construction, wherever it takes place. That is what has already been provided.

Then other provisions have also been put down here for the purpose of making the provisions as comprehensive as possible. Then, so far as finance, accounts and audit are concerned, the usual provisions have been made and as you will find, naturally Government will have to advance large sums of money for this purpose.

Lastly, so far as the levying of tax is concerned, one point has been made clear and that is where the Joint Committee made a suggestion, which was accepted by the Government. The suggestion, was that this authority should be empowered to levy what is known as betterment tax. Under the original provision, this betterment tax could be levied, not only at the start, but for years to come. Now, what has been done in this case is that at the time when the betterment tax is going to be levied, it will be levied once and for all. So, a new principle was laid down by the Joint Committee. It was considered that in the interests of all, this question of betterment levy should not go on year after year to the great inconvenience or hardship or harassment of all other persons. Therefore, it has been stated that this tax should be levied once, and it is possible to make the payments by instalments in proper cases. That has also been duly dealt with in this case.

There are other supplemental and miscellaneous provisions with which at this stage I need not deal. But I would point out to this House that so

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far as the Joint Committee is concerned, they have done all that was necessary.

Lastly, I would deal with the question as to whether there ought to be or ought not to be a development authority at all. We have cases in India where there are too many trusts where this work is being carried on by independent bodies. The case of Bombay has often been brought in. But you will kindly understand that so far as Bombay is concerned, there was an Improvement Trust for a number of years. It is only recently...

Shri Naushir Bharucha (East Khandesh): Not recently, but long ago.

Shri Datar:it has been merged into the Bombay Municipal Corporation. All the same, I shall give compliment to my hon. friend. The city of Bombay has developed very well, so far as the civic requirements are concerned. I am happy that Delhi will develop along similar lines as Bombay, because, as you are aware, the Delhi Municipal Corporation is sought to be based on the model of Bombay. So, let us also develop along similar lines.

So far as civic needs are concerned, Calcutta is there for example. We have got an Improvement Trust there. I would not go into the vicissitudes of this question, but so far as Calcutta is concerned, at present there is an Improvement Trust. In fact, Calcutta Corporation has not got control over electricity and certain other subjects, which have been brought under the control of the proposed Delhi Municipal Corporation.

Then I would point out that in 1946 a Committee was appointed by the then Government of India for the purpose of considering whether the various municipal bodies should be brought together and a municipal corporation established. Therein also they made a recommendation that though there ought to be one municipal corporation, so far as the work

of improvement or the special development is concerned, there ought to be a Special Improvement Trust, otherwise called development body. They have given their reasons into which I need not go at this stage. Thus, you will find that we have got certain precedents. We have also to take into account the special conditions of the capital city of India. Here large sums of money have to be expended every year over development. That is also one of the reasons why we considered it proper that the Delhi Municipal Corporation should not, at its inception, be over-burdened with duties and obligations which would cost them crores and which would, perhaps, take away their attention, which is absolutely required, so far as other civic needs of the Delhi Municipal Corporation are concerned.

These are the various matters on account of which Government decided this in this way and the Joint Committee also agreed with this view. Out of 45 members, we have dissenting note of only four hon. Members. Thus, it would show that, not only behind the principles, but also behind the details of the Bill, we have got the largest opinion, so far as the Joint Committee is concerned. Therefore, subject to certain amendments which Government are going to move, I request that this Bill should be considered very sympathetically by the hon. House.

Mr. Deputy-Speaker: Motion moved:

"That the Bill to provide for the development of Delhi according to plan and for matters ancillary thereto as reported by the Joint Committee be taken into consideration."

Raja Mahendra Pratap (Mathura): May I say a few words?

Mr. Deputy-Speaker: Let me first say a few words. We have to settle the time. So far as the Bill is concerned, we have got five hours.

We started at quarter to four. How much time would the hon. Members like to have for general discussion?

Shri Badha Raman (Chandni Chowk): We can have three hours for first reading and one hour for clause-by-clause consideration and third reading.

Mr. Deputy-Speaker: We won't need much time for the third reading. So, we will have three hours for general discussion and one hour for the clauses. Now Mr. Vajpayee.

Raja Mahendra Pratap: May I say a few words?

Mr. Deputy-Speaker: I have called another hon. Member.

Shri Badha Raman (Chandni Chowk): उपाध्यक्ष महोदय, दिल्ली कारपोरेशन विधेयक के ऊपर जब इस मदन में विचार हो रहा था तो प्रबन्ध शब्दों में इस बात की मांग की गई थी कि दिल्ली के विकास का दायित्व भी इसी कारपोरेशन को सौंपा जाना चाहिये। यह दुर्भाग्य की बात है कि सरकार ने इस मुश्किल को जिम्मेदार के बहुमत्यक अनन्ता का अपितृ मन्त्रालय पक्ष के भी सोगों का ममर्थन प्राप्त था। ठुक्रा दिया और उसी के फलस्वरूप यह विधेयक लाया गया है।

इस विधेयक का उद्देश्य, जैसा कि बताया गया है, दिल्ली के विकास का व्यवस्थित स्वरूप से और नियंत्रित ढंग से आगे बढ़ाना है। जहाँ तक इस उद्देश्य का सम्बन्ध है, विसी का इस से मनमेंद नहीं हो सकता है। दिल्ली भारत की राजधानी है। कल वह प्रशिया की राजधानी बनेगी। सारे संसार की गति-विधियों का केन्द्र होगी। इसनिये यह आवश्यक है कि हम दिल्ली का विकास मुन्दर ढंग से करें—नियंत्रित ढंग से करें। लेकिन ३० लाख प्री० ए० ने जिस ढंग से आज तक काम किया है, उस को देख कर यह आशा बाधना कि अविष्य में निर्माण की जाने वाली यह अलग संस्था दिल्ली के विकास में सहायक होगी, दुराकाशमात्र है।

आज मेरे उन तकों को दोहराना नहीं चाहता जो कारपोरेशन से अलग डेवलपमेंट अथारिटी रखने के बारे में दिये जा चुके हैं। इस सम्बन्ध में और कमेटी ने क्या कहा? लोकल मैन्फ गवर्नरमेंट एक्सपर्ट कमेटी ने क्या मत दिया? काले कमेटी, बैकटप्पा कमेटी या जांडिस कमेटी और अन्य सब कमेटियों ने जो कि देश के बिना बिना आगे में—और दिल्ली में भी—हाँ, यही मत प्रकट किया कि विकास का दायित्व भी कारपोरेशन को सौंपा जाना चाहिये, वह उसी का काम है और अगर वह अलग किया गया, तो दायित्व (रैमपासिविनियो) बट जायेगा, दोसों में मध्यदं पैः होली, गतिरोध उत्पन्न होंगे और विकास रुक जायेगा। दिल्ली में विकास कुछ सालों में जो बुद्ध हुआ है, वह इसका एक जीना जायना उदाहरण है। दिल्ली की समस्या जहाँ व्यवस्थित विकास की है, वहाँ निर्माण की भी है। विकास ठीक ढंग से हो, यह तो आवश्यक है, भगव विकास तो होना चाहिये। मकान अच्छे बनें। उन मकानों में रहने वाले मध्ये ग्रामीण नुविवासा का उपभोग करें इस में भा कोई मनमेंद नहीं है, भगव मकानों का निर्माण तो नहीं नकाना चाहिये। पिछले दो तीन सालों में दिल्ली में क्या हुआ? दिल्ली को ग्रामीण बढ़ा है, देश के दुर्भाग्य-पूर्ण गिरावन के कारण ज्ञाय नेरह नाल पुरुषायियों को ग्रामे वर वार द्वारा वर दिल्ली में आना पड़ा है। यहाँ उन के रिश मिर छिपाने को जगह नहीं थी। जिम गति से यहाँ को आदादी बढ़ रही है, उस का अगर हम विचार करें, तो हमें दिल्ली में हर साल पन्द्रह या बीम हजार न्यू मिलन चाहियें। क्या यहाँ नये मकानों का निर्माण हुआ है? दो० डी० पी० ए० जा बनाई गई, उसने इस बात का तो ध्यान रखा कि कोई मुन्दर निर्माण नहीं होना चाहिये, भगव उस का परिणाम यह हुआ कि मकानों का बनना ही बन्द हो गया

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): It is not correct.

श्री बाजपेयी . . . और इस के कलश्वरूप हजारों लोग जो दिल्ली में स्थायी रूप से बस गये हैं और यहां प्रपने मकान बनाना चाहते हैं, वे मकान नहीं बना सके हैं इस का मकान से बड़ा कारण यह था कि प्राविजनक अधारिटी ने निर्माण के लिये—कंस्ट्रक्शन के लिये—जो शर्तें लगाई जिन्हे ऐमेनीटीज कहा जाता है और जिन का उल्लेख इस बिल से भी है, वे शर्तें पूरी नहीं हो सकी। साफ पानी चाहिये, बिजली चाहिये, घंटरपाउंड सिउएज चाहिये, सुन्नते में यह बहुत अच्छा लगता है सेकिन इसके लिये जिनने धन की प्रावश्यकता है, सर्व-साधारण आदमी के पास वह नहीं है। नई दिल्ली में जिस तरह के मकान बन रहे हैं, क्या हम आशा करते हैं कि उमीं तरह के मकान, जो दिल्ली आज दीमियों मील तक फैल रही है, उस में बनेंगे? बने, यह अच्छा तो ठीक है, मगर उस के लिये साधन कहा से आयेंगे? दफनर के कर्मचारी—बाबू लाल—और प्रध्यम वर्ग के लोग जो तीन, चार, पाँच हजार रुपये में प्रपना मकान चाहते हैं बिजली अगर नहीं रही, तो तेल का दिया या लाल्टन जला मवते हैं और अगर पलझ का लैट्रिन नहीं रहा, तो उन वां जीवन काई दूमर होने वाला नहीं है। नेकिन आज कहा जाता है कि जब तक यह मुविधाये नहीं होंगा, निर्माण नहीं होगा। जिन के पास खिंचाने के लिये जगह नहीं है उन में यह कहना कि वे इन मुविधाओं के लिये माधव जुटायें, पकड़ दूँ; मजाक मालूम होता है। और दिल्ली में ऐसा ही हुआ है। डी० डी० पी० ए० ने यही किया है और मुझे टर है कि यही इतिहास फिर से दोहराया जायेगा।

इस का एक और ननीजा हुआ है। हम नाहते यह कि लोग जिन किसी अधिकार के मकान न बनाये, नेकिन मकानों की जब अनुमति नहीं दी गई, तो यह—एथाराइज्ड कंस्ट्रक्शन हुए और मेरा दावा है कि यहांसे दो तीन माल में दिल्ली में पहलीम हजार से अधिक गेमे मकान बने हैं, जिन के लिये

अनुमति नहीं दी गई, जिन के लिये अधिकार नहीं दिया गया। लोग मकान बना कर दै गये हैं। प्राप अब उन्हें तोड़े और तोड़ कर उन्हे दूसरे मकान देंगे या उन्हें दूसरे मकान मिल जायेंगे, ऐसी स्थिति नहीं है। मेरा सुझाव यह है कि हम दिल्ली की सुन्दरता की बिता करें, यह तो ठीक है, मगर उस के साथ इस का भी विचार होना चाहिये कि हर एक छोटा आदमी, जो आज महंगाई और टैक्सों के पाटों में पिसा जा रहा है, सिर छिपाने के लिये प्रपना एक घर पा सके, जिसे वह प्रपना कह सके, इस बाज की आवश्यकता है और इस प्रावश्यकता को पूरा करने के लिये प्राविजनक अध्यारिटी पूर्णतया प्रभकल रही है और जिस तरह का विधेयक बनाया गया है, जो उम की धाराये हैं, उन को देखने से पता लगता है कि यह कठिनाई दूर नहीं होगी। इस कठिनाई को दूर बरने के दो ही रास्ते हैं: या तो सरकार यद्य प्रबान बनाय, भस्ते मकान बनाये और जिन के पास मकान नहीं हैं, उन्हे देया जाने के रूप में उन को कुछ धन दे और धीरे धीरे उन में यह धन ले निया जाये। लैसिन इन सम्बन्ध में यह प्रावश्यक है कि वे मकान नो प्राफिट नो लास के बेमिस पर दिये जाने चाहिये। मेरा आरोप है कि प्राविजनक अधारिटी ने दिल्ली के विकास की चिन्ता किनी की, उस के बारे में तो मैं मन्देह है ही, मगर उस ने मुनाफाखोरी बाफी की है। मरने दामो पर जमीन प्राप्त कर ली—ग्राम्यायर कर ली और कम्पोनेंशन देने की जा अवश्या है।

श्री नवल प्रभाकर (बाह्य दिस्ती—रक्षा—अनुमूलित जासिया) : भभी तो कुछ किया ही नहीं गया।

श्री बाजपेयी : ऐसी बात नहीं है।

श्री नवल प्रभाकर : प्राप की जानकारी अचूरी है।

श्री बाजपेयी : मेरी जानकारी पूरी है और में प्राप को बताऊंगा कि अबमेरी गे

एकस्टेशन में जो मकान बनाये गये हैं, वह जमीन क्या प्राप्त नहीं की गई है और क्या यह गलत है कि वहां जो जमीन प्राप्त की गई, वह सस्ते भाव पर की गई और बाद में उसे महंगे भाव पर बेचा गया। २०० रुपये जीवा पर जमीन सी गई और ३०० रुपये गज पर वह दी गई। यह मैं ने नहीं दी—जिन के हाथ में देने का अधिकार है, उन्होंने ही दी।

भी नवल प्रभाकर : यह प्राविजनल अधारिटी ने नहीं दी।

भी बालपेयी : प्राविजनल अधारिटी ने अगर नहीं दी, तो भी यह सब दिल्ली में हुआ और इस के लिये सरकार उत्तरदायी है और आप इस से बच नहीं सकते हैं। क्या यह फिर से दोहराया नहीं जायेगा? जिस तरह से आज जमीन को विकसित करने का खर्च लगाया जा रहा है, उस का मैं एक उदाहरण दूँगा।

Raja Mahendra Pratap: On a point of order. There is no quorum in the House.

Mr. Deputy-Speaker: The bell is being rung.... Now there is quorum.

अब मानीय सदस्य, अपना भावण जारी रखें।

भी बालपेयी : उपाध्यत महोदय, मैं यह निवेदन कर रहा था कि भूमि के एक गज के टुकड़े को डेवलप करने के लिये ६ या ७ रुपये चाहियें। लेकिन जिन्हें भरकारी कानूनीज कहा जाता है और जिन की संख्या २६ या २७ बतायी जाती है उन में जिस भूमि को विकसित किया गया है उस की कीमत २५ रुपये गज वसूल की जा रही है। जब विकास करने में ६ या ७ रुपये प्रति गज लगते हैं तो उस जमीन के टुकड़े को आम आदमी को देने में उस की कीमत २५ रुपये गज किस गणित के अनुसार हो जाती है यह समझने में मैं अपने को असमर्थ जाता हूँ।

दिल्ली के आसपास जिन किसानों की जमीन ली गई है, जिन्होंने यहां संसद भवन के सामने और प्रधान मंत्री की कोठी पर प्रदर्शन किया था, उन की भी यह शिकायत है कि उन की जमीन बहुत कम दामों पर ली गई है और जो कम दामों पर ले रहे हैं वे अगर यह समझते हों कि इस दंग के विकास से वे दिल्ली की जनता को सन्तुष्ट कर देंगे तो यह उन की भूल है।

कीर्ति नगर की एक कालोनी है जिस में ८० फीसदी रुपया जनता का है गोर २० प्रतिशत बैंक का है। लेकिन उस के सम्बन्ध में भी यही नीति अपनाई जा रही है। राजेन्द्र नगर में २५ रुपये गज पर जमीन मिल रही है जब कि राजोरी गार्डन्स में ६ या १० रुपये गज पर जमीन मल रही है। ऐसा अद्भुत है? इस का एक ही उत्तर है कि हम डेवलपमेंट अधारिटी अलग बनाते हैं। तो उस में यह ग्रहीत है कि जो भी काम किया जायेगा वह सर्व के साथ कार्य किया जायेगा और ऐसा हो भी रहा है। लेकिन सरकार यह बात स्वीकार करने के लिये तैयार नहीं है कि अलग से डेवलपमेंट अधारिटी की जस्तर नहीं है। मेरा निवेदन है, अगर आप कोरपोरेशन पर इस बात के लिये विकास करने को तैयार नहीं हैं। कि वह दिल्ली का विकास ठीक दंग से कर सकेगा और उस के उत्तरदायित्व को निभा सकेगा, यद्यपि दब्बई बारपोरेशन यह काम कर रहा है, तो कम से कम हम ने अधारिटी का जो स्वरूप बनाया है उस में हमें परिवर्तन करना चाहिये।

माननीय मंत्री महोदय ने डेवलपमेंट अधारिटी किस तरह से बनेगी, उस के कौन कौन सदस्य होंगे, इस का भी वर्णन किया है। उस से स्पष्ट है कि वह एक मनोनीत बाड़ी होगी। उस में नियुक्त आदमी होंगे और अब कहा जा रहा है कि वह कारपोरेशन से कंसल्टेशन करेगी। कारपोरेशन जनता द्वारा चुना जायेगा, डेवलपमेंट अधारिटी सरकार द्वारा बनाई जायेगी, और दोनों में विचार विनियम

[बी बाब्येयी]

होगा। विचार विनियम में मतभेद भी हो सकता है। मतभेद में किस की बात चलेगी? क्या डेवलपमेंट अधारिटी कारपोरेशन की बात सुन लेगी, और सुनने का यह अर्थ है कि कसल्टेशन करेगी और फिर उस को ताक पर रख देगी। जो आज धारायें हैं इस विधेयक की उन से यह स्पष्ट है कि विचार विनियम किया जायेगा। अगर कारपोरेशन की बात अधारिटी की समस में आ गयी तो उसे मान लिया जायेगा अन्यथा अधारिटी को जो कुछ दिलायी देगा वह करेगी। अधारिटी में कारपोरेशन के सदस्यों की सख्त बढ़ायी जा सकती है। क्यों नहीं बढ़ायी गयी। जो एडवाइजरी काउन्सिल होगी उस में दिल्ली से पालियामेट के लिये निर्वाचित सभी सदस्य लिये जा सकते हैं। लेकिन सब नहीं लिये गये। कुछ छोड़ दिये गये हैं। क्यों छोड़ दिये गये हैं? वे तो जनता के प्रतिनिधि हैं। या शायद छोड़ देने का यह कारण है कि वे दिल्ली डेवेलपमेंट अधारिटी को अलग रखने का विचार से सहमत नहीं है? मैं नहीं समझता कि इस का क्या कारण है। अभी भी समय है डेवेलपमेंट अधारिटी के स्वरूप को बदला जा सकता है। उस में चुने हुए प्रतिनिधियों को अधिक स्थान दिया जा सकता है।

जो एडवाइजरी काउन्सिल बनायी गई है उस का कामसलाह देना होगा। क्या डेवेलपमेंट अधारिटी उस सलाह को मानने के लिये बाध्य होगी। क्या दोनों में मतभेद न होगा? मतभेद होगा तो उस का निर्णय कौन करेगा? कारपोरेशन और डेवेलपमेंट अधारिटी में अगर गतिरोध पैदा हो गया तो उस गतिरोध में से कौन रासता निकालेगा? किस का निर्णय अन्तिम होगा? अगर उस का निर्णय अन्तिम होगा जो सरकार द्वारा नियुक्त होगा, तो फिर कारपोरेशन में जो जनता द्वारा चुने हुए हैं और डेवेलपमेंट अधारिटी उन में मध्यर्य होगा, और अगर सबसे होगा तो दिल्ली का विकास यह जायेगा।

विधेयक में एक मास्टर प्लान का भी उल्लेख किया गया है। बहुत दिनों से चर्चा की जा रही है उस मास्टर प्लान की, और दिल्ली बालों की आंखें तरस रही हैं उस मास्टर प्लान का दर्शन करने के लिये। कब तक वह बनेगा, कब प्रकाश में आयेगा, इस के सम्बन्ध में कोई अवधि निर्धारित नहीं की गयी है। कोई समय तै नहीं किया गया है। मास्टर प्लान न बना इसलिये दिल्ली का निर्माण रुका हुआ है। इस विधेयक में इस बात को स्पष्ट रूप से बताया जाना चाहिये कि इतने समय के भीतर मास्टर प्लान बन जायेगा। लेकिन इस सम्बन्ध में भी विधेयक भीन है।

उपाध्यक्ष महोदय माननीय सदस्य को बीस मिनट होने वाले हुए। उन्हें समाप्त जल्दी ही करना चाहिये।

बी बाब्येयी जी हा, आप बानिंग बैल बजाये तो मैं स्वत्म कर दूगा।

उपाध्यक्ष महोदय मेरी जबान को ही बानिंग बैल समझ लीजिये।

बी बाब्येयी में अभी दो मिनट में स्वत्म करता हूँ।

जो भी इस विधेयक के सम्बन्ध में मशोधन रखे गये हैं उन में अनेक मशोधन जो विरोधी पक्ष की ओर से रखे गये हैं महत्वपूर्ण हैं, जैसे कारपोरेशन के जो प्रतिनिधि आने वाले हैं उन में एक प्रतिनिधि स्वरूप एक्सियर का भी होना चाहिये, इस तरह का मशोधन रखा गया है। और किसी की अगर भूमि ली जायेगी तो उस को कप्येन्सेशन कैसे दिया जाये इस के सम्बन्ध में भी मशोधन है। बिडला कमेटी की रिपोर्ट है कि जो जमीन एक्सायर की गई उस में से बहुत सी स्टेब्जों के हाथ में चली गयी। जो गरीब किसान हैं जिन की भूमि सी जाती है विकास के नाम पर वे उस के बदले में उचित मुआवजा प्राप्त कर सकें इस सम्बन्ध में माननीय दातार साहब ने अभी जो संशोधन रखा है मैं उसे पर्याप्त नहीं समझता।

जैसे और भागे बड़ाने की जरूरत है। इस दृष्टि से भी यहां कुछ संशोधन रखे गये हैं और मैं आशा करता हूँ कि उन संशोधनों को स्वीकार किया जायेगा।

कारपोरेशन विवेयक पर सरकार की ओर से एक भी संशोधन मान्य नहीं किया गया। मैं समझता हूँ कि इस विवेयक के बारे में उस नीति में योहा सा परिवर्तन होगा और दिल्ली डेवलपमेंट बोर्डिंग का इस सदन में से ऐसा रूप निकलेगा जिसे सभी लोग स्वीकार कर सकेंगे, इस प्रकार की आशा प्रकट करते हुए मैं अपना स्थान ग्रहण करता हूँ।

Shri C. B. Pattabhi Raman (Kumbakonam): I crave your indulgence to make a few general remarks before I attempt to point out what important things or modifications could be considered by the Government.

The twin legislation that we are now having satisfies a long-felt need. Our minds go back to the late lamented Asaf Ali who moved the famous resolution in 1938 wanting a separate municipal corporation for Delhi. Thereafter there was a Delhi Municipal Enquiry Committee—two committees, I should say, one in 1938 and the other in 1946. Then we had the Bhore Committee also in 1946. Finally, there was the Local Finance Enquiry Committee of 1951 to which I referred. In the meantime, Delhi State was formed in 1951 and abolished in 1956.

Now, there was a vacuum, as it were created and we had to grapple with what is now called the Old Delhi area and the New Delhi area. When the Delhi State was abolished, just at that time, we had the famous Jaundice Enquiry Committee Report. I am just saying this historically to remind the House as to what has been happening during the last 20 years vis-a-vis Delhi. As a result of all these and promises made from time to time, the Government have very wisely come forward with the

twin legislation one dealing with the Old Delhi area and the other, what is called the Metropolitan area or the Rajadhani of the Indian Union.

Quite often, with regard to popular movement for municipal Government, an analogy was drawn to Bombay, Tokyo and London. With great respect, I say they were wholly inapt. The whole of UK is much smaller than many States in India. London is a great city but then it forms the capital of a small State, speaking in Indian terms. Tokyo is a very well administered city and the Corporation there is more or less a model for the world. It is usual for the people to talk about local administration to refer to Tokyo as more or less the prime example of good municipal administration. There too the analogy fails. Japan is a very important and great country but alongside the Indian Union, it is equivalent to a State. When you talk about Japan, you really talk about Tokyo without meaning any disrespect to the other important cities in Japan.

The analogy, if any, that we can have is Canberra or Washington. There you will never have any semblance of municipal administration where more or less federal or quasi-federal—as it should be called—in India States exist. Indian Union is rightly said to be quasi-federal. We are not strictly a federation. In quasi-federal conditions, you do not have a capital with a large municipal administration. Actually, Sir, Washington—it is called Washington D.C. (District Columbia)—where the capital functions is surrounded by five States, but it is always possible for you to go into a road and say at any time which State you are entering, you can say that you are now entering so and so State, now in Washington and then again in some other State. That is a very good thing to note, for example, when you go to Washington. You can always have this analogy so far as the Delhi Development Board is concerned.

[Shri C. R. Pattabhi Ramam]

So far as New Delhi is concerned, if I may say so, the Government have rightly said that for the time being, at any rate, it is not as though they have closed the door for all time to come, they feel that party politics or municipal politics have not got much scope so far as the metropolis is concerned. Delhi does not belong to the State of Delhi. Actually, when Asaf Ali's resolution was passed in 1946, Delhi was in the Punjab State. We had a tussle with the old undivided Punjab. That is not the case today. Now Delhi is not the capital of Punjab, or United Provinces or any other State. It is the capital of the whole of India. Here you have a texture of all the people of the Indian sub-continent. Everyone has a right to claim Delhi as his own. Therefore, I visualise a time may come when there may be some scope for some sort of municipal administration and elections.

Even with regard to elections the better opinion in the world today is that, so far as municipal administration is concerned that should be as far as possible above party politics. The man on the spot, a qualified man who is fit enough to do educational activities, social activities, sewage activities, he is the man to deal with a Municipal Corporation and not merely a party labelled man. It is always better in all these municipal administrations to have the administration above party politics. That has been the end and aim in all good municipal administrations.

Now, Sir, so far as this capital city is concerned, it concerns not only the area where most of the offices are situated, and most of the clerks are working. It also includes the Diplomatic Enclave. Just imagine what will happen if there is a big party election tussle. How is the Government to carry on the work of the Indian Union? I can only imagine that it will result in a catastrophe, unless you are banning government

servants from even taking part in municipal elections, which you cannot do. Suppose one branch of the office of my good friend the Minister of States votes for A and another branch for B, one holding very strong views on A and the other section on B? That will be catastrophic. The capital does not want to be encumbered by municipal politics, and personal politics.

Therefore, it is for very good reasons that they have decided to take it out of the municipal administration. They have not taken the whole, they have not been so greedy. It is not as if they have taken all the area, they have only confined themselves to what is called the crux or the core as far as Delhi City is concerned. They wish to administer it by various bodies, *ad hoc* bodies.

I am glad to see that the Delhi Municipal Corporation that is going to come into being will have representation in many of these bodies which are forming part of the Delhi Development Board.

So far as this Bill is concerned, there are certain aspects of it that strike me, and which I hope will appeal to my good friend, the Minister of State in the Ministry of Home Affairs. Firstly, I feel that so far as acquisition proceedings are concerned—I am not talking as a mere lawyer—the provision there is 15 as it now stands. I quite agree, as I have myself pleaded, that the various aspects of the Delhi Administration should be *Sui generis* and not on the analogy of any other Municipal Corporation. But is not the Government taking too much on itself when it says that with regard to acquisition it will have separate proceedings?

17 hrs.

The Land Acquisition Act is a well-established Act. There are a number of cases decided under that Act. For example, the word "owner" is not defined in this Act. Supposing a man says, "I am the owner" and some other

man comes and says, he is not the owner, but "I am the owner", there is a tussle whether ownership is confined to persons, firms, corporation, trusts or charitable trusts, institutions or temples. You can go on multiplying the instances. How are they going to be governed? Are you going to take to a new path of legal definitions? So far as these matters are concerned, there is a well-trodden path of definition of all these various items. They are appreciated and understood in the Land Acquisition Act. So, are you going to have a new, complete system, so to say, so far as these things are concerned here?

Take, for example, a thing like the enforcement of land acquisition. Section 47 of the Act—I am obliged to the Minister for I have borrowed his Ministry's book—deals with enforcement of the land acquisition proceedings. The magistrate comes in, and his whole paraphernalia is there. Notice is given. All the parties concerned are given notices. They can come and protest. For example, Section 47 of that Act says that *mutatis mutandis*, it will stand adapted to present conditions. "If the Collector is prevented or impeded in taking possession under this Act, of any land, he shall" etc., and "if a magistrate enforces surrender of the land it shall apply to the magistrate..." and so on and so forth. You get the regular paraphernalia. What is to be done in case of acquisition proceedings? What is to be done with regard to enforcement of acquisition proceedings? What are the instances where the Government can do away with the normal procedure of notice, counter-notice, rejoinder, rebuttal, and all that? What are the cases where they can dispense with it and start proceedings straightway in urgent cases, by what is called the police power of the State? They can always do that. All that procedure is available. I hope it will be found acceptable to Government. If they say that "excepting as modified by the provisions of this Act, the rest of the Land Acquisition Act, will

apply", it will be a great solace in my humble opinion.

There is another aspect in this connection. I suppose I am thinking aloud. I feel I have not given much thought to it, and I must confess to that. But I feel that consideration must be given to small landholders, poor peasants, with what are called small fits of land a few *bighas* half a ground, one ground, or two grounds of land. If you are going to decide their case by the rule of thumb and say "1955 basis or whichever is less," it may cause hardship. So, a sort of slab system may be better for them.

Finally, what is the principle regarding betterment tax? It is very interesting to study that aspect. Betterment tax is a tax that is available to the State or the Corporation as the case may be if, and only if, they can lay roads in an area, make water available there, or give drainage facilities there or offer electricity there. For those services which have been given to the locality, the locality is increased in value. Therefore, the people who own the locality or who are lessees of the locality have to pay a betterment tax, because betterment is due to the act of the Government or the Corporation as the case may be. That is the principle of betterment. Then, taking the betterment aspect of it and to say that they will have to pay the tax because in future they will get the services may not be proper. For example, what would be the situation in future, say, in the 1965? I am obliged to my friend Shri Radha Raman for giving me the instance. What would be the situation in 1965 or 1970? I do not think anyone can imagine what it will be. It may be brought down to the bottom in a new conception of a State. There may be nothing like the prices that we know of. If normal things go on, it may be totally different, because, every move of ours is to bring into being, or make our State, a welfare State. If prices of grain rise, it is better for the farmer. That is the idea now.

[Shri C. R. Pattabhi Raman]

They would not squeal if prices of foodgrains rise. If the pay or the salary and other payments are also rising alongside the rise in prices of grains, my hon. friends on the opposite side will not complain. If there is any slashing in the pay or the wage-scale with the rise in prices, then they will complain. Otherwise, I cannot imagine what the situation will be in 1965 or 1970 or 1980.

To lay a rule now in the Act itself regarding that aspect may not be good. I was listening to the amendment of Shri Datar, the Minister of State in the Ministry of Home Affairs. I imagine that he said that the 1955 price plus something or the present market value, whichever is less, would be taken. The amendment says, "the market value of the land.....such market value being determined on the basis of the use of the land on that date, or the market value of the land on the first day of October, 1955, such market value being determined on the basis of the use of the land on that date, an amount equal to twenty-five per cent of the increase, if any,...." and so on. I am wondering whether it is advisable to have this cumbersome form and tie yourself to a difficult position which may arise later on. That struck me so far as betterment is concerned.

So far as acquisition is concerned, I have already had my say. I do feel that there will be a large number of small land-holders in the Delhi development area and it may be unfair to deal with them on the same principle on which the big landholders are dealt with.

In conclusion, I hope Government will be able to build up a great metropolis which will represent not one area, not the north or the south, but I hope it will represent the whole of India and I hope I will be able to call myself a proud citizen of Delhi.

Some Hon. Members rose—

Mr. Deputy-Speaker: Hon. Members on the Joint Committee may have to wait a little. Mr. Kodiyan.

Shri Kodiyan (Quilon-Reserved Sch. Castes): Mr. Deputy-Speaker, I strongly oppose the basic scheme of things underlying this Bill, namely, that town-planning has to come from the top rather than from below, i.e. the local bodies. The hon. Minister in introducing this Bill has put forward lengthy arguments in favour of a separate statutory body for the developmental work in Delhi. But his arguments, I am sorry to say, have not convinced me of the need for such a separate body for the developmental work in Delhi. In my opinion, the creation of such a separate statutory body is not only unnecessary, but might also lead to unnecessary friction between the two authorities. Thus, it will delay the very developmental work of Delhi itself.

Not only the hon. Minister, but other responsible spokesmen of the Government also, have been talking for a long time of the need for further developing the local self-government system in our country and of the need to give more responsibility and powers to the local bodies. But nothing has come out of these talks and the basic structure of the local self-government system remains as it was 10 or 12 years before, while the Britishers were ruling the country. The Government seems to be thinking in the same old way as in the past. That is why they have refused to hand over the responsibility of the development work in Delhi to the Municipal Corporation and have come forward with this Bill.

The hon. Minister seems to be very much worried over the burden of the Corporation in Delhi and he does not want to over-burden the Corporation. It is not a question of overburdening the Corporation. It is a question as to how best the development work in Delhi could be carried out. Is it by creating a separate body consisting mainly of nominated persons and

officials as members that you can carry out this work or by a body fully representing public opinion in Delhi?

If those people who will get elected themselves from the different cross sections of the people of Delhi, are invested with the responsibility of town-planning, I am sure that town-planning would go far more efficiently than if a few officials, who are not responsible to the people, are invested with those powers.

Different committees, appointed both by the Central Government and the various State Governments, to go into the function of the local bodies and Improvement Trusts have recommended against the continuance of these separate statutory bodies in municipal towns for the purpose of town-planning and other developmental work.

Another argument that has been brought forward against the local self-government is that local bodies have failed miserably in the matter of development work. But we all know that the local bodies in our country today are given only limited powers and they have got only limited finances at their disposal. So, they cannot be expected to carry out the developmental work as efficiently as we desire them to do.

So the question is whether the local bodies would be provided with necessary finances and adequate powers and also technical know-how to successfully carry out town-planning. This is exactly the question regarding the development of Delhi. If the Government are prepared to give such aid as they are prepared to give to the proposed Delhi Development Authority then I am sure that the development of Delhi would go far more efficiently than at present.

The hon. Minister referred to the Birla Committee. But the Birla Committee, in the course of their remarks, has stated on page 3 of their report:

"Two essential pre-requisites of proper planning of a town are: (1) a civic survey, and (2) a mas-

ter plan. The Trust has been able to produce neither with the result that the growth of Delhi has been proceeding in a haphazard way with little foresight and imagination and without any co-ordination."

Further, on page 7 of the same report they have said:

"Whatever may be the extenuating circumstances, the story of the Trust is a story of failure."

Similarly, various other committees, which have looked into the affairs of the local bodies in different part of the country, have also recommended against the continuance of this sort of separate bodies. The Local Self-Government Enquiry Committee, which was appointed by the UP Government, has recommended emphatically that

"All Improvement Trusts in the provinces should be abolished and the provisions of the Improvement Trust Act should be incorporated in the Municipalities Act."

Similarly, the Kale Committee appointed by the Government of Bombay and the Venkatappa Committee of Mysore have recommended more or less to the same effect. The Delhi Municipal Organisation Committee also said that the existence of separate *ad hoc* Improvement Trusts lead to the possibility of weakening the general municipal structure. As has been rightly pointed out in the Minute of Dissent to the above report, the existence of these *ad hoc* bodies militate against the popular control of the functions that are primarily and patently municipal.

Reference has been made by the hon. Minister to the case of Bombay. It is true that a lot of development work has been carried out in Bombay. But, after years of experience, the Bombay Corporation came to the conclusion that the existence of a separate Improvement Trust was far from helping the Corporation. Therefore, they decided to abolish the separate Improvement Trust and they have

[Shri Kodiyan]

created an Improvement Committee under the direct control of the Corporation

Some hon Members, especially Shri C R Pattabhi Raman referred to Tokyo, London, Washington and other cities. In London, what is the position. In London, for nearly a century, the local body has been in charge of state-aiding houses. In other foreign countries like Holland, France, we can see that the corporations or municipal bodies are charged with the responsibility of town planning and other developmental work. Therefore, my submission is this. Of course, the hon Minister also said that development of Delhi requires large sums of money. Government are prepared to spend large sums of money for the development of the capital. If they are prepared to spend large sums of money for the development of the capital, and if necessary, technical personnel are to be placed at the disposal of the Development authority by the Government, where is the difficulty in handing over the responsibility of development work to the Corporation with the same funds and also with the same technical personnel? Where does the question of overburdening the corporation arise if they are prepared to hand over the responsibility together with the technical personnel and necessary finances? That is my simple question. I wish the hon Minister would reply to this question.

If there must be a separate body for development work in Delhi, I would submit that such a separate body should be as far as possible a real representative body of public opinion in Delhi. But, in this Bill, I am sorry to say that in the Development authority's overwhelming weightage is in the hands of nominated members. The hon Minister has pointed out that, out of the 11 members who constitute the Development authority, only two or three are to be taken from the Corporation. Such a body with inadequate representation of public opinion in Delhi and the majority being in the

hands of nominated members, and officials cannot be expected to carry out the development work efficiently and quickly as we desire.

Therefore, my suggestion is that the Advisory Council as envisaged in this Bill should become the real Development authority by including in it 7 Members of the Corporation instead of four as proposed by this Bill and the Advisory Council, as envisaged in this Bill should become the executive committee to carry out the decisions of the Development authority.

With regard to the question of compensation, I have to say a few words. There must not be a uniform rate of compensation. There are small agriculturists, as Shri C R Pattabhi Raman pointed out rightly, and persons of small means with small pieces of land and buildings which they use as their residence or dwelling places. The case of such persons with small means of livelihood should be taken into special consideration when the question of compensation is considered. Therefore, in clause 6, after sub-clause (5) a provision should be specially added guaranteeing special consideration in the case of poor agriculturists and persons of small means of livelihood.

Then, there is the question of slum clearance. The policy adopted so far by the Improvement Trust for slum clearance has been a wrong policy. In the name of slum clearance, thousands of slum-dwellers were forced to move out of the city, miles away from the city. They were uprooted from their natural places of livelihood to become destitutes in far off places from Delhi. Is it the policy of Government, in the name of slum clearance, to chuck out all the poor unhappy slum-dwellers away from 'the heart of the city'? And should it be the outlook of Government or the public that only well-to-do people can live in the heart of the capital? Surely, that must not be our policy, that must not be our outlook. Then, it is absolutely necessary, when

the slums are cleared, that it should be made obligatory on the part of the Development Authority to provide cheap tenements within the easy reach of these poor people, or if necessary, tenements should be given to them at subsidised rates.

There is also the question of betterment tax. In principle, I oppose the levying of this betterment tax. Betterment tax is for the future benefits that could be derived as a result of the betterment programme. But even before the actual benefits from the betterment programme are afforded, the tax is being levied. But where is the guarantee that the benefits will be given to the taxpayers, for the tax they have given to the authorities. Therefore, the provision for levying betterment tax should be removed.

Now, I come to the question of the finances of the Authority. Regarding this, I have to submit that in no circumstance should the resources of the Delhi Municipal Corporation be reduced. At the same time, I have to point out that the Development Authority should not be placed in a position where it will have to depend on Government for every single item of work that it wants to execute. Therefore, provision should be made to give a portion of the collection of taxes and duties to the Development Authority.

If these changes were to be made in this Bill, this Bill will go to a very great extent to meet the requirements of the day, and public opinion will be represented in the Authority as far as possible.

साला अचित राम (पटियाला) :

उत्तराध्यक्ष महोदय, इस वयन आप के मामने दिल्ली के डेवलपमेंट का मनना पा रहा है। इस विन के लिए मुझे रुपी है कि यह बिल सामने पायगया। प्रतिनिधि साहब ने यह बतलाया कि डेवलपमेंट का काम इतना है कि जिसके लिए काफी इच्छे की जरूरत है और इस डेवलपमेंट के काम को करने के लिए इस डेवलपमेंट एकारिटी को बनाना चाहिए। मुझे मिनिस्टर

साहब की यह बात बहुत पसंद आई और इस वक्त मैं खास तौर पर डिस्प्लेसमेंट पर्सनल का जो इंटरेस्ट है उसके मुतालिक मैं आपकी तवज्ज्ञह दिलाना चाहता हूँ। मैं महसूस करता हूँ कि इस वक्त लोगों के दिल में खाल यह पैदा हो गया है कि यह रेफ्यूजीज का काम डिस्प्लेसमेंट पर्सनल का काम मुक्कमिल हो चुका है और इसलिए इस तरफ तवज्ज्ञह देने की बहुत ज्यादा जरूरत नहीं है। रेफ्यूजीज का काम और जगह भले ही खन्म हो गया हो तो हो गया हो लेकिन जहाँ तक दिली का तालुक है यहाँ पर अभी बहुत काफी काम करने को पड़ा है। इस वक्त जैसे कहा गया कि यहाँ की आबादी २२ लाख है और इस २२ लाख की आबादी में १३ लाख रेफ्यूजी होंगे। गवर्नरमेंट ने मुश्किल में उनके निए कोई १ लाख या डेट लाख क्वार्टर्स बनाये होंगे जो कि उनके निए बहुत ना काफी होंगे। मैं समझता हूँ कि जब तक इस और बास तौर से तवज्ज्ञह नहीं दी जायगी तब तक यह मस्ला ठीक तौर पर हूँ नहीं हो सकता।

उपाध्यक्ष महोदय, आपको तो शायद इस बात वा इन्हं होगा कि इन वक्त दिल्ली के प्रन्दर करीब १० हजार स्कूलर्ट्स परिसरों पर पड़े हैं, ३ हजार को तो मकान नहीं मिला है और ३ हजार ऐसे हैं जिनको कि अभी तक दुबाने नहीं मिली है। याज कोई उनकी प्रबाल करने वाला नहीं है और मुझे शक है कि अगर यह बाम दिल्ली कारपोरेशन के निपुंद किया जावे तो वे इसको ठीक तौर पर पूरा कर सकेंगे। दिल्ली कारपोरेशन ने आने काम में लग जायेगी और नव इस राम को कीन करेगा। उस वाले डिस्प्लेसमेंट पर्सनल के तुक्ते नजर से मैं इस बिल का स्वागत करता हूँ और मंत्री महोदय का इस बिल को लाने के लिए धन्यवाद करता हूँ। यह जो एकारिटी होगी इसके पास डेवलपमेंट के लिए रुपया भी होगा और उसके जिसे काम भी यही होगा कि वह

[सासा अचित राम]

ठीक से डेवलपमेंट करे और अगर ठीक से उन्होंने प्रोसीड किया तो मुझे आशा है कि वह इस मसले को हल कर ले जायेंगे। आज भी वे इधर उधर पढ़े हुए हैं और रिस्टेदारों के पास है और उनकी किसी ने बात तक नहीं पूछी है और यह डेवलपमेंट का काम होने से उनकी भी सुनवाई हो जायगी। आज हजारों आदमी बेसहारा पढ़े हैं और जिनकी कि शक्ति भी अभी तक गवर्नरमेंट ने नहीं देखी है और उनके प्रति लापरवाही वर्ती जाती है। हम जब ढाठ युधबीर सिंह में पूछते हैं कि डाक्टर साहब उन गरीब व्यक्तियों का क्या हुआ तो वे कहते हैं कि भाई में क्या कर्स। हम उनके निए कहने तो बहुत हैं लेकिन कोई मुनता ही नहीं और हमें यह कह दिया जाता है कि इसके निए हमारे पास रूपया नहीं है। मेरी उम्मीद है कि आज जो यह डेवलपमेंट एथारिटी बन रही है उसका डेवलपमेंट का काम है और उसके पास रूपया होगा और अगर उसने ठीक में काम किया तो यह मसला हल हो जायगा।

कल की बात में आपको बतलाऊ कि जब शाम के बक्त में आपने मकान पर था तो मेरे पास एक रेफर्यूजी आया और कहने लगा कि लाला जी जरा मेरे माथ चर्चिये में आपको अपनी कालोनी दिखाना चाहता है। मैंने उसमें कहा कि भाई क्या बात है यही मुझे बतना दो, तो उसने इसगर किया कि नहीं मैं उसके माथ जाकर वहां देंगू। जब उमने जिद की और मुझे यहां पर कुछ नहीं बतलाया तो मैं उसकी मुहब्बत में उसके माथ चला गया। वह शर्स लोटी कालोनी का रहने वाला था। वहां पर मैं देखा कि बीमियों दुकानें गिरी हुई पड़ी हैं और कहीं पर अस्तवाब बिकरा पड़ा है और कहीं पर उनकी दुकानों का सामान निर बितर बिल्लरा पड़ा है। मैं तो वह माजरा देख कर हैरान रह गया। असल में बात यह थी कि उन लोगों को छोटी-छोटी दुकानें एलाट हुई थीं और चूकि वे उनके अन्दर अपना सारा माल

और असबाब नहीं रख पाते थे इस बास्ते उन बेचारे दुकानदारों ने बरामदों को इस्तेमाल में ले लिया था और इस पर कमेटी ने ऐतराज किया और उनको सबको गिरा दिया। मेरी दातार साहब से दरखास्त है कि वे खुद जाकर देखें कि यह दिल्ली जो कि तमाम देश भर की राजधानी है और जो नई दिल्ली का एक हिस्ता है वहां पर लोग किस तरह पढ़े हुए हैं, किस तरह से हजारों रुपये का माल असबाब इधर उधर बिल्लरा पड़ा है और कोई देखने वाला नहीं है। जिस बक्त यह दुकानें बनाई गई थीं उस बक्त यह दुकानें बहुत छोटी-छोटी बनाई गई थीं और मासूनी सा ५०० और ७०० का माल उनमें रखता जा सकता था, यद्यपि जब उनका काम बढ़ा और उन्होंने ज्यादा सामान रखना चाहा तो उनको ज्यादा जगह की जरूरत पड़ी और उसकी जगह से वे बरामदों को इस्तेमाल में ले आये जिनकी कि म्यूनिसिपल कमेटी ने इजाजत नहीं दी और उनको गिरा दिया। जम्मूरन इस बात की है कि वहां और जगह दी जाय और ज्यादा दुकानें बनाई जाय और उनका ज्यादा जगह दी जाय। मैं अब इस्तेमाल कि जब आग दिल्ली का डेवलपमेंट इसन जा रहे हैं तो उमका डेवलपमेंट रेफर्यूजीज के प्याइट आफ व्यू में बरना चाहिए। जिन भाइयों को अभी तक मरान व दुकानें नहीं मिली हैं उनको देने के लिए प्राप्ति ना एंट्राट हानी ही चाहिए नहिं जिनका दुरान निल चुका है व उनके निए नाकासों सारित हो रही है और उनको और ज्यादा जगह दी जाय। जिनकी दुकानें बहुत चुकी हैं उनमें काम चलने वाला नहीं है और उनका दुगनी और तिगुनी दुकान बनाना पड़ता।

यह तो मैंने आपको दुकानों की हालत बतलाई। मकानों की समस्या किसी गम्भीर है इसका आपको पता होगा है। जब लालों आदमी वहां से आग कर यहां प्राये तो उस बक्त यह सबाल था कि उनकी

जहरत के मताविक जगह दी जाय लेकिन यह कहा गया कि हम उनकी जहरत के सिहाज से तो एकोमोडेशन नहीं दे सकते तिक्के वे अपने गुजर भर को जगह ने ले और एक छोटा सा कमरा देते बहत साथ में यह शर्त भगा ही कि पांच आदमियों को केवल एक कमरा मिलेगा । उस बहत रेफ्यूजीज बड़ी मुश्किल में थे, उन्होंने कहा कि अच्छी बात है अभी चला एक कमरा ही सही आगे देखा जायेगा लेकिन आज दस बर्ष होने को आये उनके लिए कोई मार्कूल इत्तजाम नहीं किया गया और आप लूद समझ सकते हैं कि एक छांटे से कमरे में पांच रेफ्यूज जिनके कि साथ २,३ या चार बर्से भी होंगे वे कैमे वहां पर रहते होंगे । अब आप ही बतलाइये कि वे वहां जायें, आसान में जाय, दायें जाय, बायें जाय पा कहा जाय?

Shri Jadhav: Sir, there is no quorum in the House.

Shri V. P. Nayar (Quilon): This appears to be the fourth or fifth time. It is obvious that hon. Members are very anxious to attend the House but the number fixed for the quorum seems to be rather too high. I may suggest that the quorum may be reduced to 5 or 10.

Lala Achint Ram: It is better to settle this afterwards.

Mr. Deputy-Speaker: Can I do it or the House can do it?

Shri V. P. Nayar: The House is to discuss the rules of procedure. There are several committees.

Mr. Deputy-Speaker: The bell is being rung.

Now, the hon. Member may continue.

लाला अचिंत राम: मैं यह घंटे कर रहा था कि देवलपमंट वा जितना काम किया गया है, वह बहुत बाढ़ा है और जब तक कि इस काम के लिए कोई ऐसी खास मशीनी डिवाइज न को जाय, जो कि यहां के

तेरह लाल डिस्ट्रिब्यूटर परसंज का सातिर-स्वाह इत्तजाम करें सके, तब तक इस सिल-सिले में कोई यादा उम्मीद नहीं की जा सकती है । इसलिए जो यह अव्याखिटी बनाई गई है, मैं उसको बैलकम करता हूँ ।

इन लोगों के लिए न जाने कितने मुकान और कितनी दुकानें बनानी पड़ें, लेकिन उससे भी पहला सवाल यह है कि इस काम के लिए कोई लैड इडी जाय और उस पर कंस्ट्रक्शन के लिए बिल्डिंग मैट्टरियल दिया जाय, लोन दिया जाय और दूसरी फैसिलिटीज दी जाये ।

जैसा कि मैंने अभी कहा है, मैं इस अव्याखिटी को बैलकम करता हूँ और इस पर मुझे निहायत खुशी है, क्योंकि यह मूलाभिक ही है कि जो हमारे पास हैंड मैट रियल है, उसको इसनेमान किया जाय । इस मिलमिले में मेरा मुश्किल यह है कि इस अव्याखिटी में कम से कम एक दो बिप्रेजेन्टेटिव रिहेविलिंग्शन मिनिस्ट्री के रखे जायें । आप का तो उसमें होना चाहिए है, लेकिन मैं मममता हूँ कि योंडा बहुत आपको आगे चलाने की जरूरत है । आपका बापियो काम रहते हैं, इसलिए उसमें ऐसे आदमी भी रखे जाने चाहिए, जो कि डिस्ट्रिब्यूटर परसंज की अर्हायात और उनके ममलों की तरफ आपकी तबज्जह दिला सके ।

जब यहां पर बापोरेशन विल पर बहम हो रही थी, तो बहुत मैं भाइयों ने कहा कि पुरानी और नई दिल्ली को मिला देना चाहिए । उनके साथ मेरो हमदर्दी थी और वह इम ल्याल से कि पुरानी दिल्ली को हीं तरह नई दिल्ली में भी लाखों रेफ्यूजी रहते हैं । उनमें बहुत से अगर पुरानी दिल्ली में रहते हैं तो उनकी दुकानें नई दिल्ली में हैं और अगर वे नई दिल्ली में रहते हैं, तो उनकी दुकानें पुरानी दिल्ली में हैं । अगर इन दोनों इसाकों के लिए एक ही अव्याखिटी होती, तो उनका काम आसान होता । वह नहीं

[लाला अर्जित राम]

हो सका और वह बिल पास हो गया। मेरा मुझाव यह है कि नई दिल्ली से गलियामेट के लिए जो नुमांडे इलेक्ट्रो हों, उनको भी अथारिटी में रखा जाए। जिन डिस्प्लेस्ट परमन्ज की दुकान या मशान लोधी रोड, लाजपतनगर, कालबाजी, मालबीयनगर या राजेन्द्र नगर वर्गीकृत में हैं, उनके इन्ट्रेस्ट्स को नई दिल्ली के एम० पी० रिप्रेजेन्ट कर सकेंगे।

इसके अलावा किसी ऐसे आदमी को भी उसमें जगह दी जाय, जो कि डिस्प्लेस्ट परमन्ज के इन्ट्रेस्ट्स को रिप्रेजेन्ट कर सके। आपने इस अथारिटी के बनाने में वह इन्ट्रेस्ट्स का स्थाल रखा है। यह भी जरूरी है कि उसमें ऐसे आदमी भी रखे जायें, जो कि रेफरेंज के इन्ट्रेस्ट्स को रिप्रेजेन्ट कर सकें। इस लिए मैंने ये नीन मुझाव दिए हैं। मृझे उम्मीद है कि मिनिस्टर साहब उन पर गौर बनेंगे।

श्री नवल प्रभाकर: उपाध्यक्ष महोदय, जब यह अस्थायी अधिकरण बना, तो उस समय बड़ी सुझी जाहिर की गई थी, किन्तु जब हम इस दो वर्ष के बीच में उसके प्रगति और उसके काम को देखते हैं, तो हमें प्यार निराशा होती है। मैं मोचता हूँ कि यह जो स्थायी अधिकरण बनने जा रहा है, वह क्या करेगा और क्या नहीं करेगा, यह तो भविष्य ही बतायेगा, किन्तु जो काम पिछले दो वर्षों में किए गए हैं, वे बड़े विचित्र हैं। मैं आपको यह बताना चाहता हूँ कि पिछले दो वर्षों में दिल्ली में अनधिकृत रूप से जितने मकान बने हैं, उनमें दिल्ली के इनिहाम में कभी नहीं बने हैं। उसकी जिम्मेदारी किस पर है? क्या लोगों पर है? मैं कहूँगा कि विन्कुल नहीं। उसकी जिम्मेदारी इस ढी० ढी० पी० ए० और उसके प्रशासन के ऊपर है।

होता यह है कि ओवरसीयर जाता है और जाकर लोगों को प्रोत्साहित करता है कि तुम मकान बनाओ। जब मुझे इस प्रकार की सूचना मिली तो मैंने स्वयं दिल्ली एवेलपमेंट प्राविजनल अथारिटी के सेक्रेटरी को बार बार टेलीफोन किया और कहा कि जो मकान बन रहे हैं, आप इनको रोकिए और लोगों को मना कीजिए, लेकिन कोई सुनवाई नहीं हुई। घड़ाघड़ मकान बनते आ रहे हैं। लोग कहते हैं कि जब अथारिटी बाले—उसके कर्मचारे—आ कर कहते हैं कि मकान बनाओ, तो कोई बजह नहीं है कि हम मकान न बनायें। मैंने देखा है कि इस पिछले एक साल में बहुत ज्यादा मकान बने हैं और यह हालत यह है कि उन लोगों के पास नोटिस आ रहे हैं।

होता यह है कि एक ओवरसीयर जाता है और जिसका मकान बन रहा होता है, उसका नाम नोट करता है। उसके बाद वे लोग—मकानों के मालिक—उसके पास जाते हैं और न जाने क्या भव फूँका जाता है, क्या दिया जाना है उसको कि वह नाम तो जरूर निखलता है, वह अथारिटी के दफ्तर में आकर रिपोर्ट भी दर्ज करा देना है और वहाँ से नोटिस भी ले लेता है, लेकिन वह नोटिस सम्बन्धित व्यक्ति को दिया नहीं जाता है कि तुम मकान बनाना बन्द कर दो। होता यह है कि वह मकान बन जाता है, पूरा हो जाता है और उस अवधि में वह ओवरसीयर किमी दूसरे इलाके में बदल दिया जाता है। वह ओवरसीयर उन नोटिसों के बंडल को नए आने वाले ओवरसीयर को दे जाना है, जो कि उन नोटिसों को बाटा शुरू करता है। जो ओवरसीयर पैसा लेकर दूसरे इलाके में चला जाता है, उसको इस सम्बन्ध में पकड़ा नहीं जा सकता है, क्योंकि वह उम इलाके में होता नहीं है। इसी तरह नया ओवरसीयर भी लोगों को मकान बनाने के लिए प्रोत्साहित करता है और आपने सामने बनने वाले मकानों के नोटिसों को दबा कर रखता है और जब उसको बदला जाता है, तो वह उन नोटिसों को उस

आदमी को द जाता है, जो कि उसकी जगह पर आता है। यह सिलसिला चलता रहता है और इस बजह से दिल्ली में चालीस हजार अनाधिकृत मकान बने हुए हैं। जब उन मकानों को तोड़ा जाता है, तो जाहिर है कि जिनका पैसा सगा होता है, वे दौड़-धूप करते हैं, भागते हैं और इस प्रकार लूब हल्ला-गुल्ला चलता है। तो मैं कहना चाहता हूँ कि इस आयारिटी के प्रशासन से पूछा जाये कि यह जो ४० हजार मकान बने वे कैसे बने, क्यों बने, किस तरह से बने। इस आयारिटी ने जो दो साल में काम किया है वह बिल्कुल निकम्मा काम है। मैं तो यह कहना चाहता हूँ कि पहले दिल्ली इम्प्रूवमेंट ट्रस्ट के बारे में बहुत शिकायतें थीं। उस के बाद आयारिटी आई। होना यह चाहिये या कि नये अधिकारी वर्ग आयारिटी में आते किन्तु वही पुराने जो इम्प्रूवमेंट ट्रस्ट के ममत्ते हुए और घिसे घिमाये लोग थे वही उस के अन्दर प्ला गये और उन्होंने बड़ी स्वेच्छा से यह नई कार्रवाइया शुरू कर दी। तो मैं आननीय मन्त्री महोदय से कहना चाहता हूँ कि आने वाले समय में लोगों के पैमं से, धन से और लोगों के विचारों से नहीं चला आना चाहिये। एक तरफ लोगों को इम बात का बढ़ावा दिया जाता है कि मकान बनाये, दूसरी तरफ मकान बनाये जाने पर उन को तोड़ा जाता है। एक तरफ कानून की प्रवहेनना की जाती है उस समय तो मकान बनाने वाले को गोका नहीं जाता भेदिन वह बनते हैं कि कानून में प्रमा प्रावीजन नहीं है। पहले नोटिस देंगे। नोटिस देने के बाद उस की सुनवाई होगी, मुनवाई होने के बाद जब वह सब कुछ कर देंगे तो उस के बाद उन के मकान तोड़े जायेंगे।

कुछ लोग ऐसे हैं जो अनाधिकाराइज्ड मकान बनाते हैं। उनके पहोस वाले जो आ कर शिकायत करते हैं कि हमारे पहोस

में मकान बन रहा है। जो मकान उस के पहोस में बन रहा है उसको तो तोड़ने कोई नहीं जाता है लेकिन दूसरे या तीसरे दिन शिकायत करने वाले के यहा नोटिस आ जाता है और आठवें या दसवें दिन उसका मकान तोड़ दिया जाता है। यह हालत है। तो मैं चाहता हूँ कि एक इस सबकी एनक्वायरी होनी चाहिये और उस के बाद हमें किसी नियंत्रण पर पहुँचना चाहिये। अगर इसी तरह से ये मकान बनते चले जायेंगे तो सरकार को उन को हटाने का कोई जरिया नहीं रह जायेगा। आप कहा तक उनको तोड़ेंगे। कितनों का स्लम किल्यरेस करेंगे। पुराना स्लम किल्यरेस भी तक नहीं हो पाया है और यह नया स्लम बढ़ता जा रहा है और यह इतनी बड़ी तादाद में बढ़ रहा है कि इसको गोका नहीं जा सकता। इनके निये करोड़ों नहीं अरबों रुपये चाहिये।

जब पिछली आयारिटी बनी तो उस के कुछ समय पहले इम्प्रूवमेंट ट्रस्ट ने कुछ ले आउट्स मजूर किये थे। उसने अपना एक स्टेंडिंग बनाया था, उस के अनुमार उस गमय मकान बनते थे। आयारिटी आई, उसने वे सारे ले आउट रह कर दिये, कानूनीज़ के। उसने अपना एक स्टेंडिंग कायम किया। लोगों ने भी चाहिया है इसी स्टेंडिंग के अनुमार चलते रहेंगे। लेकिन तीन महीने में ही वह स्टेंडिंग चला गया और फिर नया स्टेंडिंग आ गया और पुराना स्टेंडिंग रह हो गया। लोगों ने कहा कि चलो कोई बात नहीं, यह नया स्टेंडिंग है, बेहतर है, चलो इसके अनुमार बाम होगा। कुछ लोगों का अधिकारी वर्ग के ऊपर असर था, उस अधिकारी वर्ग के ऊपर जोकि ले आउट मजूर करता है। जब वह बात निकल गई और नई कानूनीज़ के ले आउट आने लगे तो उन्होंने स्टेंडिंग को और कड़ा कर दिया, सड़के और चौड़ी हो गईं, सरबिस सेन्स भी चौड़ी कर दी गईं, पार्क चौड़े कर दिये गये और स्कूल बगैरह के लिये जितनी

[व्यापार विभाग]

बगह चाहिये थी उस को और बढ़ा दिया और इस तरह से स्टेंडर्ड और बढ़ गया।

मुझे मान्य है कि एक कालोनी थी उसका स्टेंडर्ड पास किया गया। उस कालोनी के बीच में एक कोषापरेटिव सोसाइटी के पास साठ प्लाट थे। जब वे बेचारे आयारिटी के सामने गये और कहा कि वह जो पुरानी कालोनी है उसको जिस स्टेंडर्ड से पास किया गया है उसी के अनुसार हमारा भी पास कर दीजिये, उन्होंने कहा कि नहीं यह स्टेंडर्ड बदल गया है। सोसाइटी वालों ने कहा कि जिस दिन कालोनी वालों ने दरखास्त दी थी उसी दिन हम ने भी दी थी, जो स्टेंडर्ड उनका है वही हमारा भी रखा जाये। तब उनसे कहा गया कि या तो आप आज की तारीख में इस स्टेंडर्ड को मान सीजिये नहीं तो कल फिर स्टेंडर्ड बदल जायेगा और आपके पाठ दम प्लान कट जायेंगे। यह हालत है।

यहां पर टाउन प्लानिंग अग्रणेनाइजेशन का जिक्र किया गया। मैं उमके बारे में बताऊं। टाउन प्लानिंग आरगेनेनाइजेशन बनाया गया। वहां हमारे बहुत से आरकिटेक्ट्स विठाये गये। वे बहुत अच्छे हैं, समझदार हैं। लेकिन उन्होंने इन दो सालों में काम क्या किया यह देखने की बात है। पिछले दो सालों में उन्होंने चार कालोनीज के ले आउट तैयार किये हैं। पिछले दिनों इस मवान के जवाब में मुझे माननीय स्वाम्य मंत्री जी ने बताया था। इसमें पहले जब आयारिटी नहीं थी तब ही इम्प्रूवमेंट ट्रस्ट ने दम पन्द्रह ले आउट तैयार कर लिये थे। वे सब सरकारी से आउट थे, लेकिन उनको रह कर दिया गया।

टी० पी० ओ० ने एक मास्टर प्लान तैयार किया। उसकी प्रदर्शनी भी हुई। वह था अन्तरिम प्लान। उसमें बड़ी बड़ी

बंधी उड़ानें ली गई थीं। उसमें कहा था कि चांदनी चौक का एक पूरा भाग उड़ा दिया जाये और उसकी जगह चांद लगा दी जाये। बड़ी विचित्र सी बात है। लेकिन यह नहीं सोचा कि चांदनी चौक के इतने बड़े बड़े मकानों का मुद्रावाचा सरकार कहां से देगी, इतना लप्या कहां से आवेगा। तो हमारा टाउन प्लानिंग आरगेनेनाइजेशन वास्तविकता को समझे और उसके अनुसार कार्रवाई करे तभी यह काम सही तरीके से हो सकता है।

मकानों के नक्शों की बात सीजिये। मकानों के नक्शे दिये जाने हैं। मेरा दावा है कि उनमें मे दम या पन्द्रह प्रतिशत नक्शे तो सो दिये जाने हैं। उनका पता नहीं चलता। इस बारे मे मेरा अपना खुद का अनुभव है। मेरे निर्वाचित क्षेत्र के एक अकिल ने मुझ से कहा कि आप जा हों रहे हैं मेरा नक्शा भी दफ्तर ले आड़े। मैंने दफ्तर में अपने हाथ से उमका नक्शा दिया। लेकिन पता नहीं कि वह कहा गया। मैंने दम दफा प्रश्न कि वह नक्शा कहा गया। एक कहता था कि उमके पाम होगा, दूसरा कहता था कि नीमरे के पाम होगा। किसी ने कहा कि टाउन प्लानिंग आरगेनेनाइजेशन में चला गया है। उमके पास गया तो मान्य हुआ कि एंजीक्यटिव इंजीनियर के पास होगा। एंजीक्यटिव इंजीनियर के पास गया तो पता चला कि पता नहीं, सायद इम्प्रूवमेंट ट्रस्ट के दफ्तर में होता। वहां गया तो मान्य हुआ कि वहां भी नहीं है। यह हालत है नक्शों की। अगर आप नक्शे देने हैं तो यह प्राप्त करने हैं कि दो महीने में आप का नक्शा पाम हो जायेगा किन्तु होता यह है कि नक्शा पाम नहीं होता। उनको दुश्मी करने के लिये कोई न कोई नई बात निकाल दी जानी है। मैं बिल्डिंग कमेटी का सेम्बर रह चुका हूँ जिसमें नक्शे पास किये जाते हैं। मैंने बहां देखा कि जरा जरा सी बात पर नक्शे फेल कर दिये जाते हैं। मैंने कई बार

आधिकारी बर्न को निवेदन किया कि जो पुराना डी० डी० पी० ए० का एकट है उसमें यह प्रावीजन है कि थोड़ा सा हेर केर आदमी कर सकता है, जैसे एक कुटं या आधा कुट दीवार इधर के बाजाय उधर कर सकता है, दरवाजा यहां के बाजाय वहां लगा सकता है। पर उन्होंने बतलाया कि उन्होंने अपना नया रूल बना लिया है और उसके अनुसार कार्य करते हैं। उस से होता यह है कि जिस का नक्शा आया उसे रिजेक्ट कर दिया। उसके प्रोसीडिंग को आप देख लीजिये। कमेटी की मीटिंग में जितने नक्शे आते थे उनमें से ७० प्रतिशत रिजेक्ट कर दिये जाते थे। जब ऐसी हालत हो तो किसी को कैसे साहस हो सकता है कि वह मकान बनाये। मेरा आलीय मंत्री जी की सेवा में एक बहुत ही नम्र निवेदन है। मैं कहना चाहता हूं कि दिल्ली डेवलपमेंट आधारिटी का प्रावीजन स्थान आधारिटी का बिल आया उस से पहले सरकार को यह चाहिये था कि वह एक बहुत बड़ी जमीन डेवलप करती और उस के बाद वह बिल लाती। मेरा नम्र निवेदन है कि सरकार जो कहती है वह ठीक है और हम भी उसका स्वागत करते हैं। लेकिन सरकार को चाहिये कि वह एक बड़ी रकम जब फरके भूमि को विकसित करे, और उसके बाद सही कीमत पर लोगों को प्लाट दे। तभी जाकर इन तमाम समस्याओं का समाधान हो सकेगा, निराकरण हो सकेगा। नहीं तो जिनके पास मकान नहीं हैं वे बाध्य होंगे इस बात के लिये कि वे आप के कानून को तोड़ जेंसा कि वह आज कर रहे हैं।

मेरे इलाके में एक तिहाड़ कालोनी है। इस इलाके में रिहैबिलिटेशन मिनिस्ट्री ने लोगों को सौ सौ गज जमीनें दे दी थीं और ५०० रुपया दिया था। उन्होंने एक एक कमरा बना लिया और उनसे कहा गया कि बाद में और बना सकोगे। उस बात वह इलाका आमीज जेंसा ही इम्प्रूवमेंट ट्रस्ट में समाजा आता था। वहां पर डेवलपमेंट का

कोई मालाल ही नहीं था। वह गांव की तरह था। आज तिहाड़ कालोनी नम्र १ और २ के लोग जब नक्शा देते हैं तो उनको दूसरा कमरा बनाने नहीं दिया जाता हालांकि यह बात आधारिटी द्वारा तय हो चुकी है। मोतीनगर को लीजिये। मुझे बहुत प्रचंडी तरह से मालूम है कि वहां पर पक्की सड़कें हैं, बिजली है लेकिन नूँकि वहां पर पानी और सीबर नहीं है इसलिये वहां के नक्शे रोक दिये गये हैं। अब आप समझ सकते हैं कि जब केवल एक थोटा सा कमरा हो और यदि एक व्यक्ति के चार बच्चे हैं और पिछले पांच, सात बच्चों में सम्भव है उनमें और बड़ती हो गई हो तो यह ज़रूरी बात है कि वे अपनी जगह में कुछ बढ़ातरी करने पर बाध्य हो जाते हैं और में समझता हूं कि ऐसी जगहों के लिये हमें जो अपना एक स्टैन्डर्ड है उनमें भी कुछ कमी करनी पड़ेगी। कालोनीज का जो एक स्टैन्डर्ड रखा गया है मैं समझता हूं कि वह स्टैन्डर्ड शहर की बस्तियों तक के लिये ही रखा जाना चाहिये जहां कि पानी और सीबर दिया जा सकता है। लेकिन कोई कालोनी इज़र या प्लाट होल्डर न तो सीबर डाल सकता है और न वह पानी दे सकता है और मेरा मुमाल यह है कि ५ या ७ मील तक के लिये आप देश के यह सर्व लगा दीजिये कि वहां पर भूमिगत नालियां होंगी और सीबर सिस्टम होगा और जब वहां पर बिजली होगी और पानी होगा तभी हम वहां पर नक्शे पास करेंगे। लेकिन मैं आप से हाथ जोड़ कर प्रार्थना करना चाहता हूं कि उनसे आगे के जो रहने वाले लोग हैं और जहां कि आलीशी १५ बच्चों में भी उन को पानी नहीं मिलेगा और उन को जमीदार नालियां नहीं मिलेंगी। उनको तो कम से कम इतनी छट दे दीजिये कि वे मकान बना सकें।

मैं गांवों की बात बताना चाहता हूं। पिछली बार जब डेवलपमेंट आधारिटी का बिल आया तो मैं ने कहा था कि गांवों के

[बी नवल प्रभाकर]

अन्वर मकान नहीं बनने दिये जा रहे हैं और आठ आने प्रतिवर्ग के हिसाब से टैक्स लगा दिया गया है। अब गांवों के अन्वर कोई पक्की सड़कें या सीधर आदि की सुविधायें नहीं दी जा रही हैं जिसके लिये कि हर व्यक्ति से यह आठ आने प्रतिवर्ग गज के हिसाब से टैक्स लिया जाय। देहली की कंसल्टेटिव कमेटी में केन्द्रीय गृह मंत्री माननीय पंत जी ने आश्वासन दिया और अधिकारी बर्ग को कहा कि आई यह आठ आने देने की शर्त से देहात बालों को छूट दे दी जाये। कंसल्टेटिव कमेटी में इस ओवर को स्वीकार कर लिया गया किन्तु उस के बाबजूद भी आज की तारीख तक वह आठ आने हटाये नहीं गये हैं। इस सम्बन्ध में मैं कल भी शाम को सेनेटरी साहब से मिल कर आया हूँ और उन्होंने मुझे बतलाया कि अब शायद १२ तारीख को जो भीटिंग होगी तब उस के एंडें में यह ओवर आयेगी। उन्होंने कहा कि डेवलपमेंट आथारिटी की भीटिंग में इस को पास कर दिया है और आयन्दा जो हल बनाये गये हैं उनमें देहात बालों के लिये इस आठ आने देने की छूट की रिसायत कर दी है

बी च० ह० नायर (बाहुदिल्ली) : आप भी तो भीटिंग में जाया करते हैं और आप को पता होगा कि वहां पर क्या होता है ?

उपायकाल नहोदय : वही बात तो बता रहे हैं कि भीटिंग में क्या होता है।

बी नवल प्रभाकर : उसके बाद मैं उन्होंने स्वास्थ्य मंत्रालय को उस सम्बन्ध में एक पत्र लिखा और जो पत्र स्वास्थ्य मंत्रालय को लिखा था वह ६ महीने तक कहां पड़ा रहा मुझे पता नहीं। उसके बाद मैंने स्वास्थ्य मंत्री से मिल कर इस के लिये प्रार्थना की कि देहात बालों पर आप रहम करिये और उनके बकान बनने दीजिये। यह कह कर कि

जब तक आठ आने प्रति बर्ग गज के हिसाब से वे लोग आठ आनी करेंगे तब तक उसके नक्से बंधुर नहीं किये जायेंगे तभाय नक्सों को रोक लिया गया है और आज की तारीख तक किसी को नक्से नहीं दिये गये हैं। ६ महीने तक बहां पर वह पत्र पड़ा रहा और किसी को उस का पता नहीं। उस सम्बन्ध में प्रस्ताव पास किया गया उसका भी कोई पता नहीं बलता कि वह कहां पर है। यह सब बातें हैं जिन पर कि मैं चाहता हूँ कि मंत्री महोदय विचार करें।

डेवलपमेंट बिल में जो एक घर्वेंडमेंट किया जा रहा है उस के सम्बन्ध में मैं कुछ शब्द कहना चाहता हूँ। गांवों के लोग जिन की कि जमीनें आमतौर से सरकार अपने परम्परा के लिये ऐक्वायर किया करती है उसके लिये यह सुझाया गया है कि सन् १९५५ की १ घर्वेंडबर को जो भी बाजार भाव या उसके अनुसार या इस समय के बाजार भाव के अनुसार, उनमें मैं जो भी कम होगा, उस भाव और उस कीमत पर हम गत बालों की जमीनें ऐक्वायर करेंगे। उसमें यह भी कहा गया है कि यदि आवश्यक समझा गया तो उसमें २५ प्रतिशत की ददि की जा सकती है। अब आप इसको स्वयं विचार करके देखिये कि १९५५ में मान सीजिये कि १ रुपये प्रति बर्ग गज जमीन की कीमत होती थी और १९६० में या १९७० में जा कर उस की ५ रुपये प्रति बर्ग गज कीमत हो जाती है तो आप को तो चार रुपये का मुनाफा हुआ लेकिन आप उस किसान को उसकी एक ओराई अर्थात् १ रुपये उसको और देंगे, २ रुपये दे देंगे और सरकार ३ रुपये अपने पास रख लेगी। मैं माननीय मंत्री से निवेदन करना चाहता हूँ कि वे इस संशोधन पर पुनर्विचार करें और मैं यह चाहता हूँ कि आज जो उस जमीन की कीमत हो और जो आज का बाजार भाव हो उसके अनुसार उन ही जमीन का मुद्राविज्ञा मिलना चाहिये। अते ही आप

वहे वहे जमीदारों को इस से अलग रख दीजिये और उन पर भले ही आपना यह संशोधन सागू कर दीजिये किन्तु वे छोटे छोटे जमीदार जिनके कि पास ७, १० या १५ बीचे जमीन है, मैं आहता हूँ कि उनको इस संशोधन से ऐक्जेम्प्ट कर दिया जाये और उनको उस समय के बाजार भाव के हिसाब से जमीन की कीमत दी जाय। मैं आशा रखता हूँ कि माननीय मंत्री इस और अवध्य व्याप देंगे और गरीब किसानों का खाताल रखते नहीं तो आगे आने वाले समय में उन को विरोधी लोग भड़का कर यहां प्रदर्शन करवायेंगे

श्री ल० अ० बलवर्दी (कानपुर) : आप भड़का रहे हैं।

उत्तराध्यक्ष भट्टोदय : माननीय सदस्य अब अपनी स्पीच को खत्म करें।

श्री नवल प्रभाकर : अन्त में मैं माननीय मंत्री से यह कहना चाहता हूँ कि जो भी विकास हो उसका लेखा जोखा इस सदन में दिया जाना चाहिये और प्रतिवर्ष यहां पर उस की रिपोर्ट प्रस्तुत की जानी चाहिये और उसके ऊपर बहस होनी चाहिये कि आपने कितनी भूमि को विकसित किया और मैं यह जानना चाहूँगा कि पिछले दो वर्षों में आपने कितनी भूमि को विकसित किया। उधर से एक भाई ने कहा था कि कीमतें जो बढ़ गई हैं वह इम्प्रॉभेट इस्ट की करतूत थी। अब आपको पता नहीं है। आपने डेवलप-मेंट अवारिटी के ऊपर थोप दिया

उत्तराध्यक्ष भट्टोदय : अब माननीय सदस्य अपना आसन छहन कर लें और अपनी बात खत्म करें। मैं इसके लिये तीन बार बढ़ी बजा चुका हूँ।

श्री नवल प्रभाकर : मैं आप का आवेदन स्वीकार कर के तत्काल बैठ जाता हूँ। अध्यक्षाद।

श्री राजा रमेश : उत्तराध्यक्ष भट्टोदय, यह जो संशोधन विधेयक इस समय सदन के सामने पेश है मैं उसका स्वागत करते हुए अन्द बातों की तरफ सदन के सदस्यों का ध्यान दिलाना चाहता हूँ।

यह बात इस सदन के सामने कई बार रखी गई है कि दिल्ली का यह दुर्भाग्य रहा है कि पिछले बहुत वर्षों से दिल्ली में विकास योजना के लिये या विकास कार्यों के लिये कोई एक आवारिटी नहीं थी कोई एक संस्था नहीं थी बल्कि बिल्डरी हुई संस्थाओं के उरिये यहां का विकास कार्यक्रम चलता रहा है और इस बारे में एक बार नहीं अनेक बार सदन के सामने विचार रखते गये और उसकी बुराइयों पर भी प्रकाश डाला गया परन्तु कोई हस्त मंशा या कोई ऐसा मुकाबला या ऐसा अमल अभी तक भी दिल्ली बासों के लिये और दिल्ली के विकास के लिये सामने नहीं आया है जिससे कि हमें आज यह प्रेरणा मिल सके या आज हम यह कह सकें कि आगे वाले जमाने में जो तकलीफें हमने पीछे भुगती हैं उन तकलीफों को आगे भोगना नहीं पड़ेगा। यह ठीक है कि अस्थायी रूप से ढी० ढी० पी० ए० एक संस्था कुछ अर्सा हुम्हा जब बनी थी और उस संस्था से बड़ी उम्मीदें लगाई गई थीं और यह भी आशा की गई थी कि इन सारी बिल्डरी हुई संस्थाओं का एकीकरण करके दिल्ली के विकास कार्य में यह संस्था लगेगी

उत्तराध्यक्ष भट्टोदय : मैं समझता हूँ अभी माननीय सदस्य बहुत कुछ कहना चाहेंगे।

श्री राजा रमेश : जी हां भगवर इत्तजावत हो।

उत्तराध्यक्ष भट्टोदय : ठीक है, आज यहीं तक रहिये, कल जब इस बिल पर बहस सुर होगी तो अपनी बात पूरी कर सकियेगा।

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 12th December, 1957.

[Wednesday, 11th December, 1957]

| ORAL ANSWERS TO QUESTIONS | | COLUMNS | Subject | COLUMNS |
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| S.Q. | Subject | 4591—4626 | 1003 Agricultural production in Tripura. | 4629 |
| No. | | | 1005 Diversion of Railway line | 4629 30 |
| 983 | Central Health Service | 4591—93 | 1006 Over-bridge in Delhi | 4630 |
| 984 | Co-operative farming | 4593—96 | 1007 Directors of Indian Airlines Corporation. | 4631 |
| 986 | Ferry service between Buxar and Ballia | 4596—98 | 1011 Bus fares | 4631 |
| 987 | Committee for extra departmental establishments in P. & T. Department. | 4598—99 | 1012 Nationalization of transport services. | 4631—32 |
| 990 | Bharatpur wagon factory | 4599—4601 | 1013 Purchase of ferry crafts | 4632 |
| 991 | Syrian wireless system | 4601 | 1020 Hydrographic survey | 4632—33 |
| 992 | Railway bridges | 4602 | 1021 National Project Construction Corporation | 4633 |
| 994 | Development of Inland waterways and Transport in Kerala State. | 4602—03 | 1022 Family Planning Training and Research Centre, Bombay | 4633 |
| 995 | Corruption in Howrah Goods Accounts Office | 4603—04 | 1023 Conference of the Central Irrigation and Power Board | 4633—34 |
| 996 | Tourism | 4604 | 1024 C.P.W.D. Roads in Rajasthan | 4634 |
| 998 | Fruit preservers licence | 4605—06 | 1025 Rajkherwan-Gua Line | 4634 |
| 999 | Construction of National Highways | 4606—07 | 1027 Railway bridge over river Saryu | 4634—35 |
| 1000 | Construction of roads in Himachal Pradesh. | 4607—09 | 1028 Derailment of goods train | 4635 |
| 1002 | Train derailment | 4609—10 | 1029 Upgrading of railway legal staff | 4636 |
| 1004 | Subsidy to Co-operative Society | 4610—11 | 1030 "Bad Climate" allowance | 4636—37 |
| 1008 | Loans to Jhumias in Tripura | 4611—12 | 1031 Scheme for training in Local Self-Government. | 4637—38 |
| 1009 | Implementation of Master Committee's Report | 4612—13 | 1032 Deputation of Officer to Nepal under F.A.O. | 4638 |
| 1010 | Indian Central Coconut Committee | 4613—15 | 1033 Construction of Bridges | 4639 |
| 1014 | Leprosy in Manipur and Tripura | 4616 | 1034 Holding up of night air-mail plane | 4639 |
| 1015 | Sale of Viking aircrafts | 4616—18 | 1035 Committee on Training of Civil Pilots | 4639—40 |
| 1016 | Procurement of foodgrains in Andhra | 4618—20 | 1036 Cancellation of road permits in Manipur. | 4640 |
| 1017 | Rice in Andhra | 4620—23 | 1037 Section Officers in Railway Board Office | 4640—41 |
| 1018 | Kakrapara Project | 4623—25 | 1038 Import of French Noratlas Commercial Aeroplane | 4641—42 |
| 1019 | Community Project Administration | 4625—26 | 1039 Electricity Schemes in Himachal Pradesh. | 4642 |
| WRITTEN ANSWERS TO QUESTIONS | | 4626—98 | 1040 Growth of desert in Punjab | 4642 |
| S.Q. | | | 1041 Co-operative Movements in West Bengal | 4643 |
| No. | | | 1042 Ex-Bikaner Railways | 4643—44 |
| 985 | Delhi Transport Service | 4626 | 1043 Foreign Mail | 4644 |
| 989 | Cash Office, Central Railway | 4626—27 | 1044 Retrenchment of workers of D.V.C. | 4644—45 |
| 993 | Chilka Lake | 4627 | 1045 Air India International (Flight No. 104) | 4645—46 |
| 997 | Scheme at Hindustan Shipyard Ltd. | 4627—28 | 1046 Study in Forestry | 4646—47 |
| 1005 | Enquiry into an aircraft accident | 4628—29 | 1047 Seed potatoes | 4647 |

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COLUMNS

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 1049 Consultative Committee of Overseas Shipping Interests 4648
 1050 Sleeping coaches 4648—49
 1051 Semaria Ghat Accident Report 4649
 1052 Procurement of rice in Manipur 4649—50

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 1462 Damage to books 4650—51
 1463 Pyrethrum Plants 4651
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 1465 Assessment of land revenue 4652
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 1468 Jammu and Kashmir 4653—54
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 1471 Plant diseases 4655—56
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 1480 Bridges between Nizamuddin and Okhla 4660
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 1484 Foreign tourists 4663
 1485 Motor accidents in Delhi 4663—64
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 1496 Lavatories in Railway bogies 4671
 1497 Railway bridge at Nasik road station 4672
 1498 Wheat supply 4672—73
 1499 Punctuality of trains 4673
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| 1531 | Amenities for railway staff at Gorakhpur. | 4691—92 |
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| 1540 | Indian Central Cotton Committee | 4696 |
| 1541 | Overcrowding on Delhi-Ahmedabad Mail | 4697 |
| 1542 | Damages to rolling stock | 4697 |
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PAPERS LAID ON THE TABLE

The following papers were laid on the Table:—

- (1) A copy of the Appropriation Accounts of the Government of Himachal Pradesh, 1956—57 (1st April, 1956 to 31st October, 1956) and the Audit Report, 1957.
- (2) A copy of the statement showing purchases made by the Life Insurance Corporation of India of shares of the Mundhra Group of concerns.
- (3) A copy of the Report of Enquiry into the delay in setting up a Paper Plant at the Forest Research Institute, Dehra Dun together with a copy of the statement showing the action taken by Government thereon.
- (4) A copy of each of the following Notifications under sub-section (6) of Section 3 of the Essential Commodities Act, 1955.
 - (i) S.R.O. No. 2464, dated the 27th July, 1957 making certain amendments to the Inter-Zonal Wheat Movement Control Order, 1957.
 - (ii) S.R.O. No. 2466, dated the 29th July, 1957.
 - (iii) S.R.O. No. 2580, dated the 9th August, 1957, containing the Rajasthan

| Subject | COLUMNS |
|--|---------|
| Gram (Prohibition of Export) Order, 1957. | 1 |
| (iv) S.R.O. No. 2630, dated the 14th August, 1957, making certain amendment to the Inter-Zonal Wheat Movement Control Order, 1957. | 1 |
| (v) S.R.O. No. 2720, dated the 26th August, 1957, making certain amendment to the Orissa Rice (Prohibition of Export) Order, 1957. | 1 |
| (vi) S.R.O. No. 2855, dated the 4th September, 1957, making certain amendment to the Rice (Southern Zone) Movement Control Order, 1957. | 1 |
| (vii) S.R.O. No. 2858, dated the 6th September, 1957. | 1 |
| (viii) S.R.O. No. 2861, dated the 9th September, 1957, containing the Wheat Roller Flour Mills (Licensing and Control) Order, 1957. | 1 |
| (ix) S.R.O. No. 2944-A, dated the 14th September, 1957. | 1 |
| (x) S.R.O. No. 3056, dated the 28th September, 1957, making certain amendment to the Rajasthan Gram (Prohibition of Export) Order, 1957. | 1 |
| (xi) S.R.O. No. 3087, dated the 26th September, 1957, cancelling the Rajasthan Gram (Prohibition of Export) Order, 1957. | 1 |
| (xii) S.R.O. No. 3136, dated the 30th September, 1957, containing the Punjab Rice (Movement Control) Order 1957. | 1 |
| (xiii) S.R.O. No. 3277-A, dated the 14th October, 1957, making certain amendment to the Orissa Rice (Prohibition of Export) Order 1957. | 1 |
| (xiv) S.R.O. No. 3522, dated the 2nd November, 1957. | 1 |
| (xv) S.R.O. No. 3579, dated the 5th November, 1957, containing the Amritsar and Gurdaspur District (Rice Export Control) Order, 1957. | 1 |
| (xvi) S.R.O. No. 3589, dated the 6th November, 1957 making certain amendment to the Bombay Wheat (Movement Control) Order 1956. | 1 |

| Subject | Columns | Subject | Columns |
|---|---------|--|---------|
| (xvi) S.R.O. No. 3677, dated the 13th November, 1957, containing the Rice (Restrictions on Rail bookings) Order, 1957. | | Eleventh Report was presented REPRTO OF BUSINESS ADVISORY COMMITTEE ADOPTED | 4703—04 |
| MESSAGES FROM RAJYA SABHA | 4702 | Fifteenth Report was Adopted BILL PASSED | 4705—98 |
| Secretary reported the following messages from Rajya Sabha :— | | Further discussion on the motion to consider the Payment of Wages (Amendment) Bill continued. The motion was adopted. After clause-by-clause consideration, the Bill was passed as amended. | |
| (i) That at its sitting held on the 9th December, 1957 Rajya Sabha had agreed without any amendment to the Reserve Bank of India (Second Amendment) Bill, passed by Lok Sabha on the 26th November, 1957. | | BILL UNDER CONSIDERATION | 4799—52 |
| (ii) That at its sitting held on the 5th December, 1957 Rajya Sabha had passed the Indian Reserve Forces (Amendment) Bill. | | The Minister of State in the ministry of Home Affairs (Shri Datar) moved the motion for consideration of the Delhi Development Bill as reported by the Joint Committee. The discussion was not concluded. | |
| BILL PASSED BY RAJYA SABHA—LAID ON THE TABLE | 4702 | AGENDA FOR THURSDAY, 12TH DECEMBER, 1957. | |
| Secretary laid on the Table the Indian Reserve Forces Bill, as passed by Rajya Sabha. | | Further consideration and passing of the Delhi Development Bill as reported by the Joint Committee and consideration of the Union Duties of Excise (Distribution) Bill and Estate Duty and Tax on Railway Passenger Rates (Distribution) Bill. | |
| REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS PRESENTED | 4703 | | |