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17 December, 1958 (Wednesday)

LOK SABHA DEBATES

(Sixth Session)



(Vol. XXIV Contains nos. 21 to 26)

LOK SABHA SECRETARIAT
NEW DELHI

482 S.P. (INDIA)

THREE SHILLINGS (REINFORCED)

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

LOK SABHA DEBATES

543¹

LOK SABHA

Wednesday, 17th December, 1958

The Lok Sabha met at Eleven of the Clock

[Mr. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Telephone System in Jammu and Kashmir

*1060. Shri A. M. Tariq: Will the Minister of Transport and Communications be pleased to state

(a) whether the Government are aware of the fact that trunk telephone circuits in Jammu and Kashmir State remain out of order frequently for two to three weeks at a stretch, and

(b) if so, what steps are being taken to protect the telephone lines with a view to improve the telephone system in the State?

The Minister of Transport and Communications (Shri S. K. Patil):

(a) No, Sir. The trunk telephone circuits in Jammu and Kashmir State are subject to interruptions for similar cause as other circuits in the rest of India but usually, more time is taken in restoration of interruptions because of the difficult nature of the terrain in Jammu and Kashmir and, of the peculiar climatic conditions like snowfalls, extreme cold, etc

(b) Interruptions are attended to as quickly as possible but there are obvious limitations and handicaps

294(Ai) L.S.D.—1.

owing to the factors I have mentioned above. These are due to causes beyond our control. A radio telephone service to overcome these difficulties was planned but owing to the loss of the transmitter due to fire the scheme has received a set back. Its revival will depend on the availability of another transmitter

श्री अ० शु० तारिक काश्मीर का तमाम हिन्दुस्तान से ताल्लुक है और यह सम्याहो का भी भरकर है, लेकिन काश्मीर में ताल्लुक कायम करने के लिये सिफं एक सरकिट है अमृतमर से, और इसलिये ट्रूक-काल के लिये दो-दो दिन लग जाते हैं। मैं जानना चाहता हूँ कि इसके बारे में हुक्मत ने क्या इन्तजाम किया है, क्या कोई दूसरा भरकिट कायम करने का इरादा है ?

श्री स० शा० पाटिल अभी चन्द रोज पहले, ३० सितम्बर से श्री चंद्रल स्कीम शुरू की है। उसके मानी हैं कि तीन काल किये जा सकते हैं। जब रेडियो ट्रासर्वाइटर आ जायेगा तब और सहूलियत मिल सकती है।

Shri Assar: May I know whether Government have received any complaints from individuals and political parties of Jammu and Kashmir that trunk calls are not allowed at the instance of the State Government for political reasons? If so, what action do Government propose to take in the matter?

Shri S. K. Patil: Since political reasons are mentioned, the question should be addressed to the other Ministry

Bhakra Nangal Project

+

*1061. { Shri D. C. Sharma:
Shri Ram Krishan:
Shri N. R. Munisamy:
Shri Daljit Singh:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1693 on the 27th September, 1958 and state the further progress made upto the end of November, 1958 with regard to the irrigation and power works under the Bhakra Nangal Project?

The Deputy Minister of Irrigation and Power (Shri Hathi): A statement giving the information is laid on the Table of the House. [See Appendix IV, annexure No. 47.]

Shri D. C. Sharma: May I know if the Bhakra project will be completed in the scheduled time, or it will take longer than the scheduled time?

Shri Hathi: No, Sir. It will be completed by 1960 as scheduled.

Shri D. C. Sharma: May I know how many other transmission systems are in hand, and when they will be completed?

Shri Hathi: The transmission systems there are in hand are mentioned at III (b) of the statement.

Shri D. C. Sharma: May I know if the Government is trying to see to it that Delhi gets more supply of electricity than before?

Shri Hathi: Delhi will be getting 40,000 Kw more. They are getting 20,000 Kw now. After 1960, they will be getting 40,000 Kw. more.

Shri Ram Krishan: May I know whether the Punjab Government has asked for an additional loan of Rs. 16 crores for the completion of this dam?

Shri Hathi: No. They have not asked for an additional loan for this, because all the amount required, viz. Rs. 170 crores, to complete the pro-

ject has been provided and the money will be given. There is no question of any additional loan over the estimates.

Shri N. R. Munisamy: May I know whether it is a fact that the central spillway dam has given way because the connecting link with the rocks is very porous and sufficient cement had not been injected into the rocks?

Shri Hathi: There is no question of the spillway having given way. As I explained the other day in the House, the dividing wall between the spillway was damaged.

Shri N. R. Munisamy: Is it also a fact that expenditure is likely to be incurred to the extent of Rs. 10 to Rs. 15 crores as a result of the change in this direction?

Shri Hathi: No, Sir. The present project estimate is Rs 170 crores. No addition or increase is likely to be incurred on that account, but some misunderstanding has been created by the news that they are proposing to have an additional power house on the right bank. In the project that is not included, but if an additional power house on the right bank is proposed and if that is taken up, it will mean an additional expenditure of Rs 10 crores, but that will not be within the present project. It will be an additional item.

Shri Ram Krishan: May I know whether storage of water has been started in this dam?

Shri Hathi: Yes, Sir. Partial storage of water has been started.

Shri Achar: May I know the progress that is being made wrt regard to the utilisation of water for irrigation? Is progress being made as expected?

Shri Hathi: On the Punjab side as well as on the Rajasthan side the water is being utilised. In Punjab about 13 lakhs of acres are being irrigated; on the Rajasthan side about Rs. 1,80,000 acres.

Draft Plan for Flood Control in Punjab

+

*1062 { **Shri Ram Krishan:**
Shri Daljit Singh:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No 1480 on the 23rd September, 1958 and state whether the draft plan for flood control of the Rivers Ravi, Beas and Sutlej in the Punjab has since been examined by the High Level Committee on Floods?

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

Shri Ram Krishan: May I know whether the scheme has been examined by the State Control Board?

Shri Hathi: Yes, Sir. This is actually about the plan for the whole of the Punjab. That has been examined by the State Government.

Shri Ram Krishan: May I know the amount to be given by the Central Government for the construction of this work?

Shri Hathi: That has not yet been examined here, but I may say that Rs 130 lakhs have been provided in the Budget 1958-59 for flood protection work in the Punjab.

Road Transport Corporations

*1063. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state

(a) which of the various States have set up or propose to set up during this year Corporations in Public Sector for road transport, and

(b) what assistance has been asked for and is being given by the Centre?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) A statement giving the information required is laid on the Table of the House. [See Appendix IV, annexure No. 48]

Shri Harish Chandra Mathur: May I know which of the States are opposed to setting up the corporations, the reasons for the same and Government's attitude towards that?

Shri Raj Bahadur: Broadly speaking, this has been indicated in the statement itself. From it, it appears that excepting Andhra Pradesh, Bombay and the former PEPSU area, they have not set up road transport corporations in other States, and proposals are obtainable only in respect of three sectors, viz., Pathankot-Manali in the Punjab, and Bihar and Mysore States. Apart from that, the other States have not come forward.

The objection appears to be that in case they set up these transport corporations, they will be subject to payment of income-tax. They also say that they will have to provide additional amenities for the labour and incur additional expenditure in case these corporations are set up.

Shri Harish Chandra Mathur: Only a part of my question has been answered. I had asked what the Central Government's attitude was towards it. That part of the question has not been answered.

Shri Raj Bahadur: This has been made clear from time to time, both by the Planning Commission and by the Ministry of Finance who have some time back also addressed communications to the State Governments concerned, that unless and until they set up these road transport corporations, they will not be entitled to loans or grants for the purpose of expansion or the nationalisation of transport.

Shri Harish Chandra Mathur: Is it not a fact that the UP Government, on the one hand, and the Kerala Government, on the other, have reported that on the basis of their practical experience of the departmental working, they are satisfied that the setting up of a corporation would not be useful? May I know whether all these facts have been brought to the notice

of the hon. Minister, and if so, what his reaction towards it is?

Shri Raj Bahadur: The State Governments of UP and Kerala have been insisting that they should be allowed to carry on departmentally, so far as their transport undertakings are concerned, and they say they have been carrying on well with this system. At the same time, the Central Government, and the national exchequer is deprived of the income-tax, and that is a matter which is under the serious consideration of the Ministry of Finance at present.

Shri Rami Reddy: May I know the assistance given by the Centre to the road transport corporations of Andhra Pradesh by way of loan and by way of contributions?

Shri Raj Bahadur: I may not be able to give the figure separately for Andhra Pradesh, but up till 1959-60, the total that has been placed at the disposal of the State Governments is in the neighbourhood of Rs. 389 lakhs

Shri Tangamani: In view of the fact that the quota that has been allotted to the various State Governments has now been reduced from Rs. 13.5 crores to Rs. 9 crores, may I know whether money will be given to the nationalised sector, although no corporation has been formed as in the case of Kerala and Madras?

Shri Raj Bahadur: According to the views and the opinions given by the Planning Commission, the setting up of corporations is almost a sine qua non for the grant of any such loan or assistance out of the provisions that have been made.

Shri Punnoose: Is it not a fact that the State Transport in Kerala was started as far back as 1938, and, if so, is it not rather unfair to deprive that State of that income?

Shri Raj Bahadur: That is a question of opinion.....

Shri Punnoose: No, it is a question of fact.

Shri Raj Bahadur: It is a question of opinion and fact. It is a question of fact, so far as the setting up of the transport system is concerned. That is obvious. That cannot be disputed by anybody. The question is whether it is unfair or not to the Kerala Government not to be allowed this financial assistance by way of loans or grants, or whether it will be unfair to the national exchequer or the Central Government to be deprived of the income-tax share that they should get out of the earnings of the State transport undertaking under the Kerala Government.

Shri T. B. Vittal Rao: The Andhra Pradesh Government, after setting up the road transport corporations, have asked for Central assistance, and Rs. 50 lakhs have been promised in the current year. May I know the reasons for not granting that sum?

Shri Raj Bahadur: For that, I would require specific notice. So far as I am informed, I think that whatever has been allotted will be given.

Shri T. B. Vittal Rao: A sum of Rs 2.5 crores has been provided in the Railway Budget for the current year. May I know whether when the Railways participate in the road transport corporation they will have to consult the Ministry of Transport beforehand?

Shri Raj Bahadur: The condition precedent for the participation of the railways is that a corporation will be set up.

Shri Hem Barua: May I know what steps Government have so far taken to effect inter-State communication between States that have already established their corporations, and also States that have refused to establish such corporations?

Shri Raj Bahadur: As the hon. Member is aware, transport as such, particularly by mechanically propelled vehicles, comes within entry 35 of the Concurrent List in the Seventh Schedule of the Constitution; and the executive authority in relation thereto

vests in the State Governments. Therefore, inter-State transport arrangements can be made in the first instance by mutual consent between the States concerned through the agency of the Inter-State Transport Commission, which has been vested with certain powers under the latest amendment to the Motor Vehicles Act.

Pandit B. N. Tiwary: May I know whether the Government of Bihar have requested for any grant, and if so, for how much, and whether the same has been sanctioned?

Shri Raj Bahadur: I do not have specific information on that point.

Shri Shankariya: May I know whether Government intend that the transport of goods also should be taken over by the State Governments?

Shri Raj Bahadur: In Himachal Pradesh, nationalisation of goods transport is complete. In Assam, Bombay and Kerala and also Manipur, they have partially undertaken the nationalisation of goods transport as well.

Shri C. R. Pattabhi Raman: Are Government considering the question of giving further inducement, besides loan, for the formation of these corporations?

Shri Raj Bahadur: The inducement is that we have made a provision in the Second Plan, and I think further inducements can be given when they fall in line with regard to the particular matter of setting up corporations.

Shri Thirumala Rao: Is it a fact the Government of India have assured the private owners that they will not nationalise goods transport before the end of the Second Five Year Plan?

Shri Raj Bahadur: Before the end of the Third Five Year Plan. That is the declared policy. But the question was put to me.

Shri Thirumala Rao: How was it possible then to take over goods transport, .

Mr. Speaker: Let him finish his answer.

Shri Raj Bahadur: I have simply stated what is a fact, and what already exists in regard to the States which I have mentioned.

Shri Harish Chandra Mathur: May I know what part out of the provision of Rs 10 crores provided by the railways has already been utilised, and whether it is a fact that the railways are now cold-shouldering the participation and spending money otherwise?

Shri Raj Bahadur: I shall not say that the railways are now cold-shouldering it. As I said, the Planning Commission have laid down that for the grant of such loans and other assistance, three parties must co-operate, namely the transport undertakings, private or public, the State Governments and the Central Government through the Railway Ministry, and this can only take place when the corporations are brought into being.

Shri Harish Chandra Mathur: May I know what part out of the Rs 10 crores has so far been spent by the railways?

Shri Raj Bahadur: I do not think much has been spent or anything has been spent so far.

Shri Ramanathan Chettiar: May I know whether the Central Government are going to lay down a uniform policy in regard to the setting up of these corporations?

Shri Raj Bahadur: The policy is uniform. So far as the Central Government are concerned, they have declared it time and again, and as far back as 1957, in October of that year, the Planning Commission drew the attention of the State Governments as also the Railway Ministry to this. The Railway Ministry will participate in case the corporations come into being. We expect that.

Shri Tangamani: Out of this sum of Rs 23.5 crores, originally Rs. 12.6

crores were to be given to the States; now, it has been reduced to Rs. 9 crores; and Rs. 10 crores are to come through the Railway Ministry. May I know how much out of this sum of Rs. 19 crores has so far been given to the State undertakings? May I also know whether in view of the fact that it is likely to lapse, Government will modify the proposal?

Shri Raj Bahadur: The amount has been reduced from Rs. 13.5 crores to Rs. 9 crores, as has been mentioned in the statement, and as I have already stated, the amount that has been placed at the disposal of the State Governments is Rs. 389 lakhs so far, that is up till the end of 1959-60.

Mr. Speaker: Next question

Shri Assar: One question

Mr. Speaker: Is it necessary to pursue this further? I have allowed so many supplementaries already. Each hon Member wants to ask only one question.

Shri Assar: May I know whether it is a fact that the fee per mile charged by the different State transport undertakings is not uniform, and if so, whether Government propose to fix a standard uniform fare?

Mr. Speaker: The same question was put in another form earlier

Shri Raj Bahadur: The main question pertains to the setting up of corporations in the public sector, not to the fare structure, for which notice of a separate question will be needed

Shri Achar: In view of the fact that the main objection from the States is on the question of payment of income-tax, may I know whether Government will consider exempting these corporations from payment of income-tax, as these are not profit-making business concerns?

Shri Raj Bahadur: They do make profit.

हिमाचल प्रदेश ने जड़ी-बूटियों
*१०६५. श्री पंथ देव. क्या स्वास्थ्य
मंत्री यह बताने की कृपा करें कि :

(क) हिमाचल प्रदेश प्रशासन के बन
विभाग के अन्तर्गत जड़ी-बूटियों के विकास
की योजना के बारे में अब तक क्या प्रयत्न
हुई है, और

(ख) क्या सरकार का इस योजना
को चम्बा के अतिरिक्त महासू के जंगलों
के बड़े पंसारखानों में चालू करने का विचार
है?

स्वास्थ्य मंत्री (श्री कर्मरकर) :
(क) चम्बा जिले की २ एकड़ मूर्मि में
नर्सरिया स्थापित की गई है, जिन पर सितम्बर
१९५८ तक १२,७४८ रुपये खर्च हो चुके
हैं।

(ख) अभी नहीं।

An hon. Member: In English also

Mr. Speaker: Yes

Shri Karmarkar: (a) Nurseries have
been raised over an area of 2 acres in
Chamba District for which a sum of
Rs 12,748 has been spent upto September,
1958

(b) Not yet

श्री पंथ देव क्या मंत्री महोदय
प्रकाश डालने की कृपा करें कि हिमाचल में
कौन-कौन सी मैडिसनल हर्बस पाई जाती
हैं, और क्या इसका नवे किया गया है?

Mr. Speaker: Does the hon Member
want a list of the 101 herbs?

श्री पंथ देव. मैं जानना चाहता हूँ
कि जड़ी बूटियों का नवे हुआ है या नहीं?

श्री कर्मरकर हिमाचल प्रदेश में
काफ़ी तादाद में और काफ़ी अच्छी किसी की
हर्बस पाई जाती है।

श्री पंथ देव : क्या मंत्री महोदय को आलूम है कि जो लोग जड़ी बूटियों को उखाइते हैं वे इतनी बेरहमी के साथ उनको उखाइते हैं कि कई जड़ी बूटियों का नितान्त, प्रभाव पैदा हो रहा है और उनका नाश हो रहा है। इस सम्बन्ध में क्या कोई ऐसे नियम बनाये जायेंगे जिससे कि इन जड़ी बूटियों का नाश न हो ?

श्री करमरकर जो जड़ी बूटिया निकाल ली जाती है वे तो निकाल ही नी जाती है। इनका नाश न हो, इस दृष्टि से नर्सरीज बगैरह स्थापित की जा रही है, डिवेलेप बगैरह इनको किया जाता है। आशा है कि कभी इनका नाश नहीं होगा बल्कि इनको बढ़ा ही होगा।

Mr. Speaker: Evidently, the hon Member wants to know.

Shri Karmarkar: He was asking whether exploitation of these herbs will not lead to their extinction. I said that these nurseries are being started with a view to developing them and therefore, we are hoping that there will be no *hras* of these herbs. *Hras* means 'decline'.

Mr. Speaker: I heard the question slightly differently. It is to the effect that all over the place, a number of these drug trees and herbal plants are being felled for fuel etc..

Shri Karmarkar: That is not what I understood.

श्री पंथ देव माननीय मंत्री महोदय ने अभी फरमाया कि १२,००० उपर्यों की लागत से एक नर्सरी चम्बा में स्थापित की गई है। मैं आपको बतलाना चाहता हूँ कि लालों रूपये मूल्य की दवाइया हर साल हिमाचल में बाहर जानी है, जड़ी बूटिया बाहर जाती हैं और जो जड़ी बूटिया है इनको लोग अपने नके इत्यादि के लिए इतनी बेरहमी और इतनी बेदर्दी के साथ उखाइते हैं जिससे कि उनका जो असली मूल्य है वह नष्ट हो जाता है। मैं जानना चाहता हूँ कि क्या कोई ऐसा नियम जारी किया गया है

जिससे लोग इस तरह से जड़ी बूटिया न उखाइँ और नियमों में रहते हुये काम करे ?

Mr. Speaker: I think I was right.

Shri Karmarkar: I think both of us were right.

यह चीज ऐसी है जो कभी-कभी हो जाती है। हो सकता है कि यह हिमाचल प्रदेश में व दूसरे इलाकों में होती है। लेकिन जिस वक्त इस तरह की कोई चीज हमारी नजर में आ जाती है तो यह जरूरी हो जाता है कि इस तरफ भी व्याप दिया जाये। हिमाचल प्रदेश बहुत बड़ा प्रदेश है और कई किसम की जड़ी बूटियां यहां पाई जाती हैं। अभी तक नो ऐसी कोई सूचना नहीं आई है जिसमें पता चलता हो कि इनका हास हो रहा है। अगर माननीय सदस्य को पता होगा और हमारी नजर में भी यह चीज आयेगा तो उसका ठीक इतिजाम कर दिया जायेगा।

Shri Joachim Alva: Have Government got any co-ordinated and effective steps to discover herbal and medicinal wealth in our forests? How is it that foreign companies have discovered medicinal plants here and have marketed them? There is the case of serpentina. Now another company has come out with another herb for TB taken from our medicinal plants. Serpentina was found in the Karwar forest, with which the hon. Minister is familiar.

Mr. Speaker: We are going from one thing to the other. *Rauwolfia serpentina* is an old drug in this country which everybody knows.

श्री राठू बर्मी क्या माननीय मंत्री महोदय बतलाने की कृपा करेंगे कि जड़ी बूटियों के इस्तेमाल के साथ-साथ उनके विकास के लिये भी श्रीमान् ने कोई योजना बनाई है ?

श्री करमरकर : विकास योजनायें अलग-अलग प्रदेश में अलग-अलग तरह से चलती हैं। हिमाचल प्रदेश में, कास्तीर में और बाल तौर पर पहाड़ी इलाकों में वे

बलदी है और इनमें काली दिलचस्पी स्टेट गवर्नरेंट्र द्वारा दिलचस्पी जाती है और वे जल्दी दिलचस्पी इनमें लेती हैं।

Shri Joachim Alva: May I repeat my question, because it is important? How is it that foreign companies come and explore our forests and put out drugs in the market? There is especially the case of serpentina which was found in the Karwar forest with which the hon. Minister is familiar, he is touring my constituency sometimes

Shri Karmarkar: There are exhaustive encyclopaedias containing the names in Latin also Foreign companies come to know about it and if they want to utilise them from whatever we export, they sometimes settle down here in collaboration with indigenous companies for utilising these herbs

In respect of drugs, sometime three or four years ago Rauwolfia Serpentina was perhaps in short supply and it was thought likely that the supply might be affected later on prejudicially. Then I remember the Commerce and Industry Ministry took steps to regulate the export. That is the procedure which we follow. We always pay attention to keep the national wealth and put it to the best possible use

दरभगा-मुजफ्फरपुर रेलवे लिंक

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*१०६५ { श्री बीनारायण दास
श्री अनबद्ध सिंह .

क्या रेलवे मंत्री २५ अगस्त, १९६८ के ताराकित प्रश्न संख्या ४३७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) क्या सरकार ने पूर्वोत्तर रेलवे पर दरभगा और मुजफ्फरपुर स्टेशनों को भिसाने वाली प्रस्तावित रेलवे लाइन के निर्माण के बारे में कोई निश्चय किया है, और

(ख) यदि नहीं, तो यह विषय इस समय किस घटस्था में है?

The Deputy Minister for Railways (Shri S. V. Ramaswamy): (a) and (b)
Yes, Sir. Owing to the technical features of the terrain, the construction of this project is not economically justified

Shri Shree Narayan Das: Sometime ago it was stated by the hon. Minister that the survey was made as an alternative to doubling of the line between Samastipur and Darbhanga. Will the doubling be taken up, now?

Shri S. V. Ramaswamy: Doubling up to Samastipur will be taken up

Shri Shree Narayan Das: Is it a fact that after the construction of the Mokameh bridge over the Ganga, the broad gauge line will run from Barauni to Darbhanga?

Shri S. V. Ramaswamy: First of all, we are considering only up to Samastipur. It is not yet contemplated to extend it to Darbhanga

Shri Shree Narayan Das: May I know whether the construction of the broad gauge railway line from Barauni to Samastipur has been taken up?

Shri S. V. Ramaswamy: It will be taken up

श्री विभूति निष्ठ में जानना चाहता हूँ कि क्या यह लाइन समस्तीपुर से नहर-कटियागज तक जायेगी, मुजफ्फरपुर होते हुये?

रेलवे मंत्री (श्री अग्नीधर राम) अभी तक तो समस्तीपुर तक ही जायेगी। इसके बाद कहा तक जायेगी, यह कहना अभी सभव नहीं है।

Gandak Project

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*१०६६. { Pandit D. N. Tiwary:
Shri Ram Krishan:
Shri Shree Narayan Das:
Shri Bibhuti Mishra:

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

given to Starred Question No. 950 on the 5th September, 1958 and state the further progress made regarding Gandak Project?

The Deputy Minister of Irrigation and Power (Shri Hathi): The Bihar Government is revising the Project Report in the light of the comments offered by the Central Water and Power Commission and other relevant factors

Pandit D. N. Tiwary: Have negotiations with the Nepal Government been finalised and agreement reached? If not, and if there is any hitch, is the alternative site at Siswan being contemplated to be taken up?

Shri Hathi: Negotiations are yet being carried on with the Nepal Government, they have not yet been finalised. About the alternative site, we have not yet decided because negotiations with the Nepal Government are still going on

Pandit D. N. Tiwary: Has the sum of Rs 5 crores earmarked for Gandak and Rihand in the Second Five Year Plan been withdrawn? If so, why?

Shri Hathi: No, the amount has not been withdrawn. Originally, the amount provided was Rs 5 crores. As Members know, in the reappraisal of the Plan, it has now been reduced and the sum provided is Rs 2.03 crores

श्री विभूति भिष्म में जानना चाहता हूँ कि क्या नैगल राजी है और जो यू० पी० गवर्नरेट है वह इसमें राजी नहीं है ?

श्री हाथी नहीं भर्मी ऐसी कोई चीज नहीं है ।

प्रभाव भूतेष्य श्री राम कृष्ण ।

श्री रमेश रित्तृ उत्तर प्रदेश गवर्नरेट इसमें बहुत राजी है और वे चाहती है कि साँ उसका भ लेंगर कूँट दो ।

Mr Speaker: Both the hon Members and the hon Minister get up. A

question is asked and it is answered. Actually, I had called another hon Member. What is the answer of the hon Minister?

Shri Hathi: He did not ask a question

Mr. Speaker: He himself answered it.

Shri Ram Krishan: May I know whether the Nepal Government have sent any team or Commission to the site?

Shri Hathi: The Nepal Government actually did not send a team or Commission. But our engineers had gone there and they were accompanied by the engineers of the Nepal Government

Shri Shree Narayan Das: What are the special features of the suggestions made by the Central Water and Power Commission to the Bihar Government which the latter are considering?

Shri Hathi: They are of a technical nature, regarding the design of the barrage, the canal, revision of the cost, the present prices of materials etc

श्री विभूति भिष्म हिन्दुस्तान में जितनी भी स्कॉम्स चली हैं उन सब में स्त्री स्कॉम यह है श्रीर विहार में अब तक कोई भी प्रोडक्टिव स्कॉम नहीं दुर्दिन है । मैं जानना चाहता हूँ कि क्या केन्द्रीय मरकार इसमें बहुत ज्यादा उन्मुक्ता दिखाने के लिये तैयार है या नहीं ?

Mr Speaker: It is all argument

Shri Hathi: It is argument

Pandit D. N. Tiwary: May I know whether the Government of Bihar has requested the Central Government to allow it to construct canals pending negotiations with Nepal so that the work may be taken up immediately?

Shri Hathi: It is not possible to start canals before the negotiations are actually completed and we decide upon the site of the barrage

Conversion of Gudivada-Bhimavaram Section into Broad Gauge

*1067. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 797 on the 2nd September, 1958 and state:

(a) whether the work on the conversion of Gudivada-Bhimavaram section into Broad Gauge has been commenced,

(b) if so, the amount spent upto the end of November, 1958 on this project, and

(c) if the reply to part (a) be in the negative, when it is likely to commence?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (c) No, Sir. The financial implications of the project just received are under examination and sanction is expected to be issued shortly

(b) Does not arise

Shri T. B. Vittal Rao: A sum of Rs 26 lakhs has been provided in the Budget for the current year as against an estimated expenditure of Rs 2.25 crores for this project. Am I to understand that this amount will lapse because there is no prospect of its being utilised?

Shri S. V. Ramaswamy: It was linked up with some two other items. It is only now that the line clear has been given and it will be taken up

Shri Ranga: Is it not a fact that this conversion was thought of in order to facilitate the export of rice from the almost heaviest rice bowl within the rice-growing area of Andhra?

Shri S. V. Ramaswamy: Apart from that, there are other considerations

also, namely, operational facilities. We want first of all to eliminate the mixed gauge over the Krishna bridge and the metre gauge yard at Bezvada. These are some of the main considerations

Shri T. B. Vittal Rao: If it is taken up, may I know whether it will be completed during the Second Five Year Plan period?

Shri S. V. Ramaswamy: Efforts will be made, Sir.

Shri Viswanatha Reddy: May I know whether technically this project has been found fruitful and whether the conversion will be given a trial and will not likely be given up?

Shri S. V. Ramaswamy: Which?

Mr. Speaker: This Gudivada-Bhimavaram section. The hon Member wants to know whether there is any prospect of its being given up

Shri S. V. Ramaswamy: No, Sir, there is no such prospect

Shri T. B. Vittal Rao: The Estimates Committee in one of their reports about the working of the Railway Ministry observed that there are huge amounts provided in the Budget but they are not utilised and so they lapse. May I know what steps are being taken by the Railway Ministry to see that these budget provisions do not lapse?

Shri S. V. Ramaswamy: This is a general question

Shri T. B. Vittal Rao: It is a specific question

Shri Tangamani: What will happen to these Rs 26 lakhs? Rs 26 lakhs have been provided in the current year and not a single pie has been spent so far

Shri S. V. Ramaswamy: Is my friend worried over the lapse or over the line? If he is worried over the line, it will come up

Shri T. B. Vittal Rao: If there is no money spent how will it come up?

Mr. Speaker: We can pass any amount any time but the work has to be speeded up

Railway Protection Force Act

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 *1968. { **Shri Sanganna:**
 { **Shri H. N. Mukerjee:**

Will the Minister of Railways be pleased to state

(a) whether it is a fact that the Railway Protection Force Act, 1957 has neither yet been enforced nor any Rules have so far been framed thereunder, and

(b) if so, the reasons therefor?

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

(b) The draft Rules have been framed and are now being carefully scrutinized by an officer who has been placed on special duty for this purpose. It is expected that the final draft will be ready by the end of this year when it will be discussed with the Ministries concerned. An endeavour is being made to place the Rules before the Lok Sabha by the middle of next year

Shri Sanganna. May I know whether the offences committed on the railway lines have increased or decreased?

Mr. Speaker. We are going away from one thing to another

Shri Tangamani: When this Act was passed in July 1957, why 2 years have elapsed before the rules are framed under it?

Shri Shahnawaz Khan: The framing of the rules is a very intricate business. I might say that the Reserve Police Force Act was passed in 1949 and the rules were placed on the Table of the House in February, 1955 after 5 years

But, I might submit that we have placed an officer specially on duty for

this purpose of framing the rules as expeditiously as possible, and we hope that by the middle of next year they will be placed on the Table of the House

Mr. Speaker. I believe there is no purpose in having a Subordinate Legislation Committee, if as the hon. Minister said an Act was passed in 1949 and the rules were framed in 1955 and it is taken as a precedent. He has also said that it is only one year and not three or four years before the rules are framed

Whenever an Act is passed, they must have in contemplation as to how they are going to work out or implement that Act. They must frame the rules within a reasonable time. There is no use in saying that they would follow the precedent of four years. I would like to give a direction to the Subordinate Legislation Committee to be vigilant

The Minister of Railways (Shri Jagjivan Ram): Before you ruled, I was going to intervene in this case. That should not be treated as a precedent and if it is a precedent, it is a very bad precedent. I personally feel that it has taken too much time and the matter should have been expedited much earlier. (Interruption) It came to my notice that the rules have not been finalised, and, then, I advised that a special officer should be put on this duty so that the rules might be finalised within a reasonable time

There are some difficulties, of course, but they could have been taken care of earlier, because the State Governments will have to be consulted. But I will see that it is expedited

Shri Viswanatha Reddy: May I explain the position of

Mr. Speaker: It is not necessary. The hon. Minister has said that he will expedite it

Shri Viswanatha Reddy: May I explain the position of the Subordinate

Legislation Committee? Very repeatedly the Committee on Subordinate Legislation has made its recommendation that these rules should be framed, and also laid on the Table of the House. Now, it is for this House to take up the matter and give directions to the Government.

Mr. Speaker: The hon. Minister has said that he will expedite it. Let us wait till the next session.

Shri Harish Chandra Mathur: I have a submission to make, Sir. You just now gave a direction that the Subordinate Legislation Committee should be vigilant. What jurisdiction has the Subordinate Legislation Committee got unless and until the rules come before the Committee? It is for the Ministries to frame the rules. As a matter of fact, this matter has been reported to the House three times.

Mr. Speaker: I would like the Subordinate Legislation Committee to be on the watch. As soon as an Act is passed, if there are provisions for the framing of rules in it, let them wait for the rules for a reasonable time. If nothing happens within a reasonable time, let them write to the Ministry. And if nothing happens still, let them bring it to the notice of this House. Whatever is said in this House, I hope the hon. Ministers will be quick to act.

Shri C. K. Bhattacharyya: The Railway Ministry should have moved in this matter.

Mr. Speaker: The hon. Minister has said that it was not brought to this notice. Now, he says it will be done

Food Committees in States

*1669. **Shri Kalika Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether All-parties Food Committees have been set up in States;

(b) if not, the causes for delay therein; and

(c) whether there is any proposal to hold a joint conference of Central

as well as State Food Committee members to assess the general food situation in the country as a whole?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) and (b). In some of the States such Committees have been set up while in some others the matter is receiving the attention of the State Governments concerned.

(c) No, Sir.

Shri Kalika Singh: What has been the reaction of the Kerala State, in particular, about this proposal for the formation of a committee?

The Minister of Food and Agriculture (Shri A. P. Jain): The Kerala Government have set up committees.

Shri Hem Barua: May I know whether it is a fact that in some of the States such as U.P. some political parties have either refused co-operation with the food committees or have withdrawn from the food committees after initial co-operation? If so, what are the reasons advanced?

Shri A. P. Jain: So far as I know, one political party, the Socialist Party has refused to co-operate

Shrimati Renu Chakravarty: May I know if it has been brought to the notice of the hon. Minister that though these all-party food committees have been set up in the States, the implementation cannot be done at the taluk level because there are no all-party food committees and the Ministers are refusing to have them? Further, I would like to know whether this matter would also be discussed in this joint conference.

Shri A. P. Jain: In the first place, there is not going to be any joint conference. Secondly, we know that some of the State Governments have not set up committees either at the district level or at the taluk level. The whole matter has to be decided by the State Governments and they will set up such committees as they consider proper and feasible.

श्री अमरीक अवस्थी : जैसा कि ममी महोदय ने अभी कहा कि उत्तर प्रदेश की सर्वदलीय खाद्य ममिति में सोशलिस्ट पार्टी ने सहयोग नहीं दिया तो क्या केन्द्रीय सरकार राज्य सरकार को सुझाव दे सकती है कि उसका सर्वदलीय खाद्य ममिति न कह कर केवल खाद्य ममिति ही कहा जाये ?

श्री अ० प्र० बैन में आपके मताल को पूरी तरह पर ममका नहीं ।

श्री अमरीक अवस्थी मेरा मतलब या जैसा कि ममी आपने निवेदन किया कि सोशलिस्ट पार्टी ने उम नवंदर्तीय खाद्य ममिति में भाग लेन से इन्हार किया एवं स्थिरि में उमका नवंदर्तीय खाद्य ममिति न कहा जाय, वह केन्द्रीय सरकार इस तरह का सुझाव राज्य सरकार को देगी कि इमवा नाम केवल खाद्य ममिति रखा जाय सर्व-इन्हीय खाद्य ममिति न रखा जाय ?

श्री अ० प्र० बैन हमारा ऐसा काई इरादा नहीं है ।

Shri Hem Barua. Sir, I was sorry that my question was not fully answered. Has any political party in U.P. after offering initial co-operation withdrew from this Committee and if so what were the reasons for the withdrawal as also for the refusal to co-operate in the case of the Socialist Party?

Shri A. P. Jain. All that I have said was that one political party has refused to co-operate. It is for the political party to co-operate or not. If they think that they should not co-operate I cannot help it.

Shri Bimal Ghose: May I know if the Central Government have given any direction to the State Governments with regard to the setting up of food committees at all levels and if not have the Central Government any opinion in the matter?

Shri A. P. Jain: A general recommendation was made by the Prime Minister in his fortnightly letter but he realised that there may be difficulties in some States because the matter relates to the States and the State Governments are to decide.

श्री बिमल भिष्टि में जानना चाहता हूँ कि स्टेट या मेटर में जो यह बमेटी बनाई गई है, वह स्थायी है या अस्थायी ?

श्री अ० प्र० बैन स्थायी है ।

Shri S. M. Banerjee: May I know the names of the State Governments where such food committees have not been formed and the reasons for that and also the steps taken by the Central Government to pursue the matter?

Shri A. P. Jain: Informal committees have been set up in Assam, Bombay, Kerala, U.P. and West Bengal and the other States have not set up them.

Shri S. M. Banerjee: My question has not been answered.

Mr Speaker: It would not be answered. They have left it to the States. Why should we assume that we are all-important? It is a federal Constitution. Why should not our counterparts take up that matter there?

Shri S. M. Banerjee: That is also the policy of the hon Prime Minister.

Mr Speaker: The hon Prime Minister advises. The hon Members will find that when many matters of such importance came up before us by way of adjournment motions relating to rice, etc and to what happened in U.P., we suggested a course of action and the hon Prime Minister immediately took it up. We have said that we will have an all-party meeting from time to time and we will go on looking into it. Then it is for the States to do so and to take up that matter. Advice also is given. What further can be done? I do not want

that matter to be pursued here. Enough has been said and it is the duty of the State Governments and the hon. Members there to pursue it. Each one of us has five hon. Members, six or seven sometimes, to support us.

Shri Kalika Singh: May I know if the State trading also will come under the scope of this Committee?

Shri A. P. Jain: So far as we are concerned, we have discussed the State trading in food grains here in the Central Committee. (Interruptions)

Shri Kalika Singh: I want to know whether the Committee in the Centre considered the State trading in food?

Shri A. P. Jain: I have said that we have considered it. It means that we considered it in the Committee meeting.

Shri S. M. Banerjee: Sir, State trading in food is a very important matter. It has not been discussed here. Can we possibly have about an hour or two to discuss this matter in this House?

Mr. Speaker: I will not say anything. This is not the way in which he should approach, he knows what he should do. What is the meaning of asking my opinion in advance? If the hon. Member wants anything, he may send it in writing.

Electric Trains between Howrah and Burdwan

***1070. Shri Subiman Ghose:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that electric trains between Howrah and Burdwan take near about 2½ hours to reach the destination;

(b) whether it is a fact that want of toilet rooms in the multiple coaches causes serious inconvenience to the passengers, and

(c) if so, what steps Government propose to take to remove the inconvenience?

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

(b) and (c) Due to the short time taken for the run between Howrah and Burdwan, the passengers should not encounter much inconvenience on account of the non provision of the toilet room, which has been dispensed with in order to make available maximum accommodation for suburban passengers and to minimise overcrowding.

Shri Subiman Ghose: Does the Minister think that 2½ hours time is a short time?

Shri Shahnawaz Khan: The House is very well aware that there is very heavy overcrowding in the suburban section. A committee was appointed to go into this question of overcrowding on suburban trains. It was one of the recommendations of that committee that every inch of space should be utilised for carrying passengers. The Committee also had recommended that it was not necessary to have toilet rooms and lavatories there.

Shri Hem Barua: Is it a short span of time? It is 2½ hours.

Shri Shahnawaz Khan: The suburban trains in Madras and Bombay have not got these toilets. (Interruption)

Some Hon. Members: They do not take 2½ hours.

Shri Muhammed Elias: We were told before the introduction of the electric trains that it would take only one hour for the journey between Howrah and Burdwan. May I know the reason why so long a time is taken to reach the destination? The Kalka mail takes only one hour.

The Minister of Railways (Shri Jagjivan Ram): These trains are not entirely run with EMU coaches. We have trains with electric coaches and the conventional coaches mixed. As

soon as the stock of EMU coaches increases and when we run these electric trains entirely with the EMU coaches and rakes, perhaps the time taken will be reduced.

Shri Subiman Ghose: May I get an idea as to how many trains up and down run in between Howrah and Burdwan and the average number of passengers carried therein?

Mr. Speaker: That does not arise out of this question

Shri Subiman Ghose: In that case we shall be able to understand if so many people can control their natural calls for 2½ hours

Mr. Speaker: Nature's call is for individuals as well as for multitudes. Even if one suffers, he suffers. There may be old persons, there may be persons who have sugar. Many other things will be there. (Interruptions) It is not a short time

Influenza

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*1071. *Shri Warior:*
Shri Vasudevan Nair:

Will the Minister of Health be pleased to state:

(a) whether the attention of the Government has been drawn to the report of the Expert Committee of the World Health Organisation on Respiratory Virus Diseases, and

(b) if so, what measures the Government propose to take to prevent the spread of influenza in the next few years?

The Minister of Health (Shri Karmarkar): (a) and (b) Government has just received a copy of the report of the Expert Committee on Respiratory Virus Diseases of the World Health Organisation. The publication of this report has not yet been authorised. The recommendation made in the report would be examined in due course.

Shri Warior: May I know whether any new strain has been detected in it?

Shri Karmarkar: No, Sir

Shri Vasudevan Nair: May I know whether the Government have received reports that in India at least in some parts of the country there was heavy incidence of influenza? If so, have the Government examined whether it is going to be a permanent feature or an year'y feature?

Shri Karmarkar: No, Sir. We hope it will not be a permanent feature. There is no reason to conclude that it is any early feature

Shri C. R. Pattabhi Ramam: The Pasteur Institute has isolated the virus. What steps have been taken by the Government to produce on a mass scale the vaccine produced therein in order to take preventive steps at the time of the spread of the influenza?

Shri Karmarkar: Large-scale production has not been found to be practical but we are examining that question further

Survey of the Power Potential of Brahmaputra Basin

*1072. **Shrimati Mafida Ahmed:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government are contemplating survey of the Power potential of the Brahmaputra Basin and

(b) if so, what concrete steps are under way in this regard?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b) Power potential studies of the Brahmaputra basin have been made. These studies have indicated possibilities of development of hydro-power to the extent of about 13.3 million KW at 60 per cent load factor in the entire Brahmaputra Valley but contain no specific suggestion for immediate development of any scheme

Shrimati Mafida Ahmed: May I know whether this survey was conducted by Indian engineers or foreign experts

and whether this survey was made only to assess the data or to formulate some specific schemes?

Shri Hathi: The survey was made by our Indian engineers not only with a view to collect data but actually to locate the site and also the details of water conductor systems such as tunnels, channels, etc. All such investigations are being made. They are conducting investigations on individual sites also.

Shri Hem Barua: May I know whether it is a fact that the Central Water and Power Commission has also made a survey of the power potential of the Brahmaputra Basin and arrived at a certain conclusion; if so, is it also being taken into consideration for formulation of the scheme which the hon. Deputy Minister just now mentioned?

Shri Hathi: The reply that I gave about the survey relates to the survey made by the C.W.P.C., the organisation which the hon. Member referred to.

Shrimati Mafida Ahmed: According to the estimate made by Shri Kunwar Sain, ex-Chairman of C.W.P.C., the power potential of the Basin itself will be sufficient to meet more than the power requirements of the three States—Assam, Bihar and West Bengal—for the next ten years. May I know whether Government have any blue-print to harness the vast resources; if so, what are the main objectives of that blue-print?

Shri Hathi: As I mentioned earlier, the power that would be generated from the Brahmaputra Basin would be 13 million KW. That would be quite sufficient and investigations on certain sites are actually being made.

Shrimati Mafida Ahmed: In view of the fact that Assam has the highest hydro-electric power potential in the country, will the hon. Deputy Minister be pleased to ascribe the reasons why a river valley project has not yet been approved by the Government?

Shri Hathi: As I said, investigations are being made on eight sites, and on the Kopili Basin investigations have made sufficiently good progress. A preliminary report has been prepared and a final report is now being prepared. On the other sites also investigations are being made.

Procurement of Rice in Andhra

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*1973. { **Shri Narayananarkutty Menon:**
Shri A. K. Gopalan:
Shri Punnose:
Shri Vasudevan Nair:
Shri Nagi Reddy:
Shri Rajendra Singh:

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

(a) whether Government have received any representation from the Government of Andhra Pradesh regarding the procuring of rice by the Central Government agencies in the State;

(b) if so, what is the nature of the representation; and

(c) what action Government propose to take on the representation?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) to (c). The Government of Andhra Pradesh have represented that the maximum control prices for rice/paddy in the Delta Districts of Andhra Pradesh be enhanced and that the trade be permitted to export fine varieties of rice from Andhra outside the Zone. These requests of the State Government could not be acceded to in view of the need to stabilize the prices of rice in the Southern Rice Zone at a reasonable level.

Shri Narayananarkutty Menon: May I know whether it is not a fact that as soon as procurement by the Central Government started in these three districts, the Andhra Government informed Central Government that the prices in the open market were soaring up and therefore there should not

be any direct procurement by the Central Government?

The Minister of Food and Agriculture (Shri A. P. Jain): I do not know to what period of time the hon. Member refers, but at one time the Andhra Government did inform us that these prices were low.

Shri A. K. Gopalan: May I know whether Government will consider taking any steps to procure paddy directly from the peasants during the harvesting season instead of going in for purchases in the lean months?

Shri A. P. Jain: So far we had no discussions with the representatives of Andhra Government about the method of procurement, but I very much appreciate the suggestion of the hon. Member.

Shri Narayananakutty Menon: May I know whether it is not a fact that as soon as the procurement started prices in the open market soared up; if so, what was the difference between the procurement price and the open market price during the second half of this year?

Shri A. P. Jain: When we started procurement, sometimes, what might be called, the open market prices were higher, but at other times they were not higher and millers made voluntary offers at procurement prices.

Shri Nagi Reddy: May I know whether it is not a fact that the Government of Andhra have protested quite frequently that the interest shown by Central Government in the procurement of rice or paddy is not to be found when it is a question of establishing a fertiliser factory for the greater production of rice or paddy in Andhra?

Mr. Speaker: That does not arise out of this question.

Shri Thirumala Rao: Is it a fact that the Kerala Government have got its own agencies to purchase rice from the open market, and it has put up the prices?

Shri A. P. Jain: This is a question about the procurement price, whether the Andhra Government wanted a higher procurement price which the Central Government have not accepted. I think the question asked by the hon. Member does not relate to this.

Shri Thirumala Rao: My point in putting this question is this. Apart from the Andhra Government asking for higher prices, the Kerala Government to meet their own needs have offered a higher price in the open market. I understand that is in addition to the rice procurement by the Central Government. I want to know the facts with regard to this.

Mr. Speaker: To that extent the Andhras must congratulate themselves.

Shri Thirumala Rao: I am not complaining; I am only pointing out that to some extent the Kerala Government has met the point made by the Andhra Government by paying higher prices in the open market.

Mr. Speaker: All this is information to the House.

Shri Ranga: Is it a fact that Andhra Government has recommended to Government of India that if they insist upon procuring rice and making it a wholesale monopoly of their own they should agree to pay remunerative prices to the agriculturists?

Shri A. P. Jain: They did suggest a higher price, but we consider that the present rates are reasonable.

Shri Ranga: Is it not also a fact...

Mr. Speaker: Order, order. We are going from one thing to the other.

Shri Ranga: What is it that the Andhra Government has said to the Government of India with regard to procurement of rice? They may make it a confidential thing, but one or two small things have come in the Press, and that is why I am asking this question. Is it not a fact that the Andhra Chief Minister as well as Food Minister have made it clear to

Government of India—they have also done it through their Press statements—that at the price which the Government of India have fixed there could be no incentive for higher production in Andhra?

Shri A. P. Jain: Well, Sir, certainly the Andhra Government thought that the prices fixed by Central Government were not adequate, and there were quite a number of reasons for their thinking so; but after taking everything into account the Central Government has decided to continue the same procurement price as was fixed last time.

Some Hon. Members rose—

Mr. Speaker: Order, order. I have allowed a number of supplementaries. The question is whether any representation has been made by Kerala Government to Andhra Government

Shri Vasudevan Nair: No, Sir; it is by Andhra Government to Central Government

Shri Narayanan Kurty Memon: Sir the hon. Minister stated that sometimes the open market prices are lesser than the procurement price. May I know whether any single instance of last year can be given showing that during a particular month the open market prices were lesser than the procurement price?

Shri Ranga: Why should they be lower than the procurement price? These people, Sir, want to exploit the peasants

Shri Vasudevan Nair: The hon. Minister stated that the Andhra Government have requested Central Government to allow them to export some varieties of rice outside the South Zone. May I know whether Government are aware that even today there is large-scale smuggling taking place from Andhra, from the South Zone, and, if so, what steps are being taken by the Central Government, with the help of Andhra Government, to stop the large-scale smuggling from the South Zone?

Shri A. P. Jain: At one time we had received reports of a fairly large smuggling from the South Zone to Bombay. We brought it to the notice of Andhra Government and they took adequate steps to check the smuggling. Besides, at the last meeting of the Ministers of the States comprising the South Zone, we have decided to establish a five-mile belt of 'no movement without permit'.

Rest House at Chilka Lake

*1074. Shri Panigrahi: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1712 on the 17th April, 1958, and state.

(a) whether the proposal to acquire the palace of an ex-ruler for the purpose of rest house for tourists visiting Chilka lake has been finalised, and

(b) what other projects have been submitted by the State Government for development of tourism there?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The State Government who were consulted in the matter have stated that the proposal for purchasing a portion of the Rambha Palace has not yet been finalised and the question is still under their consideration

(b) The State Government have not so far submitted any other proposals for the development of Chilka lake. As regards the development of tourism in other parts of Orissa, the State Government submitted schemes for the construction of low income group rest houses (25 beds each) at Puri and Bhubaneshwar costing Rs. 1.50 lakhs each. These were approved and the Central Government agreed to bear half the cost. The work on the two rest houses is reported to be in progress

Shri Panigrahi: As regards the development of Chilka lake, we were told that it forms part of the Part II Programme, in regard to the tourist programme of the Government of India.

May I know what steps or measures have been taken so far to improve the Chilka lake as a tourist centre and what amount has been spent?

Shri Raj Bahadur: Part II programmes necessarily mean participation of the State Governments to the extent of 50 per cent of the expenditure involved on each one of the schemes in this programme. Since we have not received any specific proposal in this behalf from the State Government concerned, we cannot go much ahead.

Shri Panigrahi: May I know whether during all these years no amount has been spent on the development of Chilka lake as a tourist centre though a huge number of tourists go there every year?

Shri Raj Bahadur: I can assure the hon. Member that we would be receptive and responsive to the demands made on us in this behalf, and we have got to wait for the proposals to be made by the State Governments.

Shri Panigrahi: How long is this request made to the State Government pending, and when can the Government of India expect an answer from the State Government?

Shri Raj Bahadur: We have been reminding the State Government in regard to the need for submitting the proposals to us urgently. As far back as September, 1958, we wrote to them and ever since then we have been reminding them.

WRITTEN ANSWERS TO QUESTIONS

Railway Line from Rourkela to Barsua

*1075. Shri Supakar: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1092 on the 10th September, 1958 and state:

(a) the progress made so far in the construction of railway line from Rourkela to Barsua iron mines; and

(b) the expenditure incurred thereon so far?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) An overall progress of 70% has been achieved to the end of October, 1958

(b) About Rs. 3 crores upto the end of September, 1958.

राजस्वाल में गेहू के भाव बढ़ना

*१०७६. की प्रश्नाल मालवाल: क्या आज तक हृषि बंदी यह बताने की हुया करेंगे कि

(क) क्या यह सब है कि सितम्बर और अक्टूबर, १९५८ के महीनों में राजस्वाल के बीकानेर तथा अन्य जिलों में गेहू का भाव २५ रुपये से २५ रुपये प्रति मत तक रहा, और

(ख) इतने ऊंचे भाव के क्या कारण थे?

आज तक हृषि बंदी (की क० प्र० बंदी) (क) सितम्बर और अक्टूबर, १९५८ में गेहू के भाव १० पये से २५ रुपये प्रति मत तक रहे।

(ख) भाव की वृद्धि का प्रधान कारण ?१९५७-५८ में अनाज की उपज में कमी थी।

'Cash Your Ideas' Scheme

*1077. Shri Vajpayee: Will the Minister of Railways be pleased to state.

(a) whether the "cash your ideas" scheme introduced for employees at the Perambur Integral Coach Factory has been extended to other zonal railway units also; and

(b) whether the experiment has yielded substantial results?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) A scheme to encourage suggestions was introduced on all Railways and not only in the Integral Coach Factory, Perambur. It was however not called "cash your ideas" scheme.

(b) Yes.

Power Supply in Madhya Pradesh

*1078. **Shri Vidya Charan Shukla:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the estimates made by the Central Water and Power Commission have revealed a severe general deficit of electrical power in eastern Madhya Pradesh; and

(b) if so, what action has been taken and is proposed to be taken to provide more power facilities in the above region?

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

(b) The Government of India are already alive to the urgency of meeting the power shortage in the State. In order to improve the power position there, it is proposed to implement two major power Schemes viz. Korba Power Station Expansion and Birsinghpur Thermal Power Station Schemes.

Medical Staff in Manipur

*1079. **Shri L. Achaw Singh:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that there is an acute shortage of doctors, health visitors and sanitary inspectors in Manipur; and

(b) whether there is any proposal to ask the Eastern Zonal Council to depute some medical officers for development blocks in Manipur?

The Minister of Health (Shri Karmarkar): (a) There is a shortage of doctors, health visitors and sanitary inspectors in Manipur.

(b) The question of inter-State exchange of doctors and other techni-

cal personnel was discussed in the Second Meeting of the Eastern Zonal Council and the Government of West Bengal agreed to consider favourably the requirements, among others, of Manipur for such personnel as could be made available.

Electrification of Tambaram-Villupuram Section

*1080. { **Shri Subbiah Ambalam:**
Shri Narasimhan:

Will the Minister of Railways be pleased to state the progress made so far in electrification of the Tambaram-Villupuram section of Southern Railway?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): 33 per cent of Civil Engineering work has been completed.

Foodgrains in Bombay

*1081. **Shri Pangarkar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains moved out from Bombay State during the last six months; and

(b) the quantity of foodgrains sent to Bombay State to meet the food situation during the same period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). During the period June to November 1958, about 3,000 tons of Jowar was moved out from Bombay State on Government account. About 2,91,000 tons of rice and wheat were supplied by Central Government to Bombay State during the same period.

Movement of foodgrains also take place on trade account. Statistics about such movements are not available.

Development of Paradip Port

*1082. { Shri Mahanty:
Shri Ram Krishan:
Shri U. C. Patnaik:
Shri Panigrahi:

Will the Minister of Transport and Communications be pleased to refer to the reply given to the Unstarred Question No. 78 on the 12th August, 1958 regarding development of port facilities at Paradip and state:

(a) whether the report has since been received from the Poona Research Institute;

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

(c) the amount of loan asked for by the Government of Orissa for development of the port; and

(d) the amount sanctioned by the Government?

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

(b) Does not arise.

(c) and (d). A request for a loan of Rs. 15 lakhs was received on the 10th December, 1958. It is under consideration.

Street Signal Lights

*1083. Shri Aurobindo Ghosal: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Indian Telephone Industries (P) Ltd., Bangalore, have manufactured street signal lights; and

(b) if so, what steps have been taken to put the same in the market?

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

(b) Indian Telephone Industries (P) Ltd. have contacted various Municipal and Traffic Police authorities in the country and the equipment is also being offered to some of them, on a trial basis.

Railway Labour Unions

*1084. { Shri Dasaratha Deb:
Shri Rajendra Singh:
Shri Tangamani:
Shri H. N. Mukerjee:
Shri Muhammed Elias:
Shri Prabhat Kar:

Will the Minister of Railways be pleased to state:

(a) whether Government have received complaints about the non-functioning of the existing machinery for disposal of disputes and complaints from the Railway Labour Unions;

(b) if so, whether it is a fact that due to the non-functioning of this machinery complaints and grievances are piling up without being redressed in time; and

(c) what steps do the Government propose to take to make the machinery efficient and worthwhile?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). A statement is laid on the Table of the House. [See Appendix IV, annexure No. 49].

Private Coach Manufacturers

*1085. { Shri Agadi:
Shri K. N. Pandey:
Shri M. K. Ghosh:
Shri S. M. Banerjee:
Shri K. T. K. Tangamani:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Railway Board have decided not to place orders for rail coaches and wagons with the private manufacturers of Allahabad and Bareilly and as a result of this two factories have already closed down rendering 5,000 workers unemployed; and

(b) if so, the reasons therefor?

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

(b). The Railway Administration has decided not to place any further orders for coach construction work on any private manufacturers on account of the curtailment in the Second Plan Coach Building Programme

Roads in Tripura

*1086. Shri Bangali Thakur: Will the Minister of Transport and Communications be pleased to state

(a) whether the construction of an important road linking Dharmanagar with Kailasahar in Tripura has been abandoned; and

(b) if not, why the work of construction of that road is being delayed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No. Sir

(b) The construction of the road is proposed to be taken up by the Tripura Territorial Council in the next financial year, subject to availability of funds. Survey of the road has been completed.

Inclusion of Bombay in Southern Rice Zone

*1087. Shri Assar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Bombay Government and people of Bombay have demanded the inclusion of Bombay State in Southern Rice Zone and

(b) if so, decision taken by the Government thereon?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) The Bombay Government had suggested that import of rice from the Southern Rice Zone into the State of Bombay should be permitted, but this could not be agreed to in the interest of stabilizing the prices of rice in the Southern Rice Zone

Chinese Method of Cultivation

*1088. Shri Anirudh Sinha: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government intend trying Chinese method of intensive cultivation in the country;

(b) if so, the details of the Chinese method of cultivation and the relative advantage thereof; and

(c) how does it differ from the Japanese method of paddy cultivation?

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

(b) and (c). A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No 50]

Supply of X-Ray Films to Punjab

*1089. Shri Daljit Singh: Will the Minister of Health be pleased to state

(a) whether the Punjab Government have asked the Central Government for supply of X-Ray films; and

(b) if so, the action taken thereon?

The Minister of Health (Shri Karmarkar): (a) No. The Punjab State Government however had requested the State Trading Corporation for supply of X-Ray films.

(b) Arrangements were made with the State Trading Corporation for the release of X-Ray Films. Government have also arranged for further import of X-Ray films

Cochin Port

*1090. Shri Kediyan: Will the Minister of Transport and Communications be pleased to state:

(a) whether any proposal has been made by the National Harbour Board to include the development of Cochin Port in the 'hard core' of the Second Five Year Plan; and

(b) if so, whether the proposal has been accepted by the Government and the Planning Commission?

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

(b) The proposal will be considered at the time of formulation of the Third Five-Year Plan

भारी गाड़ियों के निरीकण के लिए समिति

*१०९१. श्री लक्ष्मण वाल्डे क्या परिवहन सचिव सचिव संचार मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दिल्ली में भारी गाड़ियों का निरीकण करने के लिये एक विशेषज्ञ ममिति नियुक्त की गई है,

(ख) यदि हाँ, तो उन विशेषज्ञों के क्या नाम हैं और

(ग) दुर्घटनाओं का रोकने के लिये उनके द्वारा दिये गये मुझावों का व्यौरा क्या है?

परिवहन सचिव संचार मंत्रालय में राज्य-वर्षीय (श्री राज बहादुर): (क) मेरे (ग) मार्गी गई शूचना के बारे में एक विवरण ममा-पट्टन पर रख दिया गया है।

विवरण

मोटर गाड़ी अधिनियम १९३६ के अनुसार हर एक गाड़ी पर नियत अधिकारी का उस गाड़ी के दुरुस्त होने के बारे में निर्धारित जारी परिवहन विभाग के लिये शुरू में परिवहन विभाग के दो इन्सपैक्टरों को नियुक्त किया गया था। मई, १९५८ में प्रशासन ने यह तय किया कि स्कूल की भारी बसों और १६४-की भारी परिवहन गाड़ियों तथा उससे पहले के माडल की गाड़ियों की ओर परिवहन विभाग के इन्सपैक्टर और पुलिस विभाग के मोटर गाड़ी इन्सपैक्टर

दोनों को मिल कर करनी चाहिये। बाद के माडल की बनी भारी गाड़ियों की ओर परिवहन विभाग के दो इन्सपैक्टरों द्वारा की जाती है। इस समय जो इन्सपैक्टर गाड़ियों की जांच कर रहे हैं—उनके नाम नीचे दिये गये हैं—

१ श्री एन० सी० मुकुर्जी,

मोटर गाड़ी इन्सपैक्टर परिवहन विभाग

२ श्री डी० क० कपिल

मोटर गाड़ी इन्सपैक्टर परिवहन विभाग

३ श्री प्रेम मिह,

कनिकन इन्सपैक्टर परिवहन विभाग

४ श्री गुणन सिंह,

मोटर ट्रामपोर्ट इन्सपैक्टर पुलिस विभाग

नडक दुर्घटनाओं की रोक याम के उपायों के लिये निरीकण स्टाफ का काम सुझाव देना नहीं है, मोटर गाड़ी अधिनियम के अधीन यामन मन्दनी काम ही इसके जिस्मे है।

Sileru Hydro-Electric Project

*१०९२ Shri Rami Reddy: Will the Minister of Irrigation and Power be pleased to state

(a) whether it is a fact that the construction of the Upper Sileru Hydro-Electric Project in Andhra Pradesh has been sanctioned,

(b) if so, in how many stages has it been decided to be executed; and

(c) the amount sanctioned for the same during the Second Five Year Plan period?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir. The project report of Stage I

has since been examined and found technically acceptable. The final approval of the Planning Commission is expected shortly.

(b) It is proposed to be executed in two stages.

(c) A provision of Rs. 350 lakhs has been made in the Second Plan.

Air Services to Tripura and Assam via Dacca and Agartala

*1093. **Shri Ram Garib:** Will the Minister of Transport and Communications be pleased to state:

(a) whether an Indian Independent Air Operator has asked for permission to operate from Calcutta to Tripura and Assam via Dacca and Agartala;

(b) whether an Indian Independent Operator has offered to run the Janata Air Service and cheaper air-lifting of freight from Calcutta and Assam and Tripura;

(c) if so, whether permission has been granted; and

(d) if not, the reasons therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir. A non-scheduled operator has asked for permission to operate non-scheduled flights between Calcutta and Belonia via Dacca and Agartala.

(b) Yes, Sir.

(c) and (d). Permission to operate non-scheduled flights between Calcutta and Belonia has not been granted as the Indian Airlines Corporation, who were formerly operating a scheduled service to Belonia, are contemplating the extension of their service from Agartala to Belonia. As regards the offer to run cheaper passenger and freighter services between Calcutta and Assam and Tripura, the Indian Airlines Corporation are already operating adequate number of scheduled air services in the area and do not want an associate. The operation of scheduled air services is exclusively reserved for the Corpora-

tion under the Air Corporations Act. The independent operators are already operating non-scheduled flights in the area.

Airways (India) Limited

*1094. **Shri Halder:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 138 on the 21st November, 1958 and state:

(a) whether it is a fact that Airways (India) Ltd., have been allowed to carry on business along a parallel line at a lower rate of freight than that of I.A.C.;

(b) whether it is a fact that even after Airways (India) Ltd. had been taken over by the Government company carries on business under the same title as private one; and

(c) if so, the reasons therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c). Airways (India) Ltd., holds a non-scheduled permit which under the existing conditions for the grant of such permits entitles the Company to operate non-scheduled flights between two points not connected by the scheduled air services of the Indian Airlines Corporation. The rates charged by non-scheduled operators are not controlled by the Government.

Airways (India) Ltd., which was one of the private airlines taken over by the Indian Airlines Corporation on nationalization, holds a non-scheduled permit at present. There is no ban on such airlines engaging themselves in non-scheduled operations, subject to the conditions laid down by the Government for the grant of non-scheduled permits.

Export of Paddy and Rice from U.P.

*1095. { **Sardar Iqbal Singh:**
 { **Shri Rameshwar Tantia:**

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

(a) whether the export of paddy and rice from U.P. has been banned;

- (b) if so, the reasons therefor;
- (c) whether the desired results have been achieved;
- (d) the present prices of paddy and rice in different markets of U.P.; and
- (e) how do these prices compare with prices at the time of banning the export and also for the last two years?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). Yes, Sir, the export of rice and paddy from U.P. has been banned with a view to conserving the available supplies within the State. This has eased the rice supply position in the State.

(d) and (e). A statement giving the requisite information is laid on the Table of the House. [See Appendix IV, annexure No. 51].

India-Malaya Steamer Service

*1096. **Shri Tangamani:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 172 on the 16th August, 1958 and state:

(a) whether Government propose to acquire a new vessel for plying between India and Malaya;

(b) if not, the period by which it will be done; and

(c) whether number of sailings of the existing two vessels has been increased?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the Sabha.

STATEMENT

Since answering the Starred Question No. 172 on 16th August, 1958, the British India Steam Navigation Company chartered the Mogul Line vessel "Rizwani" for one round voyage from Madras to Singapore and back to

clear the back log of passengers and Government also gave them permission to carry extra passengers by this vessel. It is understood that as a result of this specific voyage, on which a total of 1,069 passengers were carried, the back log of passengers has been cleared and the vessels regularly plying in this service are now sailing even with some vacant space. The Eastern Shipping Corporation and the British India Steam Navigation Company are also programming jointly to increase the total number of voyages of the two vessels, viz., s.s. "State of Madras" and s.s. "Rajula", from 28 to 30 during the forthcoming year to forestall similar situation. In these circumstances, it does not appear that there will be any need for acquiring any additional vessel in India-Malaya Service which in any case cannot at present be done owing to foreign exchange difficulty.

Midwives in Delhi

*1097. **Shri Rajendra Singh:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that cases of midwives illegally helping to end pregnancies and cases of abandoned babies in New Delhi Municipal Committee area are on the increase; and

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

The Minister of Health (Shri Karmarkar): (a) No such case has come to the notice of the New Delhi Municipal Committee.

(b) Does not arise.

Indamer Company

*1098. **Shrimati Renu Chakravarty:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1465 on the 5th April, 1958 and state:

(a) the action taken by Director General, Civil Aviation, on the report of the Enquiry Committee set up

under the Chairmanship of Shri R. N. Kathju,

(b) whether Government propose to lay the findings of the Committee on the Table,

(c) whether the directors of the Indamer Company have been penalised from undertaking flying operations for any period of time,

(d) whether any of the directors have switched over to Kalinga Airlines, and

(e) whether Kalinga Airlines were I.A.C Associates operating the Nepal air routes and were involved in several air crashes recently?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) The non-scheduled permit of the Indamer Company was not renewed after 28th February, 1958. Action was also taken against the Pilots and Aircraft Maintenance Engineers who were responsible for the breach of certain provisions of the Indian Aircraft Rules. I lay on the Table of the Sabha a statement indicating the action taken [See Appendix IV annexure No 51A]

(b) No, Sir. The main findings of the report have already been stated in reply to part (b) of Starred Question No 1465 answered on the 5th April, 1958

(c) No, Sir

(d) According to information received from Kalinga Airlines, no director of Indamer Company has joined the Management of Kalinga Airlines

(e) The Indian Airlines Corporation Associate who operated the internal services in Nepal was Shri B. Patnaik. During the operations of services by the Associate there were five accidents

Non-Scheduled Air Operators

*1099. Sardar A. S. Saigal: Will the Minister of Transport and Communications be pleased to state

(a) whether non-scheduled air operators are granted permits only on one year basis,

(b) if so, how Government propose to help them to offer security to their industry and staff,

(c) whether non-scheduled air operators have to get 'No objection' certificates from A.I.I and I.A.C to operate to neighbouring countries even outside their scheduled routes,

(d) if so why,

(e) whether it is a fact that non-scheduled air operators are not allowed to advertise, and

(f) if so, why?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir

(b) The conditions for the grant of non-scheduled permits have been laid down keeping in view the provisions of the Air Corporations Act and the Industrial Policy Resolution. There has been no change in the Government's basic policy towards non-scheduled air operators

(c) Yes, Sir

(d) The intention is that the Corporations should have the first option to undertake foreign charter flights

(e) and (f) Yes, Sir. The restriction has been imposed in the interests of the two nationalised Corporations

Block Advisory Committees

1100 { Shri S. C. Samanta,
Shri Subodh Hansda:

Will the Minister of Community Development be pleased to refer to the reply given to Starred Question No 1487 on the 23rd September, 1958 and state which of the State Governments have so far appointed non-official Chairmen in their Block Advisory Committees after the instructions to do so were issued?

The Minister of Community Development (Shri S. K. Dey): A statement is laid on the Table [See Appendix IV annexure No 52]

**Overbridge near Dungar College,
Bikaner**

1101. Shri Karni Singhji: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 180 on the 12th August, 1958 and state:

(a) whether any reply has since been received from the Government of Rajasthan regarding the construction of an overbridge near Dungar College, Bikaner;

(b) if so, the nature thereof; and
(c) the action taken in the matter?

**The Deputy Minister of Railways
(Shri S. V. Ramaswamy):** (a) Yes, Sir.

(b) and (c). The State Government have suggested an alternative proposal for diverting the railway line which is to be examined.

Repair Materials for Rolling Stock

1102. Shri S. M. Banerjee:
Shri Tangamani:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in Eastern Railway serious difficulties are being experienced in regard to adequate supply of repair material for rolling stock; and

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

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

(b) Does not arise.

स्वदेशी चिकित्सा प्रणाली

*११०३. श्री फण गोपाल सेन :
क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह मत है कि गत वर्षातर जयंती समारोह के अवसर पर देश में अनेक जगहों पर पास किये गये

संकड़ों संकल्प सरकार को प्राप्त हुये हैं जिनमें जनता के स्वास्थ्य के हित में और आयुर्वेद को प्रोत्साहन देने के हेतु आयुर्वेदिक औषधियों पर प्रतिबन्ध हटाने की मांग की गई है ; और

(ख) यदि हाँ, तो सरकार ने इस विषय में क्या निर्णय किया है ?

स्वास्थ्य मंत्री (श्री करमरकर) :
(क) जी हाँ। कुछ संकल्प प्राप्त हुये हैं।

(ख) आयुर्वेदिक दवाओं पर कोई प्रतिबन्ध नहीं है, अतएव यह प्रश्न नहीं उठता।

Sale of Atta in Delhi

Shri Jagdish Awasthi:

Shri Yadav:

Shri Arjun Singh

Bhadauria:

Shri Jadhav:

1104. Shri Manay:

Shri P. R. Patel:

Shri Fatehsinh Ghodasara:

Shri Tridib Kumar

Chaudhuri:

Shri Tangamani:

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

(a) whether the atta now sold in the open market in Delhi at reduced rates at about Rs. 16 per maund is inferior in quality to the one that was sold previously at Rs. 20 per maund;

(b) whether the Government are aware that as a result of the inferior quality of atta now sold in Delhi markets, people have been compelled to purchase the old better quality at the same old rate, i.e., Rs. 20 a maund; and

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

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The atta now being sold in Delhi in retail at 2 seers $8\frac{1}{2}$ chataks to a rupee or about Rs. 15-13-0 per maund is produced from imported wheat of fairly

good quality supplied to the roller flour mills and is quite wholesome. The sale of this atta has afforded much needed relief to the population in the lower income group. The more fastidious section of the population with special preference for indigenous wheat and with a higher purchasing power is, however, purchasing atta made out of indigenous wheat which too is available in the market.

(c) Does not arise.

Poisonous Chemicals

*1106. **Shri V. P. Nayar:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any work has been or is being done to determine the toxicity or hazard to people consequent on the large scale use of poisonous insecticides, weedicides, fungicides, pesticides and other agricultural chemicals;

(b) whether Government of India are keeping track of such work done in countries like U.K. and U.S.A.; and

(c) if so, how?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir. Some work has been done to determine the toxic residues of pesticides (insecticides and fungicides) on some fruits, vegetables and tea. Before allowing the import of a new pesticide into the country, its toxicity and the way it may affect public health is considered.

(b) and (c). Yes, Sir. It is done in the manner indicated below:

(i) through various reports and publications received from foreign government departments and scientific institutions;

(ii) by direct contact and discussions with scientific institutions and scientists of foreign countries; and

(iii) through the literature supplied by the manufacturers of pesticides.

Silt Deposits in Bombay Port

*1107. **Shri Jadhav:** Will the Minister of Transport and Communications be pleased to state:

(a) what is the present position of the silt deposits in the Port of Bombay;

(b) what steps are being taken to remove the silt;

(c) the approximate expenditure that will have to be incurred for the same; and

(d) where the silt will be deposited after removal?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement is laid on the Table of the Sabha.

STATEMENT

(a) There has been a progressive siltation in main harbour channel of Bombay Port. The depths in the channel at present are less by about 5 to 6 feet than those shown on the Admiralty Chart of 1921, and the depths now available in certain portions are 27 feet below chart datum.

(b) The Bombay Port Trust propose to undertake a large scale programme of dredging to improve the depths in the harbour channel to facilitate entry by deep-draughted vessels.

(c) About Rs. 8 crores.

(d) An area three miles west of Malabar Point has been tentatively selected as a suitable dumping ground for the silt deposits, but a final decision will be taken after the results of the proposed radio-active tracer experiments are available.

Nagarjuna Sagar Project

*1107-A. *Shri D. V. Rao:*
Shri Ramam:

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

(a) whether it is a fact that the Government of Andhra Pradesh have

forwarded to the Centre a complete scheme of irrigation and hydro-electric development of Nagarjuna Sagar Project; and

(b) if so, whether it has been approved by the Planning Commission?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) A joint project report on the Nagarjunasagar Project submitted by the Andhra and Hyderabad Governments in 1954 was a complete scheme for the development of irrigation and generation of hydro-electric power. It is as a result of a detailed consideration of this scheme that the present Nagarjuna-sagar Project, as sanctioned, was included in the Plan. No other scheme of irrigation and hydro-electric power development has been received by the Government.

(b) Does not arise.

दुर्गम क्षेत्र समिति

*११०८. श्री भक्त दश्नन : क्या खाद्य तथा कृषि मंत्री १ दिसम्बर, १९५८ के अतारंकित प्रश्न संख्या ६४२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) भारत के पहाड़ी क्षेत्र में खाद्य सम्बन्धी आत्मनिर्भरता प्राप्त करने के लिये जो 'दुर्गम क्षेत्र समिति' नियुक्त की गयी है क्या उसके निर्देश पदों और कार्य विधि आदि का एक विवरण सभा पट्टल पर रखा जायेगा;

(ख) उस समिति ने अपने कार्य में अब तक क्या प्रगति की है; और

(ग) उसे कब तक अपनी रिपोर्ट देने को कहा गया है?

खाद्य तथा कृषि मंत्री (श्री अ० प्र० जैन) : (क) और (ख). पूछी हुई जानकारी का एक विवरण सभा को टेब्ल पर रख दिया गया है।

विवरण

समिति के निर्देश पद निम्न प्रकार हैं:—

- (१) निम्न क्षेत्रों में खाद्य उत्पादन की कमी के प्रश्न पर अध्ययन करना:—
- (क) हिमाचल प्रेश के चिनी और पुंगी क्षेत्र;
- (ख) पंजाब की कुलु घाटी;
- (ग) उत्तर प्रदेश के पहाड़ी जिले;
- (घ) बम्बई का रत्नागिरि जिला;
- (ङ) आसाम के पहाड़ी क्षेत्र; और
- (च) त्रिपुरा और एन० ई० एन० ए० के प्रदेश।

कार्य विधि

यह समिति अपनी कार्य विधि स्वयं निश्चित करेगी और जहां तक मुमकिन होगा वहां तक के क्षेत्रों को देखने जायेगी तथा खाद्य समस्या का परीक्षण द्योरे सहित करेगी।

अब तक की गई उप्रति

एक प्रश्न पत्र तैयार किया गया और २७ सितम्बर, १९५८ को सम्बन्धित राज्य सरकारों को भेज दिया गया, इसमें परिवहन और खाद्य समस्याओं आदि के सम्बन्ध में व्यीर सहित जानकारी मांगी गई है। उत्तर अभी तक केवल बम्बई, त्रिपुरा और एन० ई० फ० ए० से प्राप्त हुए हैं। जवाब न देने वाले राज्यों को लगातार स्मरण कराया जा रहा है। सम्बन्धित राज्यों के उत्तरों के प्राप्त होने पर, यह समिति उनकी समस्याओं के अध्ययन के लिये क्षेत्रों को देखने जायेगी।

(ग) जून १९५८ के अंत तक।

Colony for Residents of Jamuna Bazar Area

*1109. Shri D. C. Sharma: Will the Minister of Health be pleased to refer to the reply given to Starred Question

No. 158 on the 16th August, 1958, and state the further progress made with regard to the building of a colony across the Jamuna Bridge in Delhi to house the residents of Jamuna Bazar?

The Minister of Health (Shri Karmarkar): A statement is laid on the Table of the Sabha [See Appendix IV, annexure No 53]

Cost Structure of Sugar

*1110. { Shri Ram Krishan:
Shri Bahadur Singh:
Pandit D. N. Tiwary:
Shri N. R. Munisamy:
Shri Bibhuti Mishra:
Shri Jadhav:
Shri Kumbhar:

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

(a) whether it is a fact that Government have asked the Tariff Commission to examine afresh the cost structure of Indian sugar and submit report on the fair price payable to the Sugar Industry,

(b) if so, whether the Commission has started its work, and

(c) if so, the progress made so far?

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

(b) Yes, Sir

(c) The Commission is collecting necessary data

Hostel for Children at Secunderabad

*1111. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1087 on the 19th March, 1958 and state.

(a) when the construction of a subsidised hostel for 100 children of railway employees schooling at Secunderabad will be taken up;

(b) what is the estimated cost of the building; and

(c) when it is likely to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) In about January, 1959.

(b) Rs. 5.00 lakhs approximately.

(c) By about December, 1959.

Calcutta-Allahabad Steamer Service

*1112 Shri Kalika Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Steamer Transport Service is to be launched between Calcutta and Allahabad shortly,

(b) if so, the details thereof, and

(c) what particular benefit will be available to traders and people in general in the districts of Ballia, Ghazipur, Varanasi and Mirzapur from this Steamer Service?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir

(b) and (c) Do not arise

Indian Airlines Corporation Building

*1113. Shri Rajendra Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Indian Airlines Corporation have a proposal to construct their own building in Calcutta; and

(b) if so, what is the estimated cost thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir

(b) Rs 25 lakhs

All India Institute of Hygiene and Public Health, Calcutta

*1114 Shri Subiman Ghose: Will the Minister of Health be pleased to state.

(a) whether it is a fact that trainees from other Asian countries come to Singur Health and Training Centre, All India Institute of Hygiene and Public Health; and

(b) if so, what is the number of trainees, their categories and their qualifications?

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

(b) A statement is laid on the Table of the Sabha. [See Appendix IV, annexure No 54.]

Rihand Dam

*1115. **Shri Vajpayee:** Will the Minister of Irrigation and Power be pleased to state:

(a) the area of Madhya Pradesh territory likely to be submerged owing to the construction of the Rihand Dam in U.P. and the population likely to be affected on this score;

(b) whether Uttar Pradesh and Madhya Pradesh Governments have worked out any agreed formula in regard to the payment of compensation and rehabilitation grants to the persons affected, and

(c) if so the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) An area of 46 sq miles of Madhya Pradesh territory will be submerged owing to the construction of the Rihand Dam in Uttar Pradesh. The population likely to be affected on this score is not known exactly. It is expected to be about 15,000.

(b) and (c) An agreed formula has not yet been arrived at between the Governments of Uttar Pradesh and Madhya Pradesh in regard to the payment of compensation and rehabilitation of the affected people. The matter is under the consideration of the Central Zonal Council.

Hirakud Project

*1116. **Shri Panigrahi:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the question of transfer of control of Hirakud Project to

Orissa was finally decided in the meeting of the Hirakud Control Board which met in the first week of November, 1958; and

(b) if so, whether any terms and conditions have been finalised?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir.

(b) Does not arise

Fertilizer

*1117. **Shri Asrar:** Will the Minister of Food and Agriculture be pleased to state

(a) whether Government are aware that taking advantage of shortage of fertilizer, bogus fertilizer factories are mixing dust, sea-shell, powdered fish, refuse and other such materials; and

(b) if so, what steps are being taken by the Government to stop this?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Two cases of supply of sub-standard of spurious material of superphosphate have been reported by the State Governments to the Government of India

(b) With a view to check such practices, the Government of India promulgated a Fertilizer (Control) Order, 1957 and the Order is being implemented by the State Governments. The State Governments have also been advised to purchase superphosphate directly from manufacturers for distribution to the cultivators through their agents or Co-operatives

Pulling of Alarm Chains

*1118. { **Shri H. N. Mukerjee:**
Shri Muhammed Elias:

Will the Minister of Railways be pleased to state.

(a) whether it is a fact that on all the Railways only a very small proportion of those detected for needlessly pulling alarm chains is prosecuted and

proportion again of those prosecuted is convicted; and

(b) if so, the reasons therefor?

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

(b) Does not arise in view of answer to part (a).

India-Nepal Postal Agreement

***1119. Shri Shree Narayan Das:** Will the Minister of Transport and Communications be pleased to state:

(a) whether negotiations with regard to an agreement between India and Nepal for postal and telegraphic communications between the two countries have been finalised;

(b) if so, the precise nature of conclusions reached; and

(c) if so, what arrangements are there to deliver telegrams from the border telegraph offices on this side to the people on the other?

The Minister of Transport and Communications (Shri S. K. Patil): (a) No.

(b) Does not arise.

(c) Telegrams for Nepal are transmitted over the wireless from New Delhi or Patna to Indian Embassy Post Office at Kathmandu where they are handed over to the Nepalese authorities for further disposal.

Air Accidents in Nepal

***1120. Shri Ram Garib:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that in the accidents, that the Indian Airlines Corporation Associates had in Nepal, 4 of the Dakotas belonged to the Indian Airlines Corporation; and

(b) whether these Dakotas were also manned by the Captains of the Indian Airlines Corporation?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b) Yes, Sir. Two captains of Indian Airlines Corporation, whose services had been lent to the Associate, were involved in the four accidents.

"Chutney" Industry

***1121. Shri Tangamani:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 400 on the 22nd August, 1958 and state:

(a) whether Government have taken decisions on the report of the sub-committee of Fruit Products Advisory Committee regarding "chutney" industry and measures for increasing exports of chutney;

(b) what is the value and quantity of chutney exported during six months ending September 1958; and

(c) what is the estimate for the six months ending March 1959?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir. Besides the various steps taken to promote exports of chutney as indicated in the reply to the Starred Question No. 400 on the 22nd August, 1958, following further steps have been taken.

(i) Draw-back of import duty on glass and glass-ware used for exported products.

(ii) Under the Development Council for Fruit Processing Industry, the Export Promotion Committee has been constituted to look after the exports of various fruit products including chutney.

(iii) The Regional Laboratories are being established for checking up quality standards of chutney at Bombay and Calcutta—major exporting centres.

(iv) 50 per cent. reduction on railway freight on exported chutney has also been allowed.

(b) About 350 tons of chutney valued at about Rs 6,98,000

(c) Approximately 400 tons valued at about Rs 7,68,000

Haffkine Institute, Bombay

*1122. { Shri Halder:
 { Shri Muhammed Elias:

Will the Minister of Health be pleased to state

(a) whether the Haffkine Institute of Bombay is of opinion that there is danger of plague in the cities of Calcutta and Howrah, after making a research on 150 rats which were brought from Calcutta to Bombay, and

(b) if so, what steps Government propose to take in this regard?

The Minister of Health (Shri Karmarkar): (a) and (b) The tests so far carried out at the Haffkine Institute Bombay, are not sufficient to give a definite opinion in the matter

Bhakra Dam

*1123 Shri Daljit Singh: Will the Minister of Irrigation and Power be pleased to state

(a) whether it is a fact that there will be an increase of expenditure to the extent of Rupees ten crores in the construction of Bhakra Dam,

(b) whether Punjab Government have submitted a plan for five additional power units at Bhakra for the consideration of Union Government, and

(c) if so, the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir

(b) and (c) A statement giving the information is laid on the Table of the House

STATEMENT

The Government of Punjab have recently submitted a proposal that work on the Bhakra Right Power Plant

may be taken up immediately. This Power House is not included in the Bhakra Nangal Project as sanctioned at present. The proposal of the State Government is to install 4 generating units of 90,000 KW each. The total approximate estimated cost of the Power House is Rs 10 crores of which about one half will be in foreign exchange. The proposal will have to be considered by the Planning Commission before a decision can be taken in the matter

TERA Plants in Manipur

*1124 Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that all TERA plants (a kind of Cotton tree) in Manipur have been declared protected plants by a recent notification of the Manipur Administration under the Indian Forest Act, 1927,

(b) whether it is a fact that apart from cotton produced by the plants, they can be utilised for match-wood, and

(c) if so, steps taken by the Administration to establish plantations of TERA plants?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c) The information has been called for from the Manipur Administration and will be laid on the Table of the Sabha as soon as it is available

Cooperative Sugar Factories in Madras

*1125. Shri N. R. Munisamy: Will the Minister of Food and Agriculture be pleased to state

(a) the amount of foreign exchange that has to be provided for all the applications for setting up of Cooperative Sugar factories in Madras State;

(b) how much has so far been sanctioned

(c) whether the sugar factory in North Arcot District made any progress as per schedule indicated to the Central Government.

- (d) if not, the reasons for the delay;
- (e) whether the amount expected of the shares was subscribed to the full; and
- (f) whether any permits have been granted for import of equipment and machinery?

The Minister of Food and Agriculture (Shri A. P. Jain): (a), (b) and (f). The requisite foreign exchange to the extent of Rs 1.5 crore has been provided to the three cooperative sugar factories

(c) and (d) The factory was expected to complete the project by 31st December, 1958 but due to the delay in securing plant and machinery the factory is now expected to go into operation during 1959-60 season

(e) Out of subscribed capital of Rs 11.83 lakhs for the North Arcot District Co-operative Sugar Factory, the share holders have paid Rs. 10.13 lakhs. In addition the State Government has contributed Rs 10 lakhs towards the share capital

Cancer Patients in Delhi and New Delhi

*1126. **Shri Jadhav:** Will the Minister of Health be pleased to refer to the reply given to Starred Question No 562 on the 4th December, 1958 and state:

- (a) the number of cancer patients in Delhi and New Delhi at present and the number during the last five years;
- (b) the names of hospitals where there are special beds for treating such patients;
- (c) what are the causes of this disease; and
- (d) what precautionary measures are being taken to check this disease?

The Minister of Health (Shri Karmarkar): (a) In the absence of statistical data with regard to prevalence of cancer, it is not possible to give the

accurate number of cancer patients. The number of cancer patients (all types) treated in the Irwin and Lady Hardinge •Medical College Hospitals during the years 1956, 1957 and 1958 are as follows:

Information for the previous years is not available

Years	No of cases treated
1956	325
1957	539
1958 (upto 30-9-1958)	570

(b) A statement showing the names of the hospitals where treatment of cancer patients is undertaken is laid on the Table of the Sabha [See Appendix IV, annexure No 55]

(c) The factors leading to causation of cancer have not yet been accurately established.

(d) A statement containing the requisite information is laid on the Table of the Sabha [See Appendix IV, annexure No 55]

Airworthiness Section

*1127. **Shri Haider:** Will the Minister of Transport and Communications be pleased to state.

(a) whether it is a fact that the existing Certificate of Airworthiness Section of IAC, Calcutta is proposed to be wound up by the corporation,

(b) whether there is a proposal to open a Certificate of Airworthiness Section jointly by the private operators of Calcutta; and

(c) if so, the reason therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) No, Sir

(b) No such proposal has so far been received by the Government of India

(c) Does not arise.

Railway Line between Madhopur and Kathura

*1128. { Shri D. C. Sharma:
Shri Baghunath Singh:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 1669 on the 27th September, 1958 and state:

(a) whether the proposal to extend the railway line from Madhopur to Kathura in Jammu and Kashmir State has since been finalised,

(b) if so, the estimated cost of the project;

(c) whether the Survey work has been undertaken?

(d) if not, when it is likely to be undertaken?

The Deputy Minister of Railways (Shri S. V. Ramaswamy) (a) to (d) The proposal for extension of the railway from Madhopur across the Ravi is under examination

Report of Ad Hoc Committee on Transport Administration in States

*1129. { Shri Ram Krishan:
Shri Tangamani:
Shri S. M. Banerjee:
Shri Narayan Das:
Shri T. B. Vittal Rao:
Shri Bhakt Darshan:
Shri Naval Prabhakar:
Shrimati Mafida Ahmed:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 59 on the 12th August, 1958 and state

(a) whether Government have since received the report of the Ad hoc Committee set up to advise on the re-organisation of transport administration in the States,

(b) if so, the details thereof, and

(c) if the reply to part (a) above be in the negative, the progress of work so far done by the Committee?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No

(b) Does not arise

(c) Seven meetings of the Committee and four meetings of the Sub-Committees appointed by it have been held so far. The recording of oral evidence and gathering of information has been completed. Discussions on the recommendations to be made will take place at the meeting of the Committee proposed to be held at New Delhi from the 18th to 21st December, 1958. The report of the Committee is expected to be ready by March, 1959

Class IV Railway Employees Promotion Committee

{ Shri T. B. Vittal Rao:
Shri D. C. Sharma:
Shri Bhakt Darshan:
Shri Naval Prabhakar:
Shri Rajendra Singh:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 153 on the 12th August, 1958 and state

(a) whether the report of the Class IV Railway Employees Promotion Committee has since been considered,

(b) if so, the nature of decisions arrived at, and

(c) when action is likely to be initiated on the recommendations accepted by the Railway Board?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The recommendations of the Committee are under active consideration

(b) and (c) As soon as decisions are arrived at by Government, necessary instructions will be issued to railway administrations and a summary of the decisions will be laid on the Table of the Sabha.

Janata Trains

*1131. **Shri Tangamani:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a large number of Janata Trains on Broad Gauge compared to Metre Gauge of Indian Railways;

(b) whether Government propose to introduce Janata Trains on Metre Gauge during the current year;

(c) what is the decision of Government regarding the demand for a Janata Express between Madurai and Madras; and

(d) whether there is any Janata Express at present plying on Metre Gauge of Southern Railway?

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

(b) A triweekly Janata Express train has been introduced between Delhi and Ahmedabad with effect from 1-10-1958. There are no further proposals for the introduction of Janata trains on the Metre Gauge during the current year.

(c) There is no proposal at present to introduce a Janata Express train between Madurai and Madras on the Southern Railway.

(d) No.

Indian Multipurpose Food

*1132. { **Shri H. N. Mukerjee:**
 { **Shri Tangamani:**

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

(a) whether Government have started producing Indian Multi-purpose Food in sufficient quantities;

(b) what is the estimated manufactured quantity for the current year;

(c) which State consumes most of this food;

(d) what is the food value in two ounces of Multipurpose Food; and

(e) the cost per ounce of Multi-purpose Food?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No. The Multipurpose Food is being produced in a pilot plant of the Central Food Technological Research Institute, Mysore.

(b) 1,50,000 pounds approximately.

(c) Madras and Uttar Pradesh are the largest consumers.

(d) A Statement is placed on the Table of the House. [See Appendix IV, annexure No. 56.]

(e) Approximately 5 paise.

Increase in Air Fares

*1133. **Shri Vajpayee:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Indian Airlines Corporation propose to make another increase in air fares shortly;

(b) if so, the reasons necessitating this increase;

(c) whether several measures such as dispensing with serving breakfast and lunch to passengers on some routes are contemplated to cut down expenditure; and

(d) if so, the details of such measures?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) No, Sir.

(b) Does not arise.

(c) and (d). As a result of recent studies regarding wastage of food, the Indian Airlines Corporation has decided to gradually discontinue hot full meals on short-haul Dakota operations and serve, instead, a variety of snacks, with both hot and cold drinks. On Viscount services, hot meals continue to be provided on journeys which cover normal meal times.

कोमी पर तटबन्ध

*११३४. श्री शीमारायण बाल : या तिवाई और विद्युत मन्त्री यह बताने की हुपा करेंगे कि

(क) क्या यह मन्त्र है कि बिहार में कोमी नदी पर जो तटबन्ध इस दोनों निर्माण किये गये हैं उन्हे कोमी के निचले भाग तक बढ़ाने की एक योजना विचाराधीन हैं;

(ख) यदि हा, तो इस योजना की मुख्य विशेषताये क्या हैं;

(ग) इस योजना पर अनमानत किनना चाहिये होगा; और

(घ) इस विषय में भरकार कब तक निर्णय लग नगी।

तिवाई और विद्युत उपभंगी (श्री हाथी) : (क) जो नहीं, अभी तक बिहार सरकार में एमी कोई योजना तमार पास नहीं आई किन्तु गज्ज भवार न सूचित किया है कि कामी नदी के दाना पार क तटबन्धों का नदी के बताए की ओर मार तक बढ़ाने के प्रस्ताव की व्याख्याधीन की जा रही है।

(ख) ये (क) अभी प्रश्न नहीं उठते।

Procurement of Rice in Orissa

*1135. { Shri Panigrahi:
 { Shri Tangamani:
 { Shri Kumbhar:

Will the Minister of Food and Agriculture be pleased to state

(a) whether the Government of India after discussing with the Orissa Government have agreed to allow the Orissa Government to procure rice at Rs. 15.50 per maund as against the pre-

vious authorisation to buy at Rs. 15 per maund for the ensuing crop season;

(b) whether the Government of India have intimated the State Government to purchase rice at this new rate;

(c) if so, the quantity of rice that the Government of India propose to purchase from Orissa, and

(d) whether the Orissa Government have been asked to sell certain quantity of rice to West Bengal Government also?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). No, Sir, the procurement price for common rice suggested by the Government of India is Rs. 15.00 per maund.

(c) The entire exportable surplus should be purchased by the Orissa Government

(d) Yes, Sir

Procurement Price of Rice

*1136. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state.

(a) whether it is a fact that the Government of India have decided to raise the procurement price of rice this year,

(b) whether some States have demanded an increase in the procurement price of rice; and

(c) if so, which are those States and what are the procurement prices prevailing in those States?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir

(b) and (c) The State Governments of Andhra Pradesh, Orissa, Punjab and Madhya Pradesh wanted higher procurement prices for rice to be fixed. A statement showing the procurement prices in these States is laid on the Table of the Sabha [See Appendix IV, annexure No 57]

Overbridge at Lahori Gate, Delhi

1681. Shri D. C. Sharma: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 828 on the 2nd September, 1958, and state:

(a) the further progress made in the reconstruction of the railway overbridge at Lahori Gate, Delhi; and

(b) the time by which it is expected to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The Northern Railway has completed its portion of the work but the work of Public Works Department for widening the approaches is held up due to certain difficulties in obtaining vacant possession of the land.

(b) Does not arise at this stage.

Remodelling of New Delhi Station

1682. Shri D. C. Sharma: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 952 on the 5th September, 1958 and state the further progress made in the completion of remodelling of New Delhi Station?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The final phase of the work also has since been completed.

Export of Sugar

1683. { Shri D. C. Sharma:
Shri Damani:
Shri Rajeshwar Patel:

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

(a) the quantity of sugar exported upto the 15th December, 1958 after the promulgation of Sugar Export Promotion Ordinance, 1958;

(b) the names of the countries to which it has been exported;

(c) whether all sugar factories have given their share to export sugar quota according to Government notification; and

(d) if not, the name of sugar factories which have not given their export quota?

The Minister of Food and Agriculture (Shri A. P. Jain). (a) and (b). The quantities of sugar sold for export and actually shipped upto 18th December, 1958, are as under:

Name of country	Quantity sold (Metric tons)	Quantity shipped (Metric tons)
1. Aden	6,550	5,008
2. Arabian countries	2,000	725
3. Sudan	9,289	9,289
4. Djibouti	1,400	249
5. East Africa	500	—
6. Malaya & Singapore	26,220	18,015
7. Burma	3,041	3,041
8. Ceylon	1,015	1,016
TOTAL	50,015	37,343

(c) and (d). The sugar factories have been delivering their export quotas in accordance with the instructions issued to them by the Export Agency. No complaints have so far been received for non-delivery of the export quota by any factory.

Integral Coach Factory, Perambur

1684. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) the number of passenger coaches turned out during the year 1958 upto the 30th November 1958, month-wise, by the Integral Coach Factory, Perambur;

(b) how do the figures compare with those for the corresponding period in 1957; and

(c) the further steps taken to step up the production at the Factory?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). A statement is laid on the Table. [See Appendix IV, annexure No. 58].

Family Planning

1685. Shri D. C. Sharma: Will the Minister of Health be pleased to state-

(a) the number of doctors sent to more advanced countries to study methods of birth control, country-wise,

(b) the institutes where they studied the methods; and

(c) the duration of their stay abroad?

The Minister of Health (Shri Karmarkar): (a) Two doctors were sent to the United States of America

(b) They completed the studies at North Carolina University by August, 1956

(c) About twelve months

Slums in Delhi and New Delhi

1686. Shri D. C. Sharma: Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No 170 on the 12th August, 1958, and state the action taken on the report of the survey conducted by the Bharat Sewak Samaj, of the slums in Delhi and New Delhi?

The Minister of Health (Shri Karmarkar): The report has been brought to the notice of the Delhi Development Authority. A statement showing the recommendations made by the Bharat Sewak Samaj and the comments of the Delhi Development Authority thereon, with which the Government agree, is laid on the Table [See Appendix IV, annexure No 59]

Remodelling of Pathankot Railway Station

1687. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) whether any amount of money has been allotted for the remodelling of the Pathankot Railway Station in 1958-59; and

(b) if so, the nature of improvements proposed to be effected?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir A sum of Rs 1 28 lakhs has been allotted for the remodelling of the Pathankot Railway Station during the year 1958-59

(b) The following important works are proposed

- (1) Covered shed on transit platform
- (2) 50' long covered shed and goods office
- (3) A gate, office and boundary wall around the goods shed
- (4) A separate shed for outagency packages
- (5) Improved Yard lighting
- (6) Improvement of front verandah to station building
- (7) Additional 1st and 2nd class waiting rooms for tourists
- (8) Converting existing 1st class waiting room (along with ticket collector's office) into retiring room
- (9) Extending III class waiting hall

Alarm Chain Pulling on Northern Railway

1688. { Shri D. C. Sharma:
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to state-

(a) the number of instances pulling of alarm chains per month on the Northern Railway from the 1st July, 1958, up to date;

(b) how many of them were cases of misuse, and

(c) how many persons have been prosecuted and how many of them convicted?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). A statement is laid on the Table. [See Appendix IV, annexure No. 60].

Delhi Ring Road

1689. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 117 on the 12th August, 1958 and state the further progress since made with regard to the construction of the Ring Road in Delhi?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement showing the upto-date progress on the Ring Road round Delhi is laid on the Table of the House. [See Appendix IV, annexure No 61]

Air Accidents

1690. Shri D. C. Sharma:
Shri Raghunath Singh:

Will the Minister of Transport and Communications be pleased to lay a statement showing

(a) the details of air accidents which have taken place since 1st July, 1958 in which aircrafts of the Air-India International or the Indian Airlines Corporation were involved,

(b) the extent of loss sustained by the Air-India International and the Indian Airlines Corporation, separately, as a result of such accidents,

(c) the reasons for each accident, and

(d) the further steps taken to check their recurrence?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (d) A statement giving the requisite information is placed on the Table of the Sabha. [See Appendix IV, annexure No. 62].

Report of the Telegraph Enquiry Committee

1691. Shri D. C. Sharma:
Shri Tangamani:
Shri S. M. Banerjee:
Shri Ram Krishan:
Shri Bhakt Darshan:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 113 on the 12th August, 1958 and state:

(a) whether the Telegraph Enquiry Committee has since submitted its report;

(b) if so, what are its recommendations; and

(c) the action taken thereon?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes

(b) and (c) The report is under examination of Government and it is difficult to say at this stage what recommendations have been made

Holiday Homes

1692. Shri D. C. Sharma: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 111 on the 12th August, 1958 and state the progress since made in the finalisation of the scheme for providing cheap holiday homes to the officers on similar lines as have been provided for the non-gazetted staff?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The proposals received from Railway Administrations are under consideration

Decrees against Northern Railways

1693. Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of Railways be pleased to state:

(a) how many decrees passed by the civil courts during the year 1954-55, 1955-56, 1956-57, 1957-58 and 1958-59

(upto 29th November, 1958) were put into execution against Northern Railway and with what results, year-wise;

(b) what was the total amount of costs of adjournment of suits allowed by the civil courts against Northern Railway during the same period; and

(c) whether it was not possible to avoid such costs?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a)

1954-55	30
1955-56	36
1956-57	74
1957-58	35
1958-59	38

(upto
30-11-58)

Decrees were satisfied during the respective years immediately on receipt of execution notices and no attachment orders were passed on account of non-satisfaction of the decrees

(b)	Rs	nP
1954-55	21,116	50
1955-56	11,346	06
1956-57	13,532	00
1957-58	9,801	00
1958-59	6,475	46

(upto 30-11-1958)

(c) No, Sir

Railway Protection Force

1694. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) the strength of the Railway Protection Force on the Northern Railway as on the 30th November, 1958;

(b) the number of Chief Security Officers, Inspectors and other Junior Officers; and

(c) the total expenditure incurred in maintaining the force during 1958-59, upto the 30th November, 1958?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). The required information is given below:—

Chief Security Officer	1
Security Officer	1
Commandant A.W.	1
Assistant Commandant A.W.	1
Assistant Security Officers	10
Inspectors	38
Sub-Inspectors	146
Subedars	92
Other staff	7,503
Total strength	7,793

(c) The expenditure accounted as incurred during 1958-59 (upto 30-11-58) is Rs 51,64,000

Alarm Chain Pulling

1695. Shri D. C. Sharma:
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to state the number of occasions when alarm chains were pulled during 1955-56, 1956-57 and 1957-58 on all Indian Railways, zone-wise?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A statement is laid on the Table [See Appendix IV, annexure No 63]

Grand Trunk Express

1696. Shri D. C. Sharma: Will the Minister of Railways be pleased to state.

(a) the amount of money spent on improving line capacity, signalling works, doubling of lines and other improvements of track to speed up the Grand Trunk Express between Delhi and Madras during the First Five Year Plan period, and

(b) during the first two years of the Second Five Year Plan?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Approximately Rs 640 lakhs for the works for providing more throughput for all trains including goods traffic.

(b) Approximately Rs 360 lakhs for the purpose as in (a) above.

दिल्ली टिकट यात्रा

१६९७. श्री पद्म देव : क्या रेलवे मंत्री एक ऐसा विवरण समा-पटल पर रखने की कृपा करेंगे जिसमें निम्नलिखित जानकारी दी हुई हो :

(क) १६५७ और १६५८ में अब तक दिल्ली टिकट यात्रा करने वाले कितने यात्री पकड़े गये; और

(ख) उनमें से किन्होंने को दण्ड दिया गया?

रेलवे उपमंत्री (श्री शाहनवाज खान) :

(क) और (ख). सून्हना मंगायी जा रही है और सभा पटल पर रखी जाएगी।

Selection Posts on Northern Railway

1698. { Shri Ram Krishan:
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to state:

(a) whether numerous selection posts are vacant on metre gauge and broad gauge sections of Northern Railway at present;

(b) if so, how many and for how many years; and

(c) the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No posts are vacant but some have been filled as an ad-hoc measure pending regular selections.

(b) The number of posts thus filled is 630 and the period ranges from 1 to 6 years.

(c) The delay has been due to the non-finalisation of seniority lists of staff of the various integrating units and non-availability of service records, etc. Selections in certain cases

at present filled ad hoc have however already been held and in others are being arranged.

Express Train between Delhi and Fazilka

1699. Shri Ram Krishan: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1270 on the 14th March, 1958 and state the latest position with regard to the provision of an Express Train Service between Delhi and Fazilka?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): There is no change in the position already indicated

First Class Coaches

1700. Shri Ram Krishan: Will the Minister of Railways be pleased to state the number of 1st Class coaches on the metre gauge section of Northern Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): On 1-4-1958 the Northern Railway had the following 1st Class coaches on line:

Full 1st Class	{	Bogie 7
		F.W. 57
Composit coaches with 1st Class accommodation	{	Bogie 50
		F.W. 4

Visitors to Bhakra Nangal Project

1701. Shri Ram Krishan: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 3240 on the 5th May, 1958 and state the total number of persons who visited the Bhakra Nangal Project since January 1958, month-wise?

The Deputy Minister of Irrigation and Power (Shri Hathi):

Month	Number of visitors
January, 1958	9,663
February, 1958	10,121
March, 1958	46,251
April, 1958	15,774
May, 1958	16,485
June, 1958	14,805
July, 1958	25,006
August, 1958	16,693
September, 1958	13,804
October, 1958	19,373
TOTAL	1,89,975

D.V.C. Canals

1702 Shri Subiman Ghose: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 2962 dated 27th September, 1958 and state:

(a) whether it is a fact that the right bank of the Damodar Valley Corporation Canal by the side of Grand Trunk Road near Chhanu village, P.S. Memari, District Burdwan, West Bengal, was washed away during July-August, 1958;

(b) if so, the reasons therefor?

(c) whether it is a fact that for the lands in the villages of Baidyadanga, Rasulpur, Rajpur, Chaknara, Ulara, Jyotkaun, water could not be supplied for irrigation from Damodar Valley Corporation Canals during the last rains; and

(d) if so, the reasons therefor?

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

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

(c) and (d). No. The fields in the villages of Baidyadanga and Rasulpur and also parts of Chaknara and Jyotkaun received sufficient irrigation water, and the rest of the area, viz., parts of Chaknara and Jyotkaun and the villages of Ulara and Rajpur re-

ceived water after a temporary diversion was put across the Gangur near the off-take of the old Behula. This diversion would not have been necessary had the villagers excavated a field channel starting from the upstream side of Regulator at ch. 145 for a length of approximately three-quarters of a mile.

Overbridge at Kesinga Railway Station

1703. Shri P. K. Doo: Will the Minister of Railways be pleased to state:

(a) whether the scheme to construct an overbridge at Kesinga railway station in Kalahandi has been considered by the Railway Board; and

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

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir. The Railway Administration has considered the proposal

(b) The State Government's approval to the site and cost is awaited

Applications for the Posts of Postmen and Mailguards

1704. Shri Kumbhar: Will the Minister of Transport and Communications be pleased to state:

(a) the number of applications received post-wise by the Posts and Telegraphs Department, Orissa Circle, for the posts of postmen, village postmen and mailguards till the end of October, 1958;

(b) the number of candidates selected;

(c) the number of scheduled castes and scheduled tribes among them;

(d) whether the scheduled castes and scheduled tribes selected are according to the reserved quota fixed for them; and

(e) if not, the reasons therefor?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Postmen and Village Postmen—286. Mailguards—22.

(b) Examination for recruitment to the Postmen, Village Postmen and Mailguards cadres was held on the 9th November, 1958, and the declaration of results may take about two months. Completion of necessary formalities, before appointment, may take another three to four months.

(c) to (e). Do not arise.

Hospitals and Dispensaries in Union Territories

1705. **Shri Kumbhar:** Will the Minister of Health be pleased to state:

(a) whether the reserved quota in services for the scheduled castes and scheduled tribes has been filled up so far in various hospitals and dispensaries in Union Territories; and

(b) if not, the reason thereof?

The Minister of Health (Shri Karmarkar): (a) and (b) The information is as follows:

Laccadive, Minicoy and Amindivi Islands.—No quota has yet been reserved in the services for Scheduled Castes and Scheduled Tribes in this Union Territory. All the inhabitants have been declared to be Scheduled Tribes. The question of reservation of quota for Scheduled Tribes does not, therefore, arise. All the islanders who are qualified to hold the posts have been employed. Being backward in education only very few persons are qualified to hold even lower grade posts. The Class II and most of the Class III posts are filled up by deputation of officers from the Kerala State. When qualified persons are available on the Islands, the present staff who are taken on deputation basis from the Kerala Government will be replaced by them.

Tripura.—Due to non-availability of suitable candidates, the reserve quota for Scheduled Castes and Scheduled Tribes has not been filled.

Himachal Pradesh.—Due to non-availability of suitable candidates, the reserved quota for Scheduled Castes

and Scheduled Tribes has not been filled up by them.

Delhi.—Due to non-availability of suitably qualified candidates the reserved quota for Scheduled Castes and Scheduled Tribes in respect of Class III posts could not be filled up by them. In respect of Class IV posts, however, the number of vacancies filled by Scheduled Castes and Scheduled Tribes are more than the reserved quota.

Manipur.—In this Union Territory the number of Class III and Class IV posts filled by Scheduled Castes and Scheduled Tribes are more than the reserved quota.

Andaman and Nicobar Islands.—No quota has yet been reserved in services for Scheduled Castes and Scheduled Tribes in this Union Territory as there are no such castes and tribes in this territory.

Cash Security Deposits of Employees

1706. **Shri Kumbhar:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 2009 on the 15th September, 1958 and state:

(a) whether the required information regarding cash security furnished by the Station and Assistant Station Masters on the South Eastern Railway has since been collected, and

(b) if so, when it will be laid on the Table?

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

(b) A statement is laid on the Table. [See Appendix IV, annexure No. 64].

Sweepers Colony at Berhampur-Ganjon Railway Station

1707. **Shri U. C. Patnaik:** Will the Minister of Railways be pleased to state what steps have been taken for the establishment of a Sweepers Colony at the Berhampur-Ganjon Railway Station on the South Eastern Railway?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Sweepers and other scavenging personnel are allotted quarters along with other Class IV staff in general and there is no such practice as establishing sweepers colonies At Berhampore 20 per cent Scavenging staff are already housed in railway quarters

Bullock Carts

1708. Shri U. C. Patnaik: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 1371 on the 18th September, 1958 regarding Bullock Carts and state

- (a) the names of the four States where the scheme was worked out.
- (b) the amount spent in each State,
- (c) steps taken to persuade State Governments to take advantage of the grants aggregating Rs 1.50 lakhs sanctioned under the pilot scheme in 1956, and
- (d) the reasons for not taking up the scheme by State Governments?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Bihar, Bombay, Madras and Madhya Pradesh

- (b) Bihar—Rs 2,500
Bombay—Rs 1,525
Madras—Rs 1,850

Madhya Pradesh—Information will be laid on the Table of the Sabha when received from the State Government

(c) and (d) The object of the pilot scheme was to demonstrate the actual users the advantages of the use of pneumatic tyres and to collect reliable data for determining the relative efficiency and economy of the pneumatic tyred carts as compared with the ordinary iron-tyred carts As stated in the reply to Starred Question No. 1371 referred to, subsequently it was noticed that the conversion of iron

tyred wheels into pneumatic tyred ones had already started in large cities and areas where good metalled roads existed such as sugar cane areas of Uttar Pradesh This showed that it was not necessary to demonstrate the utility of the change where the roads were good Accordingly, the pilot scheme was not pursued further

Survey of Farming Practices in Bombay State

1709. Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state

- (a) whether a pilot survey of use of fertilizers and other farming practices is being conducted in Bombay State,
- (b) if so, the names of the districts, and
- (c) the progress made so far?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes A scheme for collection of a data on cultural and manurial practices in Bombay State is in operation since First September, 1955

(b) The following districts have been covered so far by the survey— Kaira, Kolaba, Kolhapur, Dharwar, Broach, Nasik, Ahmednagar, Bijapur, Baroda, Sholapur, Panchmahals, Thana, Sabarkantha, East Khandesh, Ratnagiri and Surat

(c) The collection, compilation and statistical analysis of the data is in progress

Wagons

1710. Shri Pangarkar: Will the Minister of Railways be pleased to state the daily average number of wagons loaded from stations on the Central Railway for stations on the Western Railway during 1957-58 and 1958-59 (upto the 30th September, 1958)?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Daily average number of wagons in terms of

B.G. loaded from stations on the Central Railway for stations on the Western Railway was as follows:

1957-58	1958-59
	(Upto 30-9-58)
837	701

Cancer

1711. **Shri Pangarkar:** Will the Minister of Health be pleased to state-

(a) whether cancer is a curable disease, and

(b) if so, what is the specific line of treatment?

The Minister of Health (Shri Karmarkar): (a) Cancer is curable if detected in the very early stage

(b) There is no specific line of treatment. The treatment may be surgical or by radiation or chemotherapy

Family Planning Centres

1712. **Shri Pangarkar:** Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No 1142 on the 11th March, 1958 and state the number of family planning centres opened in the Bombay State during the year 1958-59 so far?

The Minister of Health (Shri Karmarkar): Seven urban family planning centres and one rural have so far been opened in Bombay State during 1958-59

BCG Teams in Bombay State

1713. **Shri Pangarkar:** Will the Minister of Health be pleased to state

(a) the present strength of BCG Teams in Bombay State,

(b) the number of medical officers working for mass BCG campaign, and

(c) the number of such units working in different parts of the State?

The Minister of Health (Shri Karmarkar): (a) 22 Teams

(b) 20 Medical Officers

(c) During the month of September, 1958, B.C.G Teams were working at the following places:-

No. of teams	Place of working
1	Bombay District
7	Sholapur District
5	Surat District
2	Aurangabad District
3	Akola District
1	Nalar District
1	Saurashtra District
1	Halad District
1	Kutch District

Schools for Children on the Central Railway Zone

1714. **Shri Pangarkar:** Will the Minister of Railways be pleased to state

(a) the number of schools at present being run at various stations on the Central Railway Zone,

(b) the number of children receiving education in these schools, and

(c) the number of schools to be opened during the Second Five Year Plan period on the Central Railway Zone?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 21

(b) 4703

(c) Opening of 28 new primary schools on the Central Railway during the Second Plan period has been approved. The position is, however, being reviewed with a view to open many more primary schools

Poultry Farms in Bombay State

1715. **Shri Pangarkar:** Will the Minister of Food and Agriculture be pleased to state the amount allotted during the years 1957-58 and 1958-59 so far to the Bombay State for the establishment of Extension-cum-Development

centres under the All India Poultry Development Scheme?

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

	Grant	Loan	Total
	(Rs. in lakhs)		
1957-58	2 78	0 86	3.64
1958-59	0 26	1 27	1 53

Marine Fish Farming

1716 Shri V. P. Nayar. Will the Minister of Food and Agriculture be pleased to state

(a) whether the Government of India has investigated the possibility of Marine Fish Farming in India,

(b) if so, the steps taken to increase marine fish culture, and

(c) whether Government of India has deputed any specialist or team of specialists to study the problems of marine fish farming in Java, Indonesia or the Philippines?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Central Marine Fisheries Research Station, Mandapam has taken up investigations on marine fish farming

(b) Does not arise at this stage in view of the position explained at (a) above,

(c) A few officers of the State Governments were sent to Indonesia in 1952 for studying brackish water fish farming methods

Molluscs of West Coast

1717. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state

(a) the present position regarding commercial molluscs of the West Coast, and

(b) what is the annual yield of molluscs on the West Coast?

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

resources of commercial species other than chank and pearl oysters, utilised for food including mussels, oysters, clams and cephalopods are more plentiful on the West Coast than on the East Coast. The pearl fisheries on the West Coast are confined to the Gulf of Kutch and are much limited in their extent and less productive than on the East Coast. Chank fisheries on a small scale exist in Gulf of Cutch, off Kathiawar and off Vizhinjam in Kerala. The Gulf of Kutch fisheries of windowpane oysters have deteriorated in recent years. Clams are the best utilised for human food. There is a good demand for edible oysters in Bombay but although the resources are plentiful their utilisation is very much limited

(b) the estimated annual yield of molluscs in the West Coast is as follows—

(1) Pearl oysters	35,300 numbers ,
(2) Windowpane oysters	1,50,000 "
(3) Chanks	37,000 "
(4) Clams	3,300 metric tons
(5) Edible oysters	24,00,000 numbers ,
(6) Squids and Cuttle fish	560 metric tons ,
(7) Shells for lime etc. (from Sub-fossil Deposits)	4,82,850 tons (Approx)

Oil Sardine Shoals

1718. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state

(a) whether at the instance of Government of India or any other State Governments, any information has been collected about the occurrence of oil sardine shoals beyond 10 miles from the shore, and

(b) whether any work has been done to find out from where the oil sardines move to the coastal waters on the West Coast?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Information of the occurrence of Sardine Shoals outside the 10 miles zone has not been obtained regularly so far.

(b) This work is engaging the attention of the Central Marine Fisheries Research Station

Fisheries

1719. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state

(a) whether at the instance of the Ministry of Food and Agriculture special attention is now being paid in the Community Development Blocks and National Extension Service Schemes under the Ministry of Community Development, for Development of fisheries, and

(b) if so, the results thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) A scheme for opening 2 to 5 centres for intensive fishery development in each State as recommended by the conference of State Ministers for Fisheries held at Mysore in July, 1958 is under consideration of Ministry of Community Development

Fisheries in River Valley Schemes

1720. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state

(a) whether any special amount has been ear-marked for the development of fisheries in River Valley Schemes of the Central Government for the current five year plan, and

(b) if so what are the details?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Information is being collected and will be placed on the Table of the House in due course

Transport of Fish

1721. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state

(a) the facilities which exist today in the matter of Rail and Road Transport of fish from coastal areas to inland areas in non-perishable condition; and

(b) the quantity of fish estimated to be transported in refrigerated or insulated conditions in India, per day?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Arrangements exist for transport of fish in fast trams from producing to consuming centres Suitable approach roads are being constructed by the State Governments to facilitate expeditious movements of fish from landing centres to the main roads and rail heads Ten insulated road vans procured under the foreign aid programme have been allotted to the State Governments for transportation of fish in their States

(b) Fish is not now transported in refrigerated or insulated rail cars, efforts are being made to procure a few such rail cars to work on an experimental basis in a few selected routes

Death of Indian Seaman on Board a Glasgow Freighter

1722. { Shri H. N. Mukerjee,
Shri Muhammed Elias:

Will the Minister of Transport and Communications be pleased to state

(a) whether his attention has been drawn to a press report dated November, 9, that an Indian seaman operating on board a Glasgow freighter "Fonsbank" died of burns after the ship caught fire some 150 miles south of Durban,

(b) whether there are any Indians among the survivors, and

(c) what steps are being taken to ensure that proper compensation is paid to victims of the accident?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes The ship referred to is 'Forresbank' No Indian seaman was, however, involved The crew on the ship was engaged in Pakistan

(b) There were two Indian officers (Engineers) on board but they escaped without any injury.

(c) Does not arise.

वाम अवेदन संस्था का डिप्लोमा

१७२३. { जी वाम देव :
जी विद्युति नियम :
जी नेह राम नेही :

क्या वाम तथा हुवि में यह बताने की कृपा करेंगे ?

(क) क्या वन गवेषणा सम्या, देहरादून का डिप्लोमा सब मामलों में अन्य विदेशी डिप्लोमाओं के समकक्ष समझा जाता है और

(ख) यदि नहीं, तो उनके क्या कारण ?

वाम तथा हुवि बंडी (जी अ० श० शेन) : (क) जी हा, यह डिप्लोमा विदेशी विश्वविद्यालयों में डिप्लोमा कोर्स के बराबर माना जाता है, क्योंकि इस डिप्लोमा के प्राप्त करने वालों को ओक्सफोर्ड के एडवान्स डिप्लोमा कोर्स (Advanced Diploma Course) में भर्ती कर लिया जाता है। यह केवल मात्र वन विज्ञान में ऐजुकेशन के लिये लगा हुआ है और उनकी अमेरिका के विश्वविद्यालयों में वन विज्ञान की एम० ए० डिप्लोमा में भर्ती कर लिया जाता है। वाय और उचित संगठन भी 'हरादून में दिये गे' प्रशिक्षण को मान्यता देता है।

(ख) प्रश्न ही नहीं होता।

Shahganj-Mau Railway Line

1724. Shri Kalika Singh: Will the Minister of Railways be pleased to state:

(a) what programmes of works, machinery and rolling stock have been undertaken on the Shahganj-Mau branch line of North-Eastern Railway;

(b) which of the stations on this line are undergoing improvements

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and what works and amenities are being provided in 1958-59;

(c) whether multiple track between Shahganj and Mau and Varanasi and Mau is feasible; and

(d) if so, whether the proposal has been examined?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Works of improvement to line capacity, commercial facilities, and amenities including electrification are included in the list of works for 1958-59 and also of 1959-60 at the stations on Shahganj-Mau Junction Branch. Relaying of the existing 41½ lbs. rails and fastenings with 60 lbs. rails has also been included in the list of works for 1959-60.

(b) The following works are in hand or proposed at the various stations:

1. Shahganj: Additional yard facilities.

2 Mau Jn.: Additions and alterations in the yard, extension of goods shed and office, parcel godown and office, strong room, extension of waiting hall and provision of 12 benches

3 Azamgarh: Minor alteration in the yard, extension of goods shed and office, parcel godown and office, strong room, benches in the waiting hall and two units bathing cubicles.

4 Rani-Ki-Sarai: New goods shed and electrification.

5. Khorason Road: Electrification

6. Sarai Mir
7. Pharia
8. Didarganj Road
9. Jahanganj Road
10. Khurat } Hand Pump

11 Muhammadabad (Gohna): Electrification.

(c) and (d). Necessity for providing multiple tracks between Shahganj and Mau and Varanasi and Mau is not yet justified.

Railway Schools

1726. **Shri Kumbhar:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2022 on the 5th April, 1958 and state:

(a) whether replies have been received from the State Governments concerned regarding the provision of facilities and financial help for the students belonging to Scheduled Castes and Scheduled Tribes in Railway Schools on S E Railway, and

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

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) No The Railways have, however, been directed that the fee concessions as prescribed by the State Governments within whose territories the Railway Schools lie should be extended to Scheduled Castes and Scheduled Tribes students even if it be not obligatory for non-State Government Schools under State Governments regulations to grant the concessions and that the loss on this account should be borne by the Railway Administrations until it is possible to get it made good by the State Governments concerned

Electrification of Punjab

1726. **Shri Daljit Singh:** Will the Minister of Irrigation and Power be pleased to state

(a) the total amount of national as well as foreign exchange paid to the Punjab Government under the Second Five Year Plan for spending on such works as would increase the production of electricity, and

(b) the heads for which the amount was utilised?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b) A statement giving the requisite information is laid on the Table [See Appendix IV, annexure No 65]

Falling of Wagons in Brahmaputra River

1727. **Shrimati Maista Ahmed:** Will the Minister of Railways be pleased to state-

(a) whether Government are aware that on the 4th November, 1958 one wagon of a goods train fell into the Brahmaputra River and another wagon was derailed on the barge at Amingaon Wagon Ferry Ghat;

(b) if so, the amount of loss sustained, and

(c) the nature of goods that were loaded in the wagons?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, at about 03 15 hours on 4th November, 1958 while being loaded on the Barge

(b) The damage to the Rolling Stock and the Barge has been assessed at Rs 800

(c) The wagon which fell into the Brahmaputra river was loaded with 396 tins of Mustard Oil

Sale of Food Packets between Delhi and Howrah

1728 { **Shri H. N. Mukerjee:**
 Shri Muhammed Elias:
 Shri Prabhat Kar:

Will the Minister of Railways be pleased to state

(a) the reasons for there being no visible arrangement for the sale of cheap, hygienic food packets at important stations even when long distance trains ply between Delhi and Howrah, and

(b) the steps taken or proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Arrangements already exist for the sale of food packets through bearers of Railway Refreshment Rooms and authorised train side vendors at important stations between Delhi and Howrah. These stations are Howrah, Asansol,

Patna, Mogalsarai, Allahabad, Kanpur, Lucknow, Moradabad and Delhi:

(b) Does not arise in view of answer to part (a).

Howrah-Delhi Air-conditioned Train Service

1729. { Shri H. N. Mukerjee:
Shri Muhammed Elias:
Shri Prabhat Kar:

Will the Minister of Railways be pleased to state:

(a) whether attention of Government has been drawn to the inadequacy of certain arrangements in the third class air-conditioned and vestibuled train service between Howrah and New Delhi, and

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

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

(b) Some improvements have been carried out in the Chair Cars during the last Workshop repairs. Other improvements are under consideration and those found feasible for adoption will be effected in due course

Claims on N. E. Railway

Shri H. N. Mukerjee.
Shri Muhammed Elias.
Shri Prabhat Kar:
Shri P. C. Borooh.

Will the Minister of Railways be pleased to state

(a) the total number of pending compensation claim cases received by the North-East-Frontier Railway from the North-Eastern Railway and the total amount claimed;

(b) the total number of such cases disposed of since the transfer and the amount paid as compensation, and

(c) the reason for delay in the disposal of the pending cases?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 3,460 cases and Rs 128 lakhs approximately

(b) 2,271 cases have been disposed of upto 31st October, 1958 of which 1,117 cases were settled by payment of Rs 19 lakhs approximately

(c) The bifurcation of the North-Eastern Railway into the North-Eastern and the North-East-Frontier Railways and the consequent transfer of claims files from Gorakhpur to Pandu inevitably led to a certain amount of delay. In addition, it took some time to obtain adequate trained staff to handle claims work at Pandu. Hence there has been some delay in the disposal of the pending cases

The matter is however being closely watched and special steps are being taken to liquidate the arrears

Supervision of Ticket Checking Staff

1731 Shrimati Mafida Ahmed: Will the Minister of Railways be pleased to lay a statement on the Table showing

(a) the number of occasions on which higher officials exercised checking on each of the following branch Lines of the N.E.F. Railway during the period from the 1st January, 1958 to 30th October, 1958,

- (i) Dhubri-Golokganj-Fakiragram
- (ii) Rangiya-Rangapara North-Tezpur
- (iii) Chaparmukh-Silghat
- (iv) Furkating-Jorhat-Marijan
- (v) Naginimara-Simaluguri-Morahat, and

(b) whether they travelled incognito or with prior intimation to the subordinates entrusted with the duties of checking tickets?

**The Deputy Minister of
(Shri S. V. Ramaswamy):**

(a) Name of Section	No. of occasions
Dhubri-Gokalganj-Fakiragram . . .	59
Rangiya-Rangpura North Itapur . . .	76
Chaparmukh-Silghat . . .	15
Furkating-Jorhat-Mariam . . .	18
Naginimora-Simaluguri-Morahat . . .	23
TOTAL . . .	191

(b) On 41 occasions the checks were by surprise while on the remaining 150 occasions the checks were conducted while the officials concerned were on their normal tours.

Contracts

1732. Shrimati Mafta Ahmed: Will the Minister of Railways be pleased to state:

(a) whether any order has been issued to Railway Administrations to settle contracts of the value of less than Rs 5,000 with Registered Labour Co-operatives without calling for tenders on the same lines as those issued by the Ministry of Works, Housing and Supply; and

(b) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) General instructions have been issued to all Railways. However, at the instance of Bombay and Punjab Governments, in which States the co-operative experiment has been initiated, more specific instructions have been issued, as an experimental measure, to the Western, Central, Southern and Northern Railways.

(b) Does not arise.

Tinsukia-Makum Express Road

1733. Shrimati Mafta Ahmed: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have received representations for an Express

Railways Road between Tinsukia and Makum; and

(b) if so, the decision taken thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No Madam. But representations have been received for widening and surfacing National Highway No. 37 between Tinsukia and Makum. This Section of National Highway No. 37 is not an Express way.

(b) Financial sanction for an estimate amounting to Rs. 4.61 lakhs has since been accorded for widening the formation and surface width of miles 303½ to 308½ of the Assam Trunk Road National Highway No. 37 between Tinsukia and Makum on the 1st October, 1958.

Oak Grove School

1734. Shri Dinesh Singh: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2995 on the 27th September, 1958 and state:

(a) whether the new principal recruited through the Union Public Service Commission has since joined Oak Grove School, Jharipani; and

(b) if so, his qualifications?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) A statement is laid on the Table. [See Appendix IV, annexure No. 66].

State Trading in Foodgrains

1735. Shri E. Madhusudan Rao: Will the Minister of Food and Agriculture be pleased to state whether the Government is considering any proposal to convene a conference of all the interests concerned before taking any final decision on the proposed State trading in wholesale foodgrains?

The Minister of Food and Agriculture (Shri A. P. Jain): A working Group of officials has been constituted to work out the details. The Government will consider the whole

matter on receipt of their report and in the light of the views that have been or are being expressed by different interests.

Potatoes

1736. Shrimati Mafida Ahmed: Will the Minister of Irrigation and Power be pleased to state.

(a) whether it is a fact that about 1800 maunds of potatoes preserved in Kanaihatshal cold storage maintained by DVC were damaged;

(b) the loss of amount involved thereby,

(c) whether the responsibility could be fixed for the damage, and

(d) if so, the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Nath): (a) The quantity of potatoes that got damaged was about 700 maunds only and not 1800 maunds

(b) The value of the damaged seed potatoes, on the basis of sale price at storage time is about Rs 6,000. Under the terms and conditions of storage, the Damodar Valley Corporation are not liable for any loss or damage

(c) The damage was due to sprouting of the potatoes. The causes that led to the sprouting are not clearly known though interruption and temporary failure of power supply by the West Bengal State Electricity Board over which the Damodar Valley Corporation has no control may be one of the reasons for sprouting

(d) Does not arise

Tourist Lodge at Gauhati

1737. Shrimati Mafida Ahmed: Will the Minister of Transport and Communications be pleased to state.

(a) whether it is a fact that Government have a scheme to construct a tourist lodge at Gauhati (Assam),

(b) if so, the estimated cost of the project;

(c) whether financial sanction has been accorded, and

(d) if so, when the project is likely to be started?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d) The Second Five Year Plan for tourism contains schemes for the construction of two Rest Houses for the use of tourists at Gauhati, one of the standard suitable for foreign and upper class Indian Tourists estimated to cost about Rs 2 50 lakhs and to be financed entirely by the Central Government, the other for low and middle income group Indian Tourists estimated to cost about Rs 1 66 lakhs to be financed jointly by the Central and State Governments in equal proportion. For the latter the State Government have already issued the financial sanction and the work is in progress. The need for putting up the former during the current Plan Period is being reviewed in the light of the curtailment of the allotment for the Central Sector of tourist plan from Rs 2 00 crores to Rs 1 10 lakhs and the number of foreign tourists at present visiting or likely to visit Gauhati in the near future

Report of Educational Advisers on Railway Schools

1738. Shri P G Deb: Will the Minister of Railways be pleased to state.

(a) the main features of the report of the Educational Advisers appointed by the Railway Board in July, 1956 for surveying of school facilities and standards adopted for children of Railway employees, and

(b) the Government's decision thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) A statement showing the more important recommendations made by the Educational Advisers and the Government's decisions thereon is laid on the Table. [See Appendix IV, annexure No 67]

Apart from these recommendations of a general nature, the Educational Advisers have also made recommendations in respect of certain individual Railway schools in regard to accommodation and equipment. Railway Administrations are being asked to examine these recommendations in the light of yardsticks prescribed by the State Governments concerned in this matter with a view to implementing them after making necessary provision in the Budget for each year.

Multipurpose Schools

1739. Shri P. G. Deb: Will the Minister of Railways be pleased to state

(a) whether the Government propose to establish one multipurpose school in each State for better railway administration in the country, and

(b) if so, whether one multipurpose school will be established at Sambalpur or Rourkela for the above purpose?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Government are only proposing to convert some of the existing Railway High Schools into multipurpose ones.

(b) No, there is no Railway High School at either station.

National Highway No 6

1740. Shri P. G. Deb: Will the Minister of Transport and Communications be pleased to state

(a) whether the progress of the construction of National Highway No 6 between Keonjhar and Sambalpur in Orissa is at par with the progress of others in the State,

(b) if not, what is the reason for such slow work, and

(c) what measures Government propose to expedite the construction?

The Minister of State in the Ministry of Transport and Communications

(Shri Raj Bahadur): (a) to (c). Presumably the Member is referring to section of National Highway No. 6 between Keonjhar and Sambalpur. The progress on works already sanctioned has been satisfactory so far, but sanction to new works are being restricted due to paucity of funds.

Burdwan Station

1741. Shri Subiman Ghose: Will the Minister of Railways be pleased to state the number of incoming and outgoing passengers at Burdwan Station, Eastern Railway in 1957 and 1958?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The number of outward and inward passengers dealt with at Burdwan station is as under —

Year	Outward	Inward
1957	15,52,878	10,46,518
1958 (upto 31st Oct 1958)	15,36,507	9,50,604

New Station between Majdia and Bagoola

1742 { Shri Subiman Ghose:
Shri H. N. Mukerjee:
Shri Tangamani:

Will the Minister of Railways be pleased to state

(a) whether it is a fact that several representations from the local public have been received by the Railway authorities for opening a new station between Majdia and Bagoola on Sealdah-Banpur line, Eastern Railway, and

(b) if so, the action taken thereon?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. Some representations have been received

(b) The suggestion is being examined

Assistance for various Agricultural Schemes

1744. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to lay on the Table a statement showing the total Central financial aid given so far by way of grants, loans and subsidies to the various States from the commencement of the First Five Year Plan for "G.M.F." Schemes, Purchase of foodgrain, animal husbandry projects, poultry farming, fisheries and forestry schemes?

The Minister of Food and Agriculture (Shri A. P. Jain): A statement containing information about financial assistance given upto 1957-58 is laid on the Table. [See Appendix IV, annexure No. 68.] According to revised procedure sanctions for the year 1958-59 will be issued only towards the end of the current financial year.

टेलीफोन राजस्व कार्यालय (उत्तर प्रदेश) में कलकों की भर्ती के लिये परीक्षा

१७४५. श्री नारायण दीन : श्री परिवहन तथा संचार मंत्री यह बताने की कृपा करें कि :

(क) क्या यह सच है कि टेलीफोन राजस्व कार्यालय (उत्तर प्रदेश) लखनऊ में कलकों की भर्ती के लिये प्रतिरोधिता परीक्षा का अवधेजी का प्रश्न पत्र २२ सितम्बर, १९५८ को परीक्षा होने से पहले ही मानूम हो गया था, और

(ल) यदि हाँ, तो इसके लिये उनरदायी कर्मचारियों के बिनाफ क्या कार्यवाही की गयी?

परिवहन तथा संचार मंत्री (श्री स० का० पाटिल) : (क) आ० और (ल) लेखा अहसर, टेलीफोन प्राय, उत्तर प्रदेश, लखनऊ के दफ्तर में अवर श्रेणी (Lower Division) के कलकों की भर्ती के लिये आयोजित परीक्षा के बारे में दुराकार—विवेयक कुछ एक आरोप देखने में आये हैं। डाक-तार महा-

प्रधान, लखनऊ को इस मामले में जांच-पड़ताल करने के लिये कहा गया है। उक्त प्रधानकारी को रिपोर्ट की प्रतीक्षा की जा रही है।

Roads in Delhi and New Delhi

1746. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the condition of roads in Delhi and New Delhi areas is fast deteriorating;

(b) if so, whether Government have asked for a report from the Central Public Works Department and the Municipal Corporation of Delhi in this regard; and

(c) will the report be laid on the Table?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Ministry of Transport and Communications are in administrative charge of National Highways and the Ring Road only. The other roads in Delhi and New Delhi are the responsibility of the Delhi Municipal Corporation and the New Delhi Municipal Committee.

During the heavy rains of the last monsoon the condition of roads in Delhi and New Delhi had deteriorated because of abnormal damages. Considerable repairs have since been carried out and further work on repairs is in progress in order to bring the roads to normal condition.

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

Taps at Charkhi Dadri Station

1747. Shri Ram Krishan: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1295 on the 2nd September, 1958 and state the progress since made in providing water taps at Charkhi Dadri Station?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A tubewell has been sunk and the water taps will

soon be provided. As already stated in reply to Unstarred Question No. 1298 for 2nd September, 1958, it is expected to complete the work by May, 1959, provided all the materials are received.

Theft of Consignments

1748. { Shri Ram Krishan:
Shri Kodiyan:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that four sainiks and a sub-inspector of the Railway Force were arrested recently at Delhi in connection with the theft of consignments;

(b) if so, whether any stolen property has been recovered from them, and

(c) the value of the property recovered?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c) Yes. They were arrested on suspicion under sections 379, 409 and 120B I.P.C. in a case in which the Government Railway Police had earlier made arrest of some other persons. No stolen property was recovered from the possession of these men of the Railway Protection Force.

Family Planning

1749. Shri Ram Krishan: Will the Minister of Health be pleased to state

(a) whether it is a fact that under the Contributory Health Service Scheme in Delhi, in addition to the medical aid facilities, advice is also given on family planning to the beneficiaries, and

(b) if so, the nature of arrangements made so far for giving advice on family planning?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir

(b) Family Planning clinics are attached to nine Contributory Health Service Dispensaries where advice is given on family planning methods and

free and subsidized supply of chemical and mechanical contraceptives is also arranged for persons requiring such assistance.

Re-modelling of Cuttack Railway Station

1750. { Shri Sanganna:
Shri B. C. Mullick:
Shri Mahanty:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 157 on the 12th August, 1958 and state the progress so far made in the work of remodelling the Cuttack Railway Station?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Up to now Rs. 4,000 have been allotted for additions and alterations to third class waiting hall. A further estimate for about Rs. 95,000 is still under consideration.

Additions and alterations to the III class waiting hall have been completed.

Apprentice Scheme for Train Examiners

1751. Shri Bahadur Singh: Will the Minister of Railways be pleased to state:

(a) whether the various high level Committees such as Issac and Latham Committee and the Accident Inquiry Committee recommended to Government to start apprentice scheme for Train Examiners,

(b) if so, whether these recommendations were accepted, and

(c) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Issac and Latham Committee recommended introduction of apprenticeship where it was not already in force.

(b) and (c) No action was necessary on the above recommendation as the scheme of apprentice Train Examiners was already in existence on the Railways.

Eye Grafting

1752 Shrimati Ilia Palchoudhuri: Will the Minister of Health be pleased to state:

(a) whether attention of Government has been drawn to a statement by a French Army Veterinary Surgeon appearing in the 'Hindustan Times' dated the 26th September, 1958, that dog's corneas have been successfully grafted into the human eyes,

(b) if so, whether Government have taken any steps to get details of this new innovation in eye surgery, and

(c) with what result?

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

(b) No Heterogenous grafts have been implanted successfully in many cases even previously but they have invariably degenerated and the results are very short lived. The success claimed by the French Veterinary Surgeon may be regarded as quite premature.

(c) Does not arise

हिमाचल प्रदेश में भीनी का कारखाना

१७५३. श्री पद्म देव: क्या जाति तथा हुड़ि मंत्री यह बताने की क्रांत करेंगे कि

(क) वर्ष १९५८-५९ के लिये हिमाचल प्रदेश के राज्य बजट में जिम्मीनी के कारखाने के खोलने की व्यवस्था की गयी है, वह कारखाना कहा खोला गया है, और

(ख) उम पर कितना व्यय हुआ है और उस सम्बन्ध में अब तक क्या प्रगति हुई है?

जाति तथा हुड़ि मंत्री (श्री प्र० प्र० जैन): (क) हिमाचल प्रदेश शासन ने १९५८-५९ के बजट में किसी भी फंक्टरी के खोलने की व्यवस्था नहीं की है।

(ख) प्रश्न नहीं उठता।

हिमाचल प्रदेश में भीना-निर्वारण कार्य

१७५४. श्री पद्म देव: क्या जाति तथा हुड़ि मंत्री यह बताने की क्रांत करेंगे कि

(क) हिमाचल प्रदेश में दोनों के भीना-निर्वारण का कार्य कब से चालू हुआ है, और

(ख) यह काम कहा कहा हो रहा है और अब तक कितना काम हो चुका है; और

(ग) इस कार्य के पूरा होने में विलम्ब के क्या कारण हैं?

जाति तथा हुड़ि मंत्री (श्री प्र० प्र० जैन) (क) १९५१ से

(ख) मन् १९५१ से अक्टूबर, १९५८ तक सुकेत विभाग (चम्बा सक्किल) में और राजगढ़ और नहान विभागों (सिरमूर सक्किल) में निम्न कार्य किये गये हैं —

(चम्बा सक्किल)

	वन	एकड़
परिवीर्मन	२३३	६४२०३
अन्तिम निरीक्षण	१८१	३५१६६
भीना, थम्बो का		
निर्माण	१५८	८२२६८
मर्वे किया हुआ	१४६	७०४०३

भीना के थम्बो का

निर्माण	१५८४७
	मर्स्या

उन स्थानों के नामों को इकट्ठा किया जा रहा है, जहा पर कार्य हो रहा है और यथासमय सभा की टेबिल पर रख दिये जायेंगे।

(ग) कार्य के करने में कोई देरी नहीं हुई है।

हिमाचल प्रदेश में हुवि उत्पाद विकास योजना

१७५५. श्री पद्म देव : क्या लाल तथा हुवि मंत्री यह बताने की उपाय करेंगे कि

(क) हिमाचल प्रदेश में हुवि उत्पाद विकास योजना कब से चालू की गई है, आवार

(ख) उक्त योजना के अन्तर्गत कौन-कौन सी वस्तुये बेची जायेगी ?

लाल तथा हुवि मंत्री (श्री अ० प्र० बहू) (क) और (ख) कोई हुवि पण्य योजना जिस में पदार्थों के बेचने का उपबन्ध हो, हिमाचल प्रदेश में नहीं है।

तथापि मार्केट-इन्टेलिजेन्स (Market Intelligence) के विकास के लिये एक योजना सितम्बर, १९५७ में आरम्भ की गई। यह योजना प्राइस-कोटेशन्स (Price Quotations) की रिपोर्ट देने के लिये केन्द्रों की स्थापना, प्रतिदिन मार्केट न्यूज बुलेटीन का प्रमाणण (Broad-cast of Daily Market News Bulletin), बाजार के भावों का मन्ताहिक रिव्यु का निकालना और नियतकालिक मार्केट न्यूज बुलेटीनों के प्रकाशन तक भीमित है।

हिमाचल प्रदेश में मधुमक्खी पालन

१७५६. श्री पद्म देव : क्या लाल तथा हुवि मंत्री यह बताने की ज़रा करेंगे कि

(क) हिमाचल प्रदेश में गधुमक्खी पालन के विकास से सम्बन्ध में अब तक क्या कार्यवाही की गई है, और

(ख) शहद निकालने के पुराने तरीकों के स्थान पर नये तरीके चालू करने के लिये सरकार ने क्या उपाय किये हैं ?

लाल तथा हुवि मंत्री (श्री अ० प्र० बहू) (क) हिमाचल प्रदेश में चम्ब स्थान पर मधुमक्खी पालन के विकास के लिये अप्रैल १९५४ के एक योजना आरम्भ

की गई। इस योजना के प्रमुखतम निम्न केन्द्र उठाये जा रहे हैं :—

(१) ग्रामों में मधुमक्खी पालने के मुधरे हुए तरीकों का परिचय। दिलचस्पी रखने वाले ग्रामीणों को लगभग ४०० मुधरे हुए बाक्स हाइव्स (box hives) और बाल हाइव्स (wall hives) अर्द्ध तक दिये गये हैं।

(२) ग्रामीणों को शहद निकालने में और उसके पण्य में सहायता देना। ग्रामीणों के बाल हाइव्स से लगभग १५०० पौड़ शहद निकाला गया है, उसको साफ किया गया है और ग्रामीणों ने महकारीता के आवार पर अपने आप बेचने के लिये उसको बोतलों में भरा है।

(३) मधुमक्खी पालने के वर्तमान तरीकों में प्रशिक्षण देना। हिमाचल प्रदेश के अनेक रिजन्स (Regions) में ८८ व्यक्तियों को प्रशिक्षित किया गया है।

(ख) पुराने देसी मधु पेटिकाओं को बाल हाइव्स में बदल दिया गया है, जिन में निकाले जा सकने वाले क्रेम लगे हुए हैं और इन हाइव्स में शहद निकालने वाले वर्तमान मेन्ट्रीफ्यूगल डग के द्वारा शहद निकाला जाता है।

Shahdra-Saharanpur Light Railway

1757 Pandit D. N. Tiwary: Will the Minister of Railways be pleased to state—

(a) whether it is a fact that the passenger income on the Shahdra-Saharanpur Light Railway has greatly decreased due to competition by buses; and

(b) if so, the action taken or proposed to be taken in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The Shahdara-Saharanpur Light Railway Company has represented that road competition started in December, 1957 and consequently passenger earnings have declined. It has been indicated by the Company that during the period from December, 1957 to September, 1958, the drop in the passenger earnings as compared to the corresponding period of the previous year, is 46 per cent

(b) The matter has been referred to the Ministry of Transport and Communications, who are primarily concerned with Road transport, and who are examining the matter in consultation with the Planning Commission

Competition between Buses and Railways

1758. Pandit D. N. Tiwary: Will the Minister of Transport and Communications be pleased to state

(a) whether the Government has a proposal to discuss with the State Transport Authorities for regulating the issue of permits for plying buses on those roads which run parallel to the Shahdara-Saharanpur Light Railway lines, and

(b) if not, whether any scheme has been evolved to discourage such competition to arrest the fall in the income of the Railways?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) The question of affording protection to the Shahdara-Saharanpur Light Railway against competition from road transport, so as to enable the Railway Company to continue in operation on an economic basis has been under discussion with the State Government of Uttar Pradesh and the Railway Management. A few proposals are under consideration of Government in this connection and it is expected that a satisfactory solution will be reached in due course

Colliery Siding

1759. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to state-

(a) when the Colliery siding from Kalyan Khan (Smgareni Collieries Company) to Bellampalli will be completed,

(b) the total estimated cost of this siding, and

(c) whether adequate marshalling yards exist at Bellampalli for transporting the increased production of coal from Tandur Collieries?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The construction of this assisted siding is included in the 1959-60 programme. It is expected to take 12 months to complete from date of commencement

(b) Approximately Rs 18 35 lakhs

(c) Yes

Railway Station at Ramavaram

1760. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 2349 on the 18th September, 1958 and state the grounds on which the proposal for opening a railway station at Ramavaram between Bhadrachellam Road and Colliery siding, Central Railway was found to be 'unacceptable'

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (i) The station required will be on an assisted siding solely meant for the carriage of goods for specific parties who bear part of costs and is not meant for the carriage of passenger traffic

(ii) Running of passenger trains on the siding would, to some extent, interfere with the day-to-day working, shunting and placements of goods wagons in the colliery siding

(iii) The track leading to the proposed colliery siding is not of the requisite standard for the safe operation of passenger trains

(iv) The expenditure to be incurred for raising the standard of the track, so as to make it fit for passenger train operation, and in providing additional loops and other necessary terminal facilities at Ramavaram for passenger train operation, is not found justified in relation to the additional passenger earnings that are expected to accrue.

National Co-operative Marketing Federation

1761. { Shri Ram Krishan:
Shri Rami Reddy:
Shri E. Madhusudan Rao:

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

(a) whether it is a fact that a National Co-operative Marketing Federation has been established recently; and

(b) if so, the main object of the Federation?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes. A society called the "National Agricultural Co-operative Marketing Federation Ltd.", has been registered as a Co-operative institution on 2nd October, 1958.

(b) The main objective of the Federation is to co-ordinate and promote the activities of the affiliated Co-operative institutions engaged in marketing and processing of agricultural and allied produce and assist and help them in internal trade as well as in export and import of commodities.

Damaged 'Skymaster' Plane

1762. { Shrimati Parvathi
Krishnam:
Shri Nagi Reddy:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1508 on the 23rd September, 1958 regarding accident to Night Air Service Skymaster and state:

(a) whether it is a fact that the damaged skymaster plane was left in

the open unprotected for more than a month;

(b) whether the plane has been put into operation after necessary repairs and replacements; and

(c) if so, what was the expenditure involved?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) The aircraft remained at the site of accident for about 20 days, because the Inspector of Accidents had to complete his preliminary enquiry before releasing the aircraft. Also, the Insurance Company with which the aircraft was insured, had to carry out a survey. Finally, special arrangements had to be made to remove the aircraft from the site. Necessary security guards were posted to guard the aircraft during the time it remained at the site of the accident.

(b) No, Sir.

(c) The cost of repairs to the aircraft which is insured, is estimated at about Rs. 24 lakhs.

Late Running of G.T. Express

1763. **Shri Vidya Charan Shukla:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 480 on the 25th August, 1958. and state:

(a) what are the causes for the late running pinpointed by the Officers and Inspectors specially deputed to travel by Grand Trunk Express;

(b) what is the result of the special drive stated to have been instituted recently;

(c) how many directives were issued to the General Managers since 1952 to improve the performance of the Grand Trunk Express; and

(d) the particulars of instances where disciplinary action was taken against the staff?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The causes pinpointed by the Officers and Inspectors specially deputed to travel by G.T Express trains are:

- (i) More time utilised for cautious driving over and above that provided in the Time Table
- (n) Alarm chain pulling by unauthorised persons Apart from what is stated above, due to heavy rains and breaches on the Kazipet-Balharshab section, train services between Delhi and Madras were dislocated from 31st August, 1958 Nos 15 Dn/16 Up Grand Trunk Express trains were diverted to run by a longer route via Waltair-Raipur-Nagpur upto 11th September, 1958 Even after the restoration of through communication, with effect from 12th September, 1958, speed restrictions had to be imposed These unavoidable factors and other operational causes affected the punctual running of the trains during September and October 1958
- (b) The performance of the Grand Trunk Express trains has improved in November and December (upto 10th) 1958 During the period No 15 Dn Grand Trunk Express arrived New Delhi right time on 30 days and No 16 Up G T Express arrived Madras Central right time on 27 occasions
- (c) It is not feasible to specify the exact number of directives issued from 1952 onwards General directives are issued from the Railway Board to the General Managers from time to time to improve the performance of all passenger carrying trains At the Conference with the General Managers, the punctual running of trains is stressed upon and the General Managers are asked to take steps to improve punctuality performance A daily punctuality statement on performance of all Mail/Express trains, including the G T Express trains, is received in

the Board's office These are scrutinised and all avoidable detentions are taken up with the Railways

(d) A statement showing the nature of disciplinary action taken against the staff is laid on the Table [See Appendix IV, annexure No 69]

Overbridge between Miller Ganj Area and Ludhiana Town

1764 Shri Ajit Singh Sarhadi: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 1630 on the 5th September, 1958 and state the progress since made in regard to the construction of an overbridge between the Miller Ganj area and Ludhiana town?

The Deputy Minister of Railways (Shri S V Ramaswamy): The Punjab Government's acceptance of the revised plan, estimate and allocation of their share of the cost is awaited for the proposal for replacing the level crossing on the G T Road by an overbridge

Lubricants

1765 Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that Indian Railways propose to import lubricants from foreign countries?

The Deputy Minister of Railways (Shri S V Ramaswamy): No The Railways' requirements of lubricants are normally procured through the Director General, Supplies and Disposals, who functions under the administrative control of the Ministry of Works Housing and Supply

Level Crossing on Ex-Bikaner Section of Northern Railway

1766 Shri Ram Krishan: Will the Minister of Railways be pleased to state

(a) whether it is a fact that there is no level crossing on the Ex-Bikaner Section of the Bikaner Division on Northern Railway and due to which

accidents of serious nature take place; and

(b) if so, whether Government propose to provide level crossing on this section?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir Level crossings are provided.

(b) Does not arise.

The provision of new level crossings is considered on specific request from the State Government and their acceptance to bear the full cost as per extant rules.

Telephone Machinery

1767. Shri Ram Krishan: Will the Minister of Transport and Communications be pleased to state:

(a) whether any assessment has been made of requirements of Telephone apparatus, instruments and other machinery for the rest of the Second Five Year Plan period; and

(b) how Government propose to meet the requirements of the telephone machinery?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes.

(b) From production of the P. & T Workshops, Government owned enterprises like the Indian Telephone Industries and by procurement from the open market where necessary.

Hassan-Mangalore Rail Link

1768. Shri Ram Krishan:
Shri Siddananjappa:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 436 on the 16th August, 1958 and state:

(a) whether the survey report of the Hassan-Mangalore Railway line has since been examined; and

(b) if so, with what result?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The report is still under examination.

Electricity Dues from Pakistan

1769. Shri Ram Krishan:
Shri Bahadur Singh:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 282 on the 20th August, 1958 and state:

(a) whether the Punjab (India) Government has taken up with the Government of Pakistan at Secretariat level the matter in regard to the sum of Rs 4,406.69 due in respect of the year 1957-58; and

(b) if so, the results of the talks held?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b) The matter was taken up by the Chief Engineer, Electricity Branch, Punjab (India), with his counterpart in West Pakistan. As the payment of the amount due has not so far been made, the matter has now been taken up with the Pakistan Government at Secretariat level

Running Staff on Railways

1770. Shri Rajendra Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that recommendations of the Running Staff Pay and Allowances Committee which had the approval of Railway Board have not been implemented in North Eastern Zone; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Recommendations as accepted by Government have generally been implemented

Construction of Culverts and Bridges on Railways

1771. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Finance and Revenue Minister of U.P. has alleged that Railways are responsible for flood and water-logging of vast areas of Western U.P.; and

(b) if so, what steps are being taken to construct more culverts and bridges for free flow of water?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The cause of water logging between Raya and Mathura Cantt. on the North Eastern Railway was attributed to inadequacy of waterway under the railway embankment.

The Civil and Railway Authorities have jointly decided to share equally the cost of providing a culvert of 1x6' span and another of 2x10' spans in replacement of the existing one of 2x5' spans in the area. The necessary drawings are under preparation and the work is expected to be taken up as soon as possible.

बद्रीनाथ और केदारनाथ को जाने वाली सड़क पर विश्राम-गृह

१७७२. { श्री भवत दर्शन :
श्री नवल प्रभाकर :

क्या परिवहन तथा संचार मंत्री २५ फरवरी, १९५८ के अतारांकित प्रश्न संख्या ५५७ के उत्तर के मध्यन्द में यह बताने की कृपा करें कि बद्रीनाथ और केदारनाथ को जाने वाली सड़क पर विश्राम-गृहों के निर्माण तथा विकास में अब तक क्या प्रगति हुई है?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : तारीख फरवरी, १९५८ के अतारांकित प्रश्न संख्या ५५७ के उत्तर में उल्लिखित १५ लकड़ी

के कमरों (Log Cabins) के बारे में उत्तर प्रदेश सरकार ने सूचना दी है कि ये अगोरा, गीला, बिराही और शीसला में बनकर तैयार हो चुके हैं और फुरकिया में यह काम पूरा होने वाला है। सुली, मस्ला, ग्वालदम, लोयकला, लाला, जरारी, भैरोंघाटी, गगोती, पाहुकेश्वर और भूइश्वर में ऐसे कमरे तैयार करने के लिये जगहें चुन ली गई हैं। राज्य सरकार ने मूल्यित किया है कि इस काम में अधिक उत्तराधिकारी नहीं हो सकी हैं क्योंकि जहाँ ये जगहें बर्फ से ढकी रहती हैं वहाँ आने जाने का रास्ता भी बहुत लंबाब रहता है, फिर भी उस दिशा में यथा संभव प्रश्नल किये जा रहे हैं। राज्य सरकार बद्रीनाथ केदारनाथ के रास्तों पर तीर्थ यात्रियों के लिये कई जगहों पर बड़े विश्रामगृह बनाने का विचार कर रही है।

अनाज को मूल्यस्तान

१७७३. { श्री भवत दर्शन :
श्री नवल प्रभाकर :
श्री साकल गुप्त :
श्री अ० क० गोपालन :

क्या रेलवे मंत्री २७ मित्तम्बर, १९५८ के तारांकित प्रश्न संख्या १६४३-के उत्तर के मध्यन्द में यह बताने की कृपा करेंगे कि-

(क) मुजफ्फरपुर (बिहार) में वर्षा में भींग जाने के कारण जो ४१६ मन गेहूं बेकार हो गया था उसके सम्बन्ध में की गयी जांच के क्या परिणाम निकले हैं;

(ल) इसके लिये उत्तरदायी कर्मचारियों के बिलाक क्या कार्यवाही की गयी है;

(ग) मुजफ्फरपुर के ग्रालावा और किंव-किंव स्थानों से इसी प्रकार अनाज के खराब होने की खबरें मिली हैं और कितना अनाज खराब हुआ है; और

(घ) ऐसे मामलों में क्या कार्यवाही की गयी है?

रेलवे उत्तराखण्डी (श्री लं० लं० रामस्वामी) :

(क) जाच मे पता चला है कि २५-३-१९५८ को रेलवे रसीद सं० ४१३१२० इन्वायर सं० १८ पर विशाखापत्नम से भुजप्परपुर ज० को ४१६० बोरो मे १०५७६ मन गेहूं बुक किया गया था । ये बोरे कठनी भुजप्पारा और मडुभाडीह के रास्ते भेजने के लिए १८ लूसे माल-डिब्बो मे लाए गये थे । इनमे मे हर डिब्बा ३०'X २०' नाप के भजबूत तिरपाल से ढका हुआ था इन तिरपालो से डिब्बो का केवल ऊपरी हिस्सा ही नही बल्कि उनके बारो और का बहुत सा हिस्सा भी ढका हुआ था ये तिरपाल भजबूत रसीद से कम हुए थे । सभी माल-डिब्बो एक साथ भेजे गये थे और उन पर निवारनी रखने वाले भोज्द थे । गेहूं भीग जाने मे जो नुकसान हुआ उमर्क वजह यह थी कि (क) रास्ते मे माल छुराने के लिए कुछ बोरो ने तिरपाल काट दिये और (ल) रास्ते म माल-डिब्बो के ऊपर तिरपालो मे झोल पड़ जाने के कारण उन पर बारिंग का पानी जमा हो गया जो गेहूं के बोरो पर टपकता रहा ।

(ल) नियाल काटे जाने की रोक-याम के लिए जरूरी कारंबाई न करने और गलत डग मे लगाने के लिए कौन से कर्मचारी जिम्मेदार हैं, इम नम्बन्ध मे अभी जाच हो रही है ।

(ग) भुजप्परपुर के अलावा जिन जगहो पर जितनी मात्रा मे अनाज के नुकसान की सूचना भिन्नी है उसका बोरो इस प्रकार है -

जगह का नाम मात्रा हर परेश मे कितने प्रतिशत नुकसान हुआ ।

मोतीपुर	३०८ ११	५
पूसा रोड	७१५	०.४
समस्तीपुर	१२३ ३१	१

कटिहार	३४१ ४	२ २
डोली	१२५१ १६	१०.८
जोड	२०३२ ०	

(घ) रेल-प्रशासन को जब अनाज के नुकसान की सूचना भिन्नी, तो बुले माल-डिब्बो मे अनाज का लदान बन्द कर दिया गया ।

उभयलिंगी व्यक्ति

[१७७४. { श्री भस्त बहाने :

क्या स्वास्थ्य मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि भारत के अस्पतालो मे उभयलिंगी व्यक्तियो के उदाहरण समय-समय पर भिलने रहते हैं,

(ल) क्या स्त्री से पुष्प व पुल्प से स्त्री बन जाने वाले व्यक्तियो के मामले किसी अस्पताल मे दृष्टिगोचर हुए हैं,

(ग) यदि हा, तो पिछले एक वर्ष के अन्दर मारे भारत मे उपरोक्त तीनो प्रकार के अलग-अलग कुल किलने मामले अस्पतालो मे आये, और

(घ) इस प्रकार के मामलो मे चिकित्सा करने व अन्य प्रकार की महायना देने के बारे मे क्या व्यवस्था की गयी है ?

स्वास्थ्य बंधी (श्री कर्मस्वामी) :

प्रपेक्षित सूचना राज्य सरकारो एवं मंत्र-परिषेन्द्रो से एकत्र की जा रही है और सभा की बेज पर रख दी जायेगी ।

Indian Railways

1775 Shri Rajendra Singh: Will the Minister of Railways be pleased to state.

(a) the total number of Class I and II officers on Indian Railways at

present;

(b) the total number of Class III and IV employees at present,

(c) average number of casual workers employed on daily basis during 1957-58,

(d) the total number of Class I and II officers or their equivalents on the Indian Railways in 1947-48, and

(e) the total number of Class III and IV employees in 1947-48?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 3,548, as on 31st March, 1958

(b) As on 31st March, 1958—

Class III	4,18,348
Class IV	6,70,994

(c) Information is being collected and will be laid on the Table of the Sabha

(d) 1,735, as on 31st March, 1948

(e) As on 31st March, 1948

Class III	1,74,013
Class IV	6,51,651

Diesel Engines on Railways

1776 Shri Rajendra Singh Will the Minister of Railways be pleased to state

(a) the number of diesel engines on different Railways,

(b) the age of each engine,

(c) total cost incurred on each engine,

(d) cost of running per mile of every type of engine,

(e) total hours of service given by every one of them during a year, and

(f) total foreign exchange involved in the purchase of these engines so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (f) A statement is laid on the Table of the House [See Appendix IV, annexure No 70]

Central Board of Irrigation and Power

1777. Shri Ram Krishan: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No 614 on the 20th August, 1958 and state

(a) whether the recommendations made at the meeting of the Annual Research Committee of the Central Board of Irrigation and Power have been considered finally, and

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

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

(b) A statement is laid on the Table of the Lok Sabha [See Appendix IV, annexure No 71]

Farmers' Mandals

1778. Shri Ram Krishan: Will the Minister of Community Development be pleased to state the names of the States which have established farmers' mandals so far?

The Minister of Community Development (Shri S. K. Dey): The following States have established Farmers' Mandals, under varying local names:

- (1) Andhra Pradesh
- (2) Assam
- (3) Bombay
- (4) Kerala
- (5) Madhya Pradesh
- (6) Madras
- (7) Orissa
- (8) Punjab
- (9) Rajasthan
- (10) Uttar Pradesh
- (11) West Bengal

Tourist Traffic Advisory Committee

1779. Shri Ram Krishan: Will the Minister of Transport and Communications be pleased to state

(a) the nature of the decisions taken at the meeting of Tourist Traffic Advisory Committee for Himachal Pradesh held on 18th October, 1958; and

(b) the steps taken so far to implement those decisions?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A statement giving the required information is laid on the Table [See Appendix IV, annexure No 72]

(b) The meeting of the Committee was held very recently and the Himachal Pradesh Administration are still examining the recommendations

Railway Concessions for Students

1780 Shri Ram Krishan: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the number of students availing of the 50 per cent railway concession has greatly increased during 1957-58 and 1958-59 so far and

(b) if so, the number of students who availed of this concession during 1957-58 and 1958-59 so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) Statistics in regard to the number of students who availed of the concession are not maintained. Collection of this information will involve undue labour and time, which would not be commensurate with the results likely to be achieved. The trend, however, has been towards a larger number of students' concession orders being issued

New Insecticide "Citicide"

1781. Shri Ram Krishan Will the Minister of Health be pleased to state

(a) whether it is a fact that the Regional Research Laboratory at Hyderabad has produced a new insecticide "Citicide",

(b) if so, whether it is also a fact that this new derivative is more effective than DDT, and

(c) if so, on which pests?

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

(b) Complete information is not yet available. Limited laboratory tests have shown that it compares favourably with DDT when tested under similar circumstances

(c) It is claimed to be effective against beetles, cockroaches, bugs, ants, ticks, termites (white ants), store grain and other agricultural pests

Vestibule Trains

1782 Shri Subiman Ghose: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the stoppage of vestibule trains (81 Up and 82 Down) at the intermediate stations between Howrah and Delhi and vice versa is only for loco requirement,

(b) whether it is a fact that the Eastern Railway authorities have refused to stop such trams at Burdwan station as there is no loco requirement there,

(c) whether there is any proposal for the stoppage of such vestibule trains at Dhanbad station, and

(d) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) In order to provide faster services, the biweekly airconditioned Express trains have been given halts only at a limited number of stations, stoppages provided being governed mainly by operational requirements. Other fast trains between Howrah and Delhi are scheduled to stop at Burdwan and are considered adequate to cater for the long-distance traffic offering at the station. Further, Burdwan station is also served by suburban electric trains to and from Howrah

(c) Nos 82 Dn/81 Up Airconditioned Express trains have been provided halts at Dhanbad with effect from 20/21-10-58

(d) The volume of through passengers offering at Dhanbad station has

increased due to location of some public undertakings like Sindri Fertilizers and Chemicals Ltd., Fuel Research Institute etc.

Missing Sailing Vessels

1783. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state whether it is a fact that 15 sailing vessels with altogether over 100 people abroad which left Porbandar Port for either Bombay or Malabar on or about 17th October, 1958 are reported to be missing?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The enquiries made by Government indicate that the news of the reported loss of the sailing vessels, as far as known, is unfounded.

लोती के तरीके

१७८४. श्री लिलूति मिश्र : क्या सामुदायिक विकास मंत्री यह बताने की हुए करेंगे कि :

(क) क्या सरकार खेती करने के आवृत्तिक तरीकों से क़दरकों को परिचित कराने के लिए कोई योजना बना रही है, और

(ल) यदि हा, तो वह योजना क्या है और वह कब तक कार्यान्वयन की जायेगी?

सामुदायिक विकास मंत्री (श्री लु० लु० हे): (क) तथा (ल) मम्मवत इसका निर्देश याम सहायकों के क्वाड्रिसम्बन्धी प्रशिक्षण शिविरों में है जो कि राज्य सरकारों द्वारा विकास क्षेत्रों में किसानों को खेती के उन्नत तरीकों से परिचित कराने के लिए अनुसूचर, १९५७ से चालू है। इनका पुरा विवरण "Manual of Village Leaders' Camps" नामी पुस्तिका में दिया गया है जिसकी प्रतियोगी मंसद-पुस्तकालय में मिल सकती है।

Cases of Thefts and Robberies on E. Railway

1785. **Shri Subiman Ghose:** Will the Minister of Railways be pleased to lay on the Table a statement showing:

(a) the number of cases of thefts and robberies that have taken place on Eastern Railway in 1958 so far with the following details: (i) number of cases started, (ii) number of cases charge-sheeted, (iii) number of cases ending in final report, (iv) number of cases ending in conviction, and (v) the extent of loss suffered by the Railway and the passengers and other persons, division-wise, and

(b) the steps Government have taken or propose to take to prevent recurrence of such thefts and robberies on Eastern Railway?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) A statement is given below:—

Statement

	Thefts	Robberies
(i) No. of cases started.	3109	40
(ii) No. of cases charge sheeted	744	9
(iii) No. of cases ending in final report.	3129	26
(iv) No. of cases ending in conviction.	199	
(v) Extent of loss suffered:		
(a) by Railway		Approximately Rs. 6,86,000
(b) by passengers and other persons.		Approximately Rs. 3,01,000

Note--The above particulars have been compiled from "State-wise" figures furnished by the police authorities. The figures according to Divisions of the Railway are not available

(b) Apart from the steps generally taken as a preventive measure train Guards on important trains are deputed, both in uniform and in plain clothes. Joint raids by Railway Pro-

tection Force and Civil Police personnel are also being made in the affected areas.

Sobhasan Station

1786. Shri P. R. Patel: Will the Minister of Railways be pleased to state:

(a) whether Sobhasan station near Mahsana has been constructed;

(b) when the construction was commenced and when it was completed;

(c) what is the cost of construction of the Sobhasan Railway Station including quarters etc; and

(d) when the station is to be opened?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) The work commenced in December, 1957, and was completed in May, 1958.

(c) Rs. 3.28 lakhs approximately.

(d) The trained staff required for the manning of the station are expected to be posted shortly and then the station will be brought into operation

Rice for Kerala from Foreign Firms

1787. Shri E. Madhusudan Rao: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Kerala Government has received offers for supply of rice from some foreign firms; and

(b) if so, the names of the firms and their countries of origin?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The Government of India are not aware of any offer received by the Kerala Government from a foreign firm.

Assam-Tripura Road

1788. Shrimati Mafida Ahmed: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have considered the possibility to make the Assam-Tripura access road a National Highway; and

(b) if so, the decision arrived at?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The question will be considered on merits in due course as and when funds permit the general expansion of the National Highways System. With a view to providing all-weather communication facilities between Tripura and the rest of India through Shillong, the Government of India are already financing/aiding the development of the Passi-Badarpur-Churaibari-Agartala section of the Shillong-Agartala road. The Shillong-Passi section is already an existing all-weather road.

Traffic Officers on Central Railway

1789. Shri Kodiyan: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of Technical officers trained as traffic officers in Central Railway have been employed on non-technical jobs such as Assistant Personnel Officers for which they have not had any training; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). No. Personnel posts which are classified as general posts are allocated between various Departments and filled by suitable officers from these Departments.

Delhi-Calcutta Road

1790. Shri Subiman Ghose: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal to abandon the Calcutta-Delhi Road project;

(b) if so, the reason for abandoning the scheme and when the decision to do so was taken;

(c) whether it is a fact that owners of the land acquired, are being served with notices to refund the compensation received by them within a month failing which their lands will be confiscated;

(d) when the last payment of the compensation money was made and what amount has been spent for the scheme; and

(e) if the scheme has not been abandoned, when the work is expected to be finished?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e) A statement is given below—

STATEMENT

There is no such project as Calcutta-Delhi project. The Member is presumably referring to the portion of the road from Kamalpur in Hoogly district to Chotkhanda (Memari) in the 53rd mile of G T Road, National Highway No 2 in Burdwan district. This land was acquired in 1946-47 as an antislump measure and was abandoned in favour of more suitable alignment, which was approved in April, 1952.

The reason for abandoning the scheme was that the alignment of National Highway No 2 as contemplated in the Nagpur Plan involved the construction of an entirely new section of the road. Subsequently it was found that cheaper alternatives were possible. This decision was taken in April, 1952.

(c) and (d) The information is being collected and will be laid on the Table of the Sabha in due course

Sugarcane

1791 Shri Jhulan Sinha: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the cane growing areas in the Mirgunj, Mairva and Guthai Police Stations of Surma district in Bihar covered by the Cane Marketing Unions Ltd, have so far been neglected for several years as far as provision for irrigation and other cane development facilities are concerned;

(b) whether it is a fact that the efforts of the Indian Central Sugarcane Committee also have not borne any fruit so far, and

(c) the measures proposed to be taken to remove the grievances of the areas concerned?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) These areas fall beyond the reserved areas of Bihar sugar factories and the cane grown in these areas is sold and supplied to the UP factories and the income from cane cess is also credited to the UP Government. Due to meagre funds available with them, the Bihar Government have been unable to undertake specific development work in these areas which are not reserved for supplying cane to the Bihar factories

(b) Yes, Sir

(c) The two State Governments concerned are being requested to settle the matter by joint discussions.

Ex-Oudh Tribut Section of N. E. Railway

1792 Shri Jhulan Sinha: Will the Minister of Railways be pleased to state:

(a) whether the attention of Government has been drawn to the sub-standard state of the rails, coaches

and general amenities existing on the Ex-Oudh Tribut section of the North Eastern Railway; and

(b) if so, the measures taken and proposed to be taken to raise it up to the general level obtaining on other Railways?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The rails on the Ex.O.T. Railway Section are not of sub-standard state. There has been no suggestion that the standard is inferior to that of rails on Metre Gauge system of other Railways. Standard amenities common to all Railways are provided in the coaches of this Railway. General amenities are also provided at stations in consultation with the Passenger Amenities Committee with which public opinion is associated subject to availability of funds and material

(b) Does not arise

Bridge Across Gandak River

1793. Shri Jhulan Sinha: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 999 on the 11th December, 1957 and state whether any decision has since been taken with regard to the selection of the exact site of a bridge across the Gandak river on that National Highways?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Not yet. The site tentatively selected earlier and being surveyed, has been rendered unsuitable by the changes in the configuration of active channels, caused by the floods of 1958. Further surveys are now being undertaken to select another site.

Non-Payment of Officiating Allowance

1794. Shri Rajendra Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that 700 cases of non-payment of officiating allowance in higher grades are lying

pending in Debit Division for the last three years or so; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) All these cases relate to running staff and the grant of officiating allowance has been delayed for want of clear evidence regarding their eligibility to the allowance.

Community Development in Mysore State

1795. { Shri Wodeyar:
Shri Agadi:

Will the Minister of Community Development be pleased to state:

(a) whether the Government of India have seen the remarks of Mr. Gorwala in his report on Mysore Administration wherein he has criticised the working of Community Development in Mysore State; and

(b) if so, the reaction of the Union Government thereto?

The Minister for Community Development (Shri S. K. Dey): (a) Yes.

(b) Government do not agree with his remarks

रेलवे वायरलेस कार्यालय, बीकानेर

1796. जो पश्चालाल बाक्सल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत करवरी में बीकानेर स्टेशन पर एक रेलवे वायरलेस आपरेटर को पीटा गया क्योंकि उसने कुछ व्यक्तियों को बेतार पर पाकिस्तान से बातचीड़ नहीं करते थे ; और

(ख) यदि हां, तो इह सम्बन्ध में क्या कार्यशाली की गयी है ?

रेलवे उपलंब्धी (भी से० बै० रामलाली) :

(क) जी नहीं ।

(a) दूसरा नम्बर उर्जा।

Retrenchment of Daily Paid Staff of Indian Agricultural Research Institute

1797. **Shri Tangamaan:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether a combined seniority list of all daily paid staff of the Indian Agricultural Research Institute in Delhi is maintained for purposes of retrenchment;

(b) whether the juniormost persons in the combined seniority list are retrenched, when required according to section 25 G of the Industrial Disputes Act, 1947 and Section 55 B of the Industrial Disputes (Central) Rules;

(c) if not, the reason therefor;

(d) whether any opportunity and preference is given to the retrenched workers for re-employment as required under Section 25 H of the Industrial Disputes Act, 1947 and Section 55C of the Industrial Disputes (Central) Rules; and

(e) if not, the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (e). A statement is given below:—

STATEMENT

(a) The work of the Indian Agricultural Research Institute is divided into seven main Divisions. The seniority list of the daily paid staff of the Institute is maintained Division-wise.

(b) and (c). Originally a combined seniority list was maintained for the whole Institute. On receipt of representations from workers and from their (unrecognised) union, it was agreed that seniority lists of daily paid workers will be maintained separately for each Division. Whenever any retrenchment takes place, the junior most persons in each Division are retrenched in accordance with the seniority lists maintained by the Divisions.

(d) and (e). Preference is always given to the retrenched workers in each Division for re-employment and a close watch is kept to ensure that no fresh recruitment is made in any of the Divisions till all its retrenched men, excepting those debarred on grounds of unsuitability, inefficiency, misconduct etc., are re-employed.

Theft in Goods Train

1798. **Shrimati Maifa Ahmed:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a theft occurred in the Barauni bound goods train between Katihar and Sempur stations on the 16th October, 1958. and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes. A running train theft occurred on 16-10-58 between Katihar and Sempur stations in which 24 bags of tea were stolen from a wagon attached to 1 KT Up goods train.

(b) Of the 24 bags stolen, 21 have been recovered. Government Railway Police, Thanabihpur have registered a case under section 379/411 IPC and nine persons have been arrested

The train was escorted by a Railway Protection Force Sainik.

Divisional Headquarters at Khurda Road

1799. **Shri Sanganna:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 110 on the 12th February, 1958 in respect of Divisional Headquarters at Khurda Road (South-Eastern Railways) and state:

(a) whether any decision has since been arrived at; and

(b) if not, the reasons therefor?

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

Government have come to the conclusion that the introduction of the Divisional system on this Railway is not justified at present.

Special Multi-Purpose Tribal Blocks

1800. Shri Sanganna: Will the Minister of Community Development be pleased to state:

(a) whether it is a fact that a team of officers has been sent to make a study of the special multi-purpose Tribal Blocks in each State and to submit a report to the Government; and

(b) if so, what is the actual position of these blocks?

The Minister of Community Development (Shri S. K. Dey): (a) A team of Officers of this Ministry has been visiting various States to assess the overall progress of the Community Development programme including that in the Special Multi-purpose Tribal Blocks.

(b) Fair progress is being made

Projects and Works on Railways

**1810. { Shrimati Ila Palchoudhuri:
Shri Tangamani:**

Will the Minister of Railways be pleased to lay on the Table a statement showing:

(a) the progress made in projects and works costing more than Rs. 20 lakhs each which have been approved by the Railway Board under the Second Five Year Plan;

(b) when the scheme for the balance of the Plan allotment will be submitted; and

(c) the projects and works which were carried over from the First Five Year Plan to the Second Five Year Plan?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The

progress of important works is contained in Part I (Summary) of the Budget Books 1957-58 onwards which are available in the Parliament Library.

(b) The schemes to be taken up during 1959-60 and 1960-61 will be submitted to Parliament in the Budget Books for the respective years.

(c) The carry over works from the First Plan to the Second Plan are available in the Budget Book 1956-57, Part II, under the head "Works in Progress". These Budget papers were submitted to Parliament and are available in the Parliament Library.

Government Aid to Mission Hospitals

1802. Shri Raghunath Singh: Will the Minister of Health be pleased to state what is the amount of help by way of grant or otherwise given by Central Government to Hospitals run by foreign or Indian Missionaries?

The Minister of Health (Shri D. P. Karmarkar): The following amounts have been granted to hospitals run by foreign or Indian Missionaries during the years 1956-57, 1957-58 and 1958-59 (ending October, 1958).

	Rs.
1956-57	15,03,140
1957-58	10,83,934
1958-59	4,69,999

(ending October, 1958).

Outdoor patients in Railway Dispensaries

1803. Shri B. Das Gupta: Will the Minister of Railways be pleased to state:

(a) the average daily attendance of outdoor patients in the Railway dispensaries of Kharagpur Branch, Kharagpur New Settlement, Anara, Garhbeta, Ranchi and Damodar Stations in the South Eastern Railway; and

(b) the number of Assistant Surgeons working in each of the above dispensaries?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b).

Dispensaries	Average Daily attendance	Number Assistant Surgeons
Kharagpur Branch .	482	2
Kharagpur New Settlement .	442	2
Anara . . .	114	1
Garbeta . . .	44	2*
Ranchi . . .	60	1
Damodar . . .	27	1

†(Including one for line)

Breaches on Tuni-Waltair Section

1804. Shri Rami Reddy: Will the Minister of Railways be pleased to state:

(a) whether there were any breaches on the Tuni-Waltair section of the Southern Railway on account of the floods during October, 1958;

(b) if so, whether any bridges had been damaged on this line;

(c) the nature and extent of damage;

(d) whether any train services were cancelled; and

(e) the relief measures and alternate arrangements made in this connection?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) and (c). No serious damage was done to any bridge. In a few cases, the aprons were washed away and pitching disturbed.

(d) Through communications between Yellamanchilli and Waltair was interrupted from 20-10-58 to 27-10-58. Nos. 4 and 3 Madras-Howrah and

Howrah-Madras Mails were diverted via Vijayawada, Nagpur, Bilaspur and Kharagpur. All other passenger trains were run up to Tuni only.

(e) No arrangements were possible for transhipping passengers as there were heavy breaches beyond Waltair also in both directions viz., towards Raipur and Calcutta.

Unhygienic conditions in Krishna Nagar

1805. Shri Kumbhar: Will the Minister of Health be pleased to state:

(a) whether it is a fact that the residents of Krishna Nagar part of Diplomatic Enclave in spite of paying taxes as other residents of New Delhi live in unhygienic conditions without adequate piped water supply, drainage, lavatories etc.; and

(b) if so, the steps being taken for the provision of these basic amenities?

The Minister of Health (Shri D. P. Karmarkar): (a) and (b). The New Delhi Municipal Committee have reported that the area of Krishna Nagar (Blocks 39 and 48 of Chanakya Puri) is provided with adequate sanitary arrangements, piped water supply, drainage, lavatory etc. as has been done in the case of other new localities namely, Jorbagh Nursery and Golf Link. However, there are certain unauthorised huts in that area without these amenities but no house tax is levied on them.

Thefts at Gomoh Junction

1806. { Shri Subodh Hansda:
 { Shri S. C. Samanta:

Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the fact that a large number of thefts are being committed at Gomoh Junction on the Eastern Railway;

(b) if so, what steps have been taken to minimise the number of thefts at the station;

(c) how many cases have been detected by the Railway Police up till now since 1956; and

(d) whether any person has been convicted for these offences?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) There were four cases of yard theft last year, and there have been three cases so far in the current year

(b) Patrolling and checking by surprise by the Railway Protection Force have been intensified

(c) Out of the 9 cases of yard thefts which occurred during the years 1956 to 1958, only one case has been detected so far, with full recovery of stolen property and arrest of the culprit

(d) None so far

Car Sheds at Kharagpur Station

1807 { Shri Subodh Hansda.
 { Shri S. C. Samanta:

Will the Minister of Railways be pleased to state

(a) whether it is a fact that the car sheds at the Kharagpur Railway Station (South Eastern Railway) are being used for keeping cycles,

(b) if so whether these sheds were originally built for cycle or cars and

(c) whether any fee is charged from those who keep their cycles or cars there?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir, since 1954

(b) Both for cycles and cars

(c) Yes, Sir. A small amount is charged by the Contractor who has been entrusted to look after the parked cycles. The Contractor in turn, pays a sum of Rs 31.08 NP per month to the Railway Administration

Fly Catching Device

1808 **Shri Sanganna:** Will the Minister of Health be pleased to state.

(a) whether it is a fact that a fly catching device invented by an Assistant in the Directorate of Information of U.P., has been accepted by Government of India as an invention;

(b) whether any financial assistance has been given for the invention; and

(c) what steps have been taken for popularising the device?

The Minister of Health (Shri D. P. Karmarkar): (a) and (b) No

(c) The Government of India have not taken any steps for popularising the device

Procurement Drive

1809 **Shri Sanganna:** Will the Minister of Food and Agriculture be pleased to state

(a) whether any steps have been taken by Government to make a study of effect of the procurement drive in West Bengal, Andhra Pradesh and Orissa where prices paid to farmers are less than those paid elsewhere; and

(b) if so, with what result?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) A statement is laid on the Table showing the procurement prices of common rice in different States [See Appendix IV, annexure No 7ZA]

It will be seen that the procurement prices in Andhra Pradesh, West Bengal and Orissa are not low as compared to those for other States. It is considered that the procurement prices which have been fixed ensure a reasonable return to the producer for his produce.

Selection for Class-IV Posts in Eikaner Division

1110. Shri Chandi Lal: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of persons were selected for Class IV posts in Eikaner Division, in 1956;

(b) if so, the total number of persons selected;

(c) the total number of the selected persons who have been appointed so far;

(d) the number of selected persons who are *on the waiting list up till now.*

(e) whether a new selection test is being held;

(f) if so, the reasons therefor; and

(g) what will be the state of the persons on the waiting list?

The Deputy Minister of Railways (Shri Shahmawaz Khan): (a) No selection was held in 1956

(b) to (d). In view of reply to part (a) above, these do not arise.

(e), (f) and (g). Yes, as there are no names on the waiting list.

Capsizing of Goods Trains

1111. Shri Agadi: Will the Minister of Railways be pleased to state

(a) whether eighteen wagons of a goods train of the Southern Railway capsized on the 9th October, 1958, near Tuggali Railway station on Guntakal-Dronachellam section;

(b) if so, the causes of the accident, and

(c) the estimated loss to the Government and to the consigners?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) On 9-10-58 at about 13-10 hours while No. 3121 Up Goods train was on run between Pendakallu and Tuggali stations, on Southern Railway, 11th

and 30th wagons derailed while 12th to 29th vehicles from the engine capsized.

(b) The derailment was caused by the settlement of the track. Uneven loading of the wagon also contributed to its derailment

(c) The cost of damage to Railway property has been assessed at Rs 6,800

There was practically no loss to the contents of the wagons

Development of Cambay Port

1812. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state the present position regarding the development of Cambay Port in Bombay State?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The development of minor ports is the responsibility of the State Governments. The Central Government gives financial assistance in the form of loans for development schemes included in the Five Year Plans. A provision of Rs. 3.68 lakhs has been made in the Second Five Year Plan for improvement schemes relating to the Port of Cambay. Information regarding the present position of development of the port, which has been called for from the Government of Bombay, is awaited. It will be laid on the Table of the Sabha as early as possible

रक्षील स्टेशन पर माल की चोरी

१८१३. जी विभूति विषय : क्या रेलवे मंत्री यह बताने की रुपा करेंगे कि :

(क) क्या यह मत है कि प्रति वर्ष रक्षील स्टेशन (पुर्वोत्तर रेलवे) से हजारों रुपये का माल मालगोदाम में चुरा लिया जाता है;

(ल) यदि हा, तो १९५६, १९५७ और १९५८ में १५ नवम्बर तक कितने का माल चोरी गया;

(ग) क्या यह सच है कि इन चोरियों में रेलवे कर्मचारियों का हाथ रहता है; और

(ब) यदि हाँ, तो सरकार इन चोरियों को रोकने के लिये क्या उपाय कर रही है?

रेलवे उपर्युक्ती (श्री शाहनवाज जां):

(क) और (ब) जो सुचना मांगी गयी उसका विवरण नीचे दिया गया है:—

चोरियों की स्थाने वाल बरामद माल तालाब की कीमत की कीमत

1956	कोई नहीं		
1957	3	2,656/-	507/-
1958	1	1,700/-	1,97/-
(15-11-58 तक)			

(ग) जो नहीं।

(ब) रात में भाल गोदाम ठीक तरह से बन्द करके उसमें ताला लगा दिया जाता है। रेलवे सुरक्षा दल के सैनिक वहाँ २४ घण्टे पहरा देने के लिए तैनात किये जाते हैं। रेलवे सुरक्षा दल का हवलदार रात को गश्त लगाकर इस बात का इत्यानन कर लेता है कि रेलवे सुरक्षा दल के जो कर्मचारी दूर्घटी पर हैं वे सजग हैं या नहीं।

महेन्द्रधाट स्टेशन का विस्तार

१८१४. श्री विभूति मिथ्या: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार वर्तमान महेन्द्रधाट के विस्तार के लिये कोई योजना बना रही है और क्या उसे किसी दूसरी जगह बनाया जायेगा;

(ब) यदि हाँ, तो उसका स्वरूप क्या है और उस पर अनुमानतः कितना व्यय होगा; और

(ग) यह योजना कब तक कार्यान्वयित होगी?

रेलवे उपर्युक्ती (श्री लैंसॉ बैंग राम-स्वामी): (क) विचार है कि महेन्द्रधाट स्टेशन

पी० इस्तमू औ० सुपरिलेन्डिंग इंजिनीयर के बंगले और दफ्तर के पास एक नवी जगह पर बनाया जाय।

(ब) इस समय यह नहीं बताया जा सकता कि इस पर अनुमानतः कितना व्यय होगा व्यापक अभी तक इस योजना पर प्रतिम रूप से निर्णय नहीं किया गया है।

(ग) अभी कोई तारीख नहीं बतायी जा सकती।

Grand Trunk Express

1815. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) how many days from April 1958 to September, 1958, the Grand Trunk Express from Madras (15 Down) reached Hazrat Nizamuddin Junction Station in time; and

(b) what are the maximum and minimum hours of late arrival at this station during the period?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) During the period from April to September, 1958, the 15 Down Grand Trunk Express from Madras reached Hazrat Nizamuddin Station in time on 22 occasions. The unpunctual running of the train during the period was mainly due to summer time conditions, such as, scarcity of water, sickness amongst staff etc. and the breaches in September, 1958 on the Kazipet-Balharshah section which resulted in the diversion of the train by a longer route for about 12 days and imposition of speed restrictions after restoration of through communication.

(b) During the period, the maximum and minimum hours of late arrival at this station as well as Tughlakabad, the interchange station between the Northern and Central Railways, were 22 hours 39 minutes and 7 minutes respectively.

Ticket Printing and Issuing Machines

1816. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) the number of automatic Ticket Printing and Issuing Machines purchased by the Indian Railways from M/s. Eastern Scales (Private) Ltd., and at what cost;

(b) whether it is a fact that this foreign company is entrusted with the maintenance of these machines;

(c) if so, what is the amount charged by the Company and what amount has so far been paid to them;

(d) whether there are any Indian experts for maintaining these machines; and

(e) if so, their number?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 110 automatic Ticket Printing and Issuing Machines costing Rs. 10.8 lakhs approximately have been purchased by the Indian Railways from M/s. Eastern Scales (Private) Ltd.

(b) and (c). Under the terms of the Agreement executed by M/s. Eastern Scales (Private) Ltd., with the Railways, servicing and maintenance of the machines is done free of charge for a period of one year after installation. After the expiry of one year, the firm is paid at the following rates if the servicing and maintenance is entrusted to them:—

Rs. 100.00 per year for 2-way machine.

Rs. 200.00 per year for 4-way machine.

Rs. 300.00 per year for 6-way machine

Rs. 400.00 per year for 8-way machine.

Rs. 500.00 per year for 10-way machine

The maintenance and servicing of the self Printing Machines is now being done departmentally by some of the Railways with staff specially trained for this purpose and other Railways are considering the introduction of similar arrangements.

An amount of Rs. 1.20 lakhs approximately has so far been paid to M/s. Eastern Scales (Private) Ltd., for servicing and maintenance of 108 self Printing Machines.

(d) and (e). The Government have no information that there are any Indian Experts for maintaining these machines.

Rail Link From Berhampur to Durgaprasad

1817. Shri U. C. Patnaik: Will the Minister of Railways be pleased to state:

(a) whether Government have examined the Report of the then Chief Conservator of Forests, Orissa (Mr. Nicholson) (in or about 1942-43) justifying his proposal for a new railway line from Berhampur or Gopalpur to Durgaprasad, with a view to utilise the timber-wealth of the tribal areas in the Eastern Ghats; and

(b) if so, what is their reaction to it?

The Deputy Minister for Railways (Shri S. V. Ramaswamy): (a) No such report appears to have been received by the Railway Board.

(b) Does not arise.

Railway Lines in Orissa

1818. Shri U. C. Patnaik: Will the Minister of Railways be pleased to state the total mileage of railway lines in Orissa?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The route mileage is not compiled State-wise but only Railway-wise.

Irrigation Schemes in Manipur

1818. Shri L. Achaw Singh: Will the Minister of Community Development be pleased to state:

(a) whether it is a fact that loan in the Block budget for minor irrigation purposes in Manipur is being treated as grant; and

(b) if so, what was the amount sanctioned for such purposes during 1957-58?

The Minister of Community Development (Shri S. K. Dey): (a) Yes, except that loans given to third parties are treated as loans provided by the Central Government.

(b) The amount sanctioned and spent on the blocks including special Multi-purpose block was Rs. 1,46,800 out of which third party loans amounted to Rs. 34,300.

Hindumalkot Bhatinda Section

1820 Sardar Iqbal Singh: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to raise the level of platforms of some stations on Hindumalkot and Bhatinda section;

(b) if so, names of such stations; and

(c) when the work will start?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a), (b) and (c). Proposals for raising the platforms at Bulluana, Pakki and Kilanwali Punjab were examined but for want of funds further consideration has been postponed indefinitely.

Railway Arrangements for Puja Festival at Calcutta

1821. Shri Pangarkar: Will the Minister of Railways be pleased to state:

(a) what special arrangements were made by the Railway Administration for the Puja Festival at Calcutta held in the month of October 1958;

(b) whether any special revenue was derived by Government on account of this festival; and

(c) if so, to what extent?

The Deputy Minister of Railways (Shri Shamaswaz Khan): (a) The following special arrangements were made for clearing the extra rush of traffic during the Puja Holidays at Calcutta in October, 1958:—

(i) 10 Special trains were run by the Eastern Railway—2 from Howrah to Amritsar, 3 from Howrah to Delhi, 1 from Howrah to Dinapore, 2 from Howrah to Dehra Dun, 1 from Sealdah to Varanasi and 1 from Sealdah to Sahibganj. 6 Special trains were also run by the South Eastern Railway—4 from Howrah to Puri, 1 from Howrah to Waltair and 1 from Puri to Howrah.

(ii) Consistent with the availability of coaches and train room, the composition of some Mail, Express and through passenger trains was augmented on the Eastern and South-Eastern Railways during the period in order to provide increased accommodation for passengers.

(iii) Additional booking, reservation and luggage counters and enquiry officers were provided at Howrah station. Additional booking counters were opened at Sealdah station also.

(iv) Passenger Guides were posted at different places like the booking counters etc. at Howrah station, to help passengers.

(v) Additional staff were posted in the Announcing Room at Howrah station which functioned throughout.

(b) and (c) It is estimated that additional revenue of Rs 11 lakhs approximately accrued during the Puja Festival on outward passenger traffic from Calcutta

Unauthorised Vendors on Railway Stations

1822. Shri Pangarkar Will the Minister of Railways be pleased to state

(a) whether it is a fact that some unauthorised vendors are permitted on the Railway platforms on Purna-Hingoli Section of Central Railway, and

(b) if so, the action taken or proposed to be taken in the matter?

The Deputy Minister of Railways (Shri S V Ramaswamy) (a) No

(b) Does not arise

Vaccines

1823 Dr Sushila Nayar Will the Minister of Health be pleased to lay a statement showing

(a) the quantity of Cholera Vaccine Small-pox Vaccine and Plague Vaccine produced in the country during each of the last 3 years,

(b) how much of it was used in the country and how much was exported and foreign exchange earned if any

(c) whether these vaccines were found to be surplus and whether there was any wastage of these vaccines and

(d) if so the cost thereof and the reasons for it?

The Minister of Health (Shri D P Karmarkar) (a) to (d) The required information is being collected and will be laid on the table

Rural Water Supply Schemes

1824. Dr. Sushila Nayar. Will the Minister of Health be pleased to state

(a) the progress made in the implementation of rural water supply so far,

(b) the short-fall in expenditure provided for this scheme in the First Five Year Plan and each of the completed years of the Second Five Year Plan and

(c) the reason for the short-fall in expenditure?

The Minister of Health (Shri D P Karmarkar) (a) Under the National Water Supply and Sanitation Programme for rural areas, 134 schemes estimated to cost Rs 12.84 crores were approved during the First Five Year Plan period and a sum of Rs 2.8 crores was sanctioned for the implementation of these schemes as grant-in-aid based on 50 per cent subsidy against the total allocation of Rs 6.00 crores

During the Second Plan period, a sum of Rs 28.00 crores approximately has been provided in State Plans for rural schemes. In addition to the spill-over schemes of the First Plan, sixty seven new schemes estimated to cost about Rs 3.69 crores are being implemented during the Second Plan period. During the year 1956-57 and 1957-58 the grant-in-aid paid for rural schemes was Rs 84.95 lakhs and Rs 174.5 lakhs against a budget provision of Rs 1 crore and Rs 1.5 crore respectively. A sum of Rs 2.00 crore has been provided during the current financial year

(b) and (c) The short-fall in expenditure during the First Five Year Plan period was mostly due to the fact that some of the State Governments had neither the technical personnel nor the necessary equipment or matching grants to implement the schemes. There is no short-fall in expenditure against the provision made for rural National Water Supply and Sanitation Programme in the Second Five Year Plan period so far

Rice Mills in States

1825 Shri Wodeyar Will the Minister of Food and Agriculture be pleased to state

(a) whether the Government are allowing now rice mills to be established in the States

(b) whether the Central Government have any control in regulating the establishment of new rice mills, and

(c) in how many States handpounding of rice has been sponsored by the State or Central Governments?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) The Rice milling Industry (Regulation) Act, 1958, would control the rice milling industry in the States when enforced. Pending the enforcement of the Act, the installation of new rice mills is regulated under the existing rules of the respective State Governments.

(c) Handpounding of rice is encouraged in almost all the States.

Through Traffic between Tildanga and Nimtita Stations

1826. Shri Tridib Kumar Chaudhuri Will the Minister of Railways be pleased to refer to the answer given to Starred Question No 1364 on the 18th September, 1958 regarding restoration of through traffic between Tildanga and Nimtita Stations on the BAK loop line of the Eastern Railway and state:

(a) whether the Railway authorities have obtained any indication from the concerned authorities of the Union and State Governments about the alignment of the proposed Farakka Canal, along the west bank of which the proposed 25 mile diversion of railway track between Nimtita and Tildanga stations has been suggested in the Report of the preliminary Engineering Survey,

(b) whether the said Report has indicated in which ways the construction of the proposed new diversion would be dependent upon the proposed Farakka Canal, and

(c) whether the Railway authorities have taken into consideration any alternative diversion which would restore through traffic between the

Kiul Sahibgum loop below Barharwa and the BAK loop from Nimtita?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) Appreciation of the Survey Report led to the conclusion that 25 mile diversion would be a more permanent solution. The Farakka Canal details have not yet been finalised. The Railway line is proposed to be located on the west Bank of the canal, which will afford it protection against erosion by the Ganga.

(c) Yes Sir

Overwork by Engine Drivers

1827 Shri Nagi Reddy: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the drivers on the Amla Depot Main Line in the Nagpur Division of the Central Railway are compelled to work for 20 to 30 hours at a stretch,

(b) whether Government are aware that the death of two engine drivers was brought about by over-work and sheer exhaustion and

(c) if so what steps are being taken to avoid such incidents in future?

The Deputy Minister for Railways (Shri S. V. Ramaswamy): (a) No

(b) Death of drivers has in no case been attributable to overwork and exhaustion

(c) Does not arise

Central Dairy Scheme for Kerala

1828 Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state

(a) whether the Government of India have any Central Dairy Scheme for the State of Kerala, and

(b) if not, why?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) The Government of India is not implementing directly any dairy scheme in any of the States. The State Governments, however, have their own dairy development schemes as part of the Second Five Year Plan. The Government of India helps them by way of financial and technical assistance. The most important scheme in Kerala is the establishment of the 'Cooperative Milk Supply Union' at Trivandrum. It will handle 150 maunds of milk per day when it comes fully in operation.

Animal Husbandry

1830. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state what if any, is the special effort made by the Government of India to develop and improve, animal husbandry in areas/States where the consumption or availability of milk and milk products are very low?

The Minister of Food and Agriculture (Shri A. P. Jain): Improvement and development of Animal Husbandry are primarily the responsibility of the State Governments who have initiated various schemes to suit their areas. To supplement their resources, the Central Government have also sponsored the following schemes and have been giving technical and financial assistance to the States for their implementation by them:

(1) All-India Key Village Scheme for an all-round improvement of productive efficiency as well as draft capacity of Indian cattle

(2) Gaushala Development Schemes for the development of selected Gaushalas as Cattle Breeding-cum-Milk Production Centres

(3) Cross Breeding Scheme in hills and areas of heavy rainfall

(4) Scheme for eradication of rinderpest.

(5) Scheme for development of Animal Husbandry in Community Development and National Extension Service areas.

(6) Financial assistance to backward and tribal areas for the improvement of Animal Husbandry

(7) Dairy Development and Milk Supply Schemes in urban areas

(8) Establishment of new Veterinary College and expansion of existing institutions for training of technical personnel to man the various schemes

Railway Tickets

1830. Shri Aurobindo Ghosh: Will the Minister of Railways be pleased to state:

(a) whether the obsolete and surplus Railway tickets have been dumped in Railway godowns; and

(b) if so, from what year, what is the price of those tickets and what are those godowns?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b) Obsolete and surplus Railway tickets are pending destruction on two Railways only. On one Railway these are stocked in a room set aside for the purpose and on the other kept in separate bundles in the Ticket Stock Room. On one Railway they are from before 1950 and on the other from 1956. The price of the obsolete and surplus tickets, representing cost of blank card board and printing charges is about Rs 50 thousand.

Santhal Pahariya Seva Mandal, Bihar

1831. Shri Subiman Ghose: Will the Minister of Health be pleased to state the amount paid to Santhal Pahariya Seva Mandal (Deoghar), Bihar by the Central Government for leprosy control in Santhal Paraganas during 1957-58?

The Minister of Health (Shri D. P. Karmarkar): A non-recurring grant of Rs. 60,000 was sanctioned to the Santhal Pahariya Seva Mandal, Deoghar, during 1957-58, towards the

construction of buildings and the purchase of essential equipments for combating Leprosy in Santhal Paraganas, under the Scheme of grants to voluntary institutions

रामगंगा पर पुल

1632. श्री प्रकाश और शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि मुगदाबाद के निकट रामगंगा पर बनाये गये पुल को दोहरा करने की योजना सरकार के विचारधीन है; और

(ल) यदि हा, तो इसके कब तक कार्यान्वित होने की आशा है?

रेलवे उपमंत्री (श्री सें० बे० रामस्वामी):

(क) मठक और रेल यातायात के लिए अलग-अलग डेक बनाने के कई वैकल्पिक सुझावों पर रेलवे और परिवहन मन्त्रालय (मठक स्कॉर्च—Roads Wing) विचार कर रहे हैं।

(ल) अन्तिम रूप में अभी तक निर्णय नहीं किया गया है, सेकिन रकम और सामान की स्थिति को देखते हुए नीमरी पचवर्षीय योजना में पहले हम योजना पर अनिम निर्णय होने की सम्भावना नहीं है।

Bogus Police Warrants

1833. Shri Aurobindo Ghosal: Will the Minister of Railways be pleased to state:

(a) whether any forged police warrants on which tickets had been issued during 1954, 1955 and 1956 from Howrah, Chandernagore and Chinsurah Railway Stations of the Eastern Railway, have been detected;

(b) if so, their number; and

(c) the amount involved?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Certain cases of tickets having been issued in exchange of forged police warrants

were detected in 1958 at Howrah and in 1956 at Chandernagore stations but not at Chinsurah.

(b) and (c). A statement is given below:—

Statement

No case of forged police warrants was detected during 1954.

HOWRAH CHANDER-NAGORR

	1955	1956	1955	1956
The number of forged police warrants detected.	88	Nil	Nil	141
The price of the tickets issued in exchange of the forged police warrants	Rs. 9,400	Nil	Nil	Rs. 6,300/- approximately.

Theft of Articles

1834. Shri Aurobindo Ghosal: Will the Minister of Railways be pleased to state:

(a) whether any theft of insured articles was detected in the Down Bombay Mail on the 4th November, 1958 at Howrah Station,

(b) if so, what is the amount of insured articles stolen, and

(c) the action taken in the matter?

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

(b) About Rs. 800

(c) The Government Railway Police, Howrah have registered a case under section 379 IPC and the case is under investigation.

Electrification Scheme for Manipur

1835. Shri L. Achaw Singh: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the rural electrification scheme for Manipur has been implemented;

(b) whether the scheme submitted by the Manipur Administration has been approved by the Government of India; and

(c) the number of sub-divisional towns and villages to be electrified during the Second Five Year Plan period?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (c). Rural electrification of about 76 localities in Manipur is envisaged in the Second Five Year Plan. This is in the process of implementation

(b) Against the total plan provision of Rs. 95.00 lakhs for power development, schemes amounting to about Rs. 42 lakhs have been received from Manipur. These are under examination

Artificial Insemination Scheme

1836. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state.

(a) whether artificial insemination (Key village) scheme for cross breeding of cows has deteriorated the quality of Manipur bulls, and

(b) whether the cross breeds lack the stamina and toughness required for agricultural purposes?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Cross breeding of cows is not undertaken under the Key Village Scheme. A pilot research scheme for cross breeding of cattle has, however, been started in Manipur from January, 1957. The calves born under the scheme have not yet reached a stage of maturity when their suitability for agricultural purposes can be assessed

Sale of Fertilisers in Manipur

1837. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether manure mixture sold at the agricultural farms in Manipur is readily accepted by the peasants;

(b) whether it is a fact that they are accepted by middle class people and government officials for gardening purposes only; and

(c) the total quantity of fertilizers received for distribution and sale and the actual quantity sold during 1958?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The manure mixture is not readily acceptable to the peasants as it has been recently introduced in the Manipur territory

(b) A small quantity of manure mixture has been purchased by persons belonging to middle class and government officials for gardening.

(c) 77 tons received and 35 tons, 13 cwt sold upto October, 1958

Purchase of Trucks for Manipur Administration

1838. Shri L. Achaw Singh: Will the Minister of Transport and Communications be pleased to state.

(a) the price of the 10 trucks purchased by the Manipur Administration at Calcutta;

(b) the cost of body construction of these trucks;

(c) the total cost of these trucks including the incidental charges and transport and tour expenses of the officers who went to bring them; and

(d) whether drivers of the Manipur State Transport were employed to take them from Gauhati to Imphal?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The price of the 10 trucks, which were purchased at Jamshedpur, is Rs. 2,69,840.

(b) Rs. 43,000

(c) No officer was specially deputed to bring the vehicles. As all the trucks have not so far reached Imphal,

it is not possible to indicate the total cost of the vehicles

(d) No

Loan for Manipur

1839. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether agricultural loan sanctioned for Manipur is distributed to individuals or cooperative societies, and

(b) what are the respective amounts of agricultural loans distributed during 1968?

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

(b) No amount has yet been distributed during the current financial year

Cooperative Societies in Manipur

1840. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether the large-sized co-operative societies registered in 1956-57 in Manipur are now supplied with working capital loan for agricultural credit business, and

(b) if not, when they are going to be supplied with the working capital for such business?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Necessary information is being collected and will be placed on the Table of the Sabha as soon as it is available

टिहड़ी नियंत्रण

१८४१ श्री समालाल बाहुपाल क्या काला तथा हुबि मंत्री यह बताने की कृपा करेंगे कि

(क) टिहड़ी नियंत्रण विभाग के कितने कर्मचारियों को टिहड़ी नियंत्रण

कार्य करने के लिये बनवाई, १९६५ से लेकर अक्टूबर, १९६८ तक की अवधि में सऊदी अरबिया जैसे देशों को भेजा गया,

(ख) उनमें अनुसूचित जाति के कितने व्यक्ति थे

(ग) उन यूनिटों पर कुल कितना व्यय हुआ

(घ) क्या यह सच है कि उक्त विभाग के कुछ लोग एक अर्से से एक ही स्थान में काम कर रहे हैं और

(इ) क्या यह सच है कि प्रत्येक वर्ष टिहड़ी नियंत्रण कार्य के लिये दो दस जेवे जाते हैं और क्या इन दसों में उन्हीं व्यक्तियों को बार-बार भेजा जाता है?

काला तथा हुबि मंत्री (श्री श्र० प्र० जैन) (क) २०९।

(ख) ।।

(ग) ७,७५,१४६ रुपय जिसमें स्टाफ और सामान के भारत में सऊदी अरबिया जाने और वापिस आने के परिवहन चार्ज, उपनियुक्ति के भवय के लिये यात्रा भत्ता, और इस्तेमाल की गई कीट नाशी औपचारिक तथा सऊदी अरबिया में स्थानीय औपरेशन के व्यय शामिल हैं।

(घ) जी हा, मगर दूर दूर के लाकस्ट आरट पोस्ट्स (Locust out posts) के कुछ स्थानों में कार्य करने वाले स्टाफ को आमतौर पर लगभग दो बर्षों के बाद बदल दिया जाता है।

(इ) जी नहीं। प्रत्येक वर्ष एक दस को ही भेजा जाता है। कुछ सोगो को एक बार से अवैध बना गया है, ताकि मिशन में कुछ अनुभवी व्यक्ति रहें।

Clashing in Freight Booking

1842. **Shri Nagi Reddy:**
Shrimati Parvathi Krishnan:

Will the Minister of Railways be pleased to state

(a) whether the Government have received complaints against certain contractors on Derol Station on Western Railway declaring chemical wood as fire wood and paying lower rates of freight, and

(b) if so, the action taken thereon?

The Deputy Minister of Railways (Shri S. V. Ramaswamy). (a) Yes, Sir

(b) The person in whose name the complaint was received has denied its authorship and the further enquiries made have not revealed that there was any truth in the allegations made

रेलवे फाटकों पर मुर्दनामे

१८४३. श्री भक्त दर्शन : क्या रेलवे वाली ५ मई, १९५८ के अनारकित इन सख्त ३२२३ के उत्तर के मध्यमें में यह बताने की कृपा करें कि जिन रेलवे-फाटकों पर चौकीदार नहीं होने वहा फाटक लमाने के बारे में क्या कार्यवाही की गई है ताकि मुर्दनामों की पुनर्गवति न हो?

रेलवे उपसंचारी (श्री सें. बैंड० रामस्वामी) . साधारण तौर पर कोटडार-नजीबाबाद सेक्षन पर रात के समय गाड़िया नहीं चलती, इसलिए तम्भन्ति समपार को साकल से बन्द कर दिया गया है। मुख्य ६ बजे से शाम के ६ बजे तक या यदि आखिरी गाड़ी न० ६ के ० एन० ८ी में आ रही हो, तो उसके गुजरने के समय तक उस पर एक चौकीदार रहता है।

साकलों के लिए अनुदान

१८४४. श्री भक्त दर्शन : क्या परिवहन सेवा संचार वाली २२ अगस्त १९५७ के अनारकित प्रश्न सख्त ७६८ के उत्तर के मध्यमें यह बताने की कृपा करें कि

(क) प्रश्न पचवर्षीय योजना के प्रन्तर्गत उत्तर प्रदेश की आर्थिक महत्व की विन तंतीस सड़कों के विकास के लिए डाई करोड़ रुपयों का विशेष अनुदान कुछ वर्ष पहले स्वीकार किया गया था, उनमें से प्रत्येक के लियाँ में और क्या प्रणति हुई,

(ख) उनमें से प्रत्येक के लिए भारत मरकारद्वारा अब तक कितना अनुदान दिया जा चुका है,

(ग) उन सड़कों के लिए निवाली-कार्य को शीघ्रतात्त्वीय पूरा करने के बारे में कौन से विशेष कदम उठाये जा रहे हैं

(घ) क्या उन सड़कों को आगे बढ़ाने अथवा उत्तर प्रदेश की अन्य सड़कों के लिए इस बीच कुछ और अनुदान स्वीकार किया गया है, और

(ङ) यदि हा तो क्या उन नये अनुदानों पर प्रकाश डालने वाला एक विस्तृत विवरण सभा पटल पर रखा जायेगा?

परिवहन तथा सेवा संचार भारतीय में राष्ट्र-वाली (श्री राम बहादुर) (क) और (ख) एक विवरण सेवा सभा पटल पर रख दिया गया है। [वेस्त्रिये परिविष्ट ४, अनुदान संस्था ७३]

(ग) वर्तमान कार्यक्रम के अनुसार चालू योजना की प्रवर्चि में अधिकतम कामों के पूरे हो जाने की आशा है। इस कार्यक्रम के अनुसार किये जाने वाले कामों में प्रमात्र कोष की उपलब्धि पर निर्भर है।

(घ) जी नहीं।

(ङ) सभाल पैदा नहीं होता।

Rail Reservation Indicators

1845. **Shri Basu Krishnan.** Will the Minister of Railways be pleased to state

(a) whether it is a fact that Government propose to set up rail

reservation indicators at the Railway reservation offices on big stations; and

(b) if so, the names of the stations on which indicators have been up or are being set up railway-wise?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Arrangements already obtain at important stations on each Railway to indicate the reservations made for each train by means of charts. These charts furnish particulars such as, names of the persons, the coach and the compartment in which reservation is made, whether an upper or a lower berth has been reserved and the berths vacant. The charts are generally displayed on the various platforms and also in some cases at the Reservation Offices.

In addition, at certain more important stations, particulars of accommodation reserved for certain important trains and that vacant are notified at prescribed hours each day on the notice boards at the Reservation Offices

Statements giving the details of the stations where Reservation charts are notified and those where particulars of accommodation available at prescribed hours is displayed are laid on the Table. [See Appendix IV, Annexure No. 74].

Rail Coaches and Wagons

1846. Shri Agadi: Will the Minister of Railways be pleased to state:

(a) the number of rail coaches and wagons manufactured and supplied by private industrialists of Allahabad and Bareilly during 1957-58;

(b) whether it is a fact that rail coaches and wagons manufactured by the private manufacturers are cheaper by 30 per cent than those manufactured in Railway workshops and

(c) if so, the reasons therefor?

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

wagons have been manufactured by the private contractors at Allahabad and Bareilly so far. The total number of coaches built by these contractors for the North-Eastern Railway during 1957-58 was 59.

(b) and (c). The costs of coaches built in Railway workshops are generally higher to those built by small contractors because the overhead charges in the big industrial undertakings of the like of Izatnagar and Gorakhpur Workshops are higher to those of the petty contractors. Incidentally, the sidings facilities provided and inspection work undertaken by the railway does not figure in the contract rate.

गाड़ी की टक्कर

१८४७. { श्री रघुनाथ लिल्हा :
श्री सुविमल घोष :

क्या रेलवे मंत्री यह बताने की तुला करेंगे कि :

(क) क्या यह सच है कि ८ नवम्बर, १९५८ को देहरादून एक्सप्रेस पूर्वोत्तर रेलवे के बन्देल स्टेशन पर उसे एक डिब्बे से टकरा गई जिसके फलस्वरूप रेलवे अमिस्टेट मेंरेनिकल इंजीनियर के गले की हड्डी टूट गई और उनकी पत्ती को चोटें पाईं; और

(ख) यदि हा, तो इस दुष्प्रत्यय का क्या कारण था?

रेलवे उपमंत्री (श्री सें. बैं. रामस्वामी) : (क) जी हा, ८-११-५८ को मुबह लगभग ६ बजकर १५ मिनट पर १० डाउन ट्रून एक्सप्रेस पूर्व रेलवे के हावड़ा-बदंदवाज सेक्षन में बडेल स्टेशन के लेटफायर लाइन नं. ४ पर ले ली गयी जिस पर पहले से एक निरीक्षण-यान (Inspection Carriage) लड़ा था। दोनों में टक्कर हो गयी जिसकी बजह से असिस्टेंट ब्रें-निकल इंजीनियर की, जो उस निरीक्षण यान में बैठे हुए थे, हंसली की हड्डी टूट

गये और उनकी पत्ती को मामूली बोट आयी।

(क) सरकारी निरीक्षक ने जो अंतिम रिपोर्ट दी है उसके अनुमार यह दुर्घटना दून एक्सप्रेस को गलती से प्लेटफार्म लाइन नं० ४ पर लेने के कारण हुई।

Irregular Train Services on Poona-Lonavalla Section

1848. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that train services on Poona-Lonavalla section (Central Railway) are irregular;

(b) if so, the reasons therefor; and

(c) the action taken by Government in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) There has been some irregularity in the running of trains on the Poona-Lonavalla section, the major cause being frequent pulling of alarm chain resorted to mostly by the workers employed in the Defence Department Installations at Dehu Road for unauthorised stoppages of trains to the inconvenience of other passengers. On a heavily worked section like the Poona-Lonavalla, when one train runs late, the running of the following trains is also upset. The local trams also suffer detention, sometimes, as precedence has to be given to other more important through trains running on the section.

(c) The following steps have been taken to improve the train services on the section:—

(i) The staff of the Security Department have been deputed to travel by the trains most affected.

(ii) The Defence Department authorities at Dehu Road have been addressed to instruct the workers not to stop trains unauthorisedly.

(iii) The vacuum disc on the Workmen's rakes has been recently discontinued to prevent such unauthorised stoppages.

Konkan Railway

1849. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government have received any resolutions, letters from Gram Panchayats, Municipalities and other institutions demanding the construction of Konkan Railway;

(b) whether it is a fact that survey of Diva-Dasgaon Railway is already completed;

(c) whether it is a fact that Bombay Government have also recommended the scheme of Diva-Dasgaon Railway; and

(d) if so, decision taken by the Government?

The Deputy Minister of Railways (Shri S V Ramaswamy): (a) to (c) Yes, sir

(d) This proposal, along with other new line proposals of the State Governments, is under review from time to time.

Prices of Foodgrains

1850. Shri Bimal Ghose: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government is considering the proposal of fixing floor and ceiling prices for wheat and paddy, and

(b) if so, whether it is intended to fix such prices on all-India or on State-basis?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Maximum controlled prices for rice

and paddy have been fixed for certain states, but no such prices for wheat, have been fixed. No floor prices either for wheat or paddy have so far been fixed, but the State Governments are arranging to purchase paddy in certain states at reasonable prices to ensure that the cultivator gets a fair return for his produce

आमदार रेलवे स्टेशन

१६५१. श्री प्रभालाल बाल्याल : क्या रेलवे मंत्री यह बताने की हो पाएंगे कि

(क) क्या यह सच है कि आमदार जिप्सम कम्पनी बीकानेर ने रेलवे प्रशासन को आमदार रेलवे स्टेशन आदि के मकान उठाने का नोटिस दे दिया है,

(ख) क्या रेलवे के मकानों के नीचे का भी जिप्सम निकालने का कम्पनी को प्रधिकार है, और

(ग) यदि हाँ, तो रेलवे स्टेशन का उठाने का हर्जाना कौन देगा ?

रेलवे उपमन्त्री (श्री शहनवाज जा.)

(क) १६५३ में कम्पनी ने पूछा था कि स्टेशन को उसकी मोजदा जगह से छानने की सांगत क्या होगी लेकिन जब सर्वे के लिये आवश्यक फीस जमा करने के लिये उससे कहा गया तो कम्पनी की ओर से आगे कोई जवाब नहीं मिला। १६५५ में कम्पनी ने राजस्थान सरकार और रेलवे पर १३ लाख रुपये हर्जाने का दावा कर दिया जिसका कारण यह बताया गया कि रेलवे ने १६५२ में जो जमीन ली और जिस पर रेलवे क्वार्टर्स बनावे गए उसके नीचे जिप्सम की लान थी जिसका भुक्तान कम्पनी को हुआ।

(ख) जी नहीं।

(ग) सवाल नहीं उठता।

क्ष. रीम की जारीव

१६५२ वी प्रभालाल बाल्याल क्या रेलवे मंत्री यह बताने की हो पाएंगे कि

(क) क्या यह सच है कि उत्तर रेलवे हनुमानगढ़ के भालडा परियोजना जेव में जमीन लारीदाना चाहती है,

(ख) यदि हाँ, तो कितने एकड़ जमीन लारीवी जायेगी और किस प्रयोजन के सिवे, और

(ग) राजस्थान सरकार ने इस जमीन की प्रति वर्ग फुट की क्या कीमत जारी है ?

रेलवे उपमन्त्री (श्री शहनवाज जा.) :

(क) जी हाँ।

(ख) कर्मचारियों के रहने के लिये मकान, यांड के विस्तर और दूसरी सेविस इमारतों अ.दि के लिये लगभग १३० एकड़।

(ग) इस पर अभी पत्र-व्यवहार किया जा रहा है।

Bridges on Rivers in Orissa

1853. Shri B. C. Mullick: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the State Government of Orissa have submitted a revised scheme to Central Government for the grant of finance for the construction of bridges on Mahanadi, Brahmani and Baitarni rivers in Orissa;

(b) if so, the action taken thereon; and

(c) whether the total amount to be required for the construction of bridges on the above rivers will be borne by the Centre?

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

the Member is referring to the bridges across the rivers Mahanadi, Brahmani and Baitarni on National Highway No 5 (Madras-Cuttack-Balasore-Baharagora-Road) because the bridges over the rivers Mahanadi, Brahmani and Baitarni on National Highway No 6 (Bombay-Nagpur-Sambalpur-Calcutta-Road) have already been completed. The estimates for the above bridges on National Highway No 5 have been received from the State Government.

(b) The construction of the bridge across the river Mahanadi is shortly to be sanctioned. The proposal for the construction of the bridge over the river Brahmani is being examined and is likely to be sanctioned during 1959-60, subject to the availability of funds, but the construction of bridge over the river Baitarni is not likely to be sanctioned during the current plan period for want of funds.

(c) As the development and maintenance of the National Highways is the responsibility of the Centre, the entire expenditure on these projects will be borne by the Government of India.

Damage Due to Floods

1854 Shri M S Murty: Will the Minister of Railways be pleased to state

(a) what is the extent of damage done to the Railway track and property in Visakhapatnam and Srikakulam Districts of Andhra Pradesh by the recent floods in October, 1958, and

(b) the action taken or proposed to be taken to repair the same?

The Deputy Minister of Railways (Shri S V. Ramaswamy): (a) and (b) Such information is not compiled State-wise or district-wise. However a statement giving the information in respect of Vizianagram-Waltair and Waltair-Tuni Sections of South Eastern and Southern Railways respectively, is laid on the Table of Lok Sabha [See Appendix IV, annexure No. TMA].

Caterers on Northern Railway

1855. Shri Daljit Singh: Will the Minister of Railways be pleased to state

(a) the number of caterers on Delhi-Amritsar main line of the Northern Railway, and

(b) the number of complaints received against them during 1957-58 and 1958-59 so far?

The Deputy Minister of Railways (Shri S V. Ramaswamy): (a) 90

(b) 27 complaints were received during 1957-58 and 32, during 1958-59, upto 31-10-1958.

Tractor Testing Stations

1856. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state the number and places where the Tractor Testing Stations are functioning in the country?

The Minister of Food and Agriculture (Shri A P. Jain): No Tractor Testing Station is functioning in the country at present. It is, however, proposed to expand the Tractor Training Centre at Budni for the purpose of Tractor Testing.

रोहतक रोड पर ऊपरी पुल

१८५७ { थी नवल ब्रिज़ :

क्या रेलवे मनी यह बताने की हृषा करेगे कि

(क) क्या वह सच है कि यातायात में सुधिधा पहुचाने की दृष्टि से नराय रोहता रेलवे स्टेशन के निकट पुरानी रोहतक रोड और नई रोहतक रोड को जोड़ने के लिये एक ऊपरी पुल बनाने की बोलना है,

(ल) क्या इस सम्बन्ध में सरकार को कोई आपत्ति है और

(ग) यदि हाँ, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है?

रेस्वे उपर्याप्ति (वी से० दै० रामस्वामी) :

(क) जी नहीं ।

(ख) ऊपरी पुल बनाने के लिये आवेदन पत्र मिला है ।

(ग) इस सुझाव पर तभी विचार किया जायेगा जब दिल्ली प्रशासन इसके लिये निश्चित रूप से कहे और इस बात पर राजी हो जाये कि वर्तमान नियमों के अनुसार वह सर्व देने के लिये तैयार है ।

Development of Fisheries in Manipur

1858 Shri L Achaw Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether any sum has been sanctioned for 1958-59 for the development of fisheries in Manipur, and

(b) whether any loan has been granted to any individual or co-operative society for this purpose?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes Rs 18,800

(b) No loan to any individual or Co-operative Society has been sanctioned so far

Fisheries in Manipur

1859. Shri L Achaw Singh: Will the Minister of Food and Agriculture be pleased to state

(a) number of fisheries which have been allotted to individuals or bodies of persons for pisciculture in Manipur; and

(b) the total acreage of land reserved from the fisheries during the years 1957-58 and 1958-59 so far in Manipur?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Information is being collected and will be laid on the Table of the House in due course

Forests in Manipur

1860. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that proper demarcation and survey of Grass Mahal and Forest Reserves has not been done in the valley of Manipur and villagers have been harassed very often for alleged encroachment of these reserves, and

(b) if so, what steps are being taken to properly demarcate Forest Reserves and Grass Mahal in the Territory of Manipur?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Survey and demarcation operations for Grass Mahals and Forest Reserves are being carried on, on a planned basis. Unauthorised settlers in the Grass Mahals and Forest Reserves are evicted to safeguard forest areas.

Spleen and Blood Survey in Manipur

1861. Shri L Achaw Singh: Will the Minister of Health be pleased to state

(a) whether it is a fact that a spleen and blood survey was undertaken by the Manipur Administration in Manipur, and

(b) if so, what are the findings?

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

(b) These surveys indicate that as a result of Malaria Control Operations spleen rate has dropped from 43.1 per cent in 1953-54 to 5.9 per cent in 1958-59 and child parasite rate and infant parasite rate have fallen from 0.5 per cent and 0.8 per cent respectively in 1954-55 to 0.02 per cent and 0.0 per cent in 1958-59 respectively

Leprosy in Manipur

1862 Shri L. Achaw Singh: Will the Minister of Health be pleased to state:

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

that leprosy is highly prevalent in the Tamenglong sub-division of Manipur;

(b) whether it is true that out of 4968 persons surveyed and examined in Tamenglong only 6 persons were found to have the infection during the first part of 1958; and

(c) if so, the names of the places where the survey was undertaken?

The Minister of Health (Shri Karmarkar): (a) No

(b) and (c) The whole of the Tamenglong sub-division has been surveyed and 35,503 persons were examined. Of these, 46 cases of Leprosy with 112 healthy contacts were detected. Out of the above 35,503 persons, 4968 persons were examined in the early part of 1958 and two cases with 6 healthy contacts were detected

Land Revenue Department in Manipur

1863 Shri L Achaw Singh: Will the Minister of Food and Agriculture be pleased to state-

(a) whether there is a proposal to reorganise the Land Revenue Department in Manipur,

(b) whether the attention of the Government has been drawn to the large number of pending cases in the Department, and

(c) if so, what is the nature of the reorganisation?

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

(b) Yes.

(c) Eleven more administrative units covering hills as well as the valley will be opened very shortly; two of these units will be under Sub-Divisional Officers and the rest will be in charge of Sub-Deputy Collectors. The selection of officers has been made and they will undergo two months' training with effect from the

1st December, 1958 thereafter they will be posted to their circles and vested with Criminal, Revenue and Administrative powers

For speedy disposal, cases are now also reaching courts directly and not through the Additional District Magistrate as was being done until recently

S. S. "City of New York"

1864 Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state whether it is a fact that the "S. S. City of New York" ran aground in the Hooghly river near Sibpore Ghat, Howrah on the 14th November, 1958?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Yes. The vessel ran aground at Hastings Bar on the night of the 13th November, 1958. A preliminary enquiry to ascertain the facts of the case and the damage sustained by the vessel is being conducted

Community Development Blocks

1865 { Shri H N Makerjee:
Shri Muhammed Elias:

Will the Minister of Community Development be pleased to state:

(a) whether any special efforts are being made in the Community Development Blocks for supplying to cultivator household knowledge of improved seeds, fertiliser, loans and better methods of cultivation, and

(b) what special steps have been taken to rectify the errors and deficiencies pointed out by the Fifth Evaluation Report on the Community Projects?

The Minister of Community Development (Shri S. K. Dey): (a) Yes, sir

(b) Some of the special measures taken to educate the farmers to adopt better cultivation methods are:—

- (i) Emphasis on demonstrations in cultivators' own fields.
- (ii) Concentration of efforts for the supply of improved seeds, fertilizers, plant protection material and equipment, and for the production and utilization of organic and green manures
- (iii) Establishment of seed multiplication farms for producing nucleus seeds and their further multiplication by Registered Seed growers.
- (iv) Training camps for farmers in the agricultural groups of subjects

Derailed of a Goods Train

1866. Shri Raghunath Singh: Will the Minister of Railways be pleased to state.

(a) whether it is a fact that traffic on the Hubli-Belgaum section of the Southern Railway was dislocated owing to the derailment of a goods train between Devarayi and Londa stations on the 19th November, 1958, and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). On 9-11-1958 (and not on 19-11-58) at about 22.36 hours while No. 2791 Up Goods train was on run between Devarayi and Londa stations, one wagon of the train derailed. As a result, the following passenger trains suffered detention:

- (i) No. 204 Down Poona-Bangalore Express—275 minutes at Londa.
- (ii) No. 203 Up Bangalore-Poona Express—338 minutes at Alnavor
- (iii) No. 209 Up Hubli-Poona Passenger—136 minutes at Alnavor.

The obstruction was cleared at 07.30 hours on 10-11-58. No one was injured.

The approximate cost of damage to the Railway property has been assessed at Rs 1,900.

Facilities on Stations on N.E. Railway

1867. Shri Bishwanath Roy: Will the Minister of Railways be pleased to state:

(a) whether any steps have been taken for providing facilities like drinking water, waiting halls, latrines etc at the Railway stations which have none so far on the N.E. Railway;

(b) whether the attention of Government has been drawn to the lack of these facilities at Turtipar, Satraon and Gokulnagar stations of the same Railway; and

(c) whether any proposal is under consideration for providing goods shed at Turtipar Station?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Minimum passenger amenities for all stations which include *inter alia* drinking water supply, passenger halls and latrines are being provided on a programmed basis in consultation with the Railway Users' Amenities Committee with which public opinion is associated

(b) The position at each station is as under:—

(1) Turtipar—A waiting hall, 6 platform benches, 2 oil lamps, *gharas* for drinking water and one pan type 8 seated latrine already exist. Provision of one hand pump and a waiting hall is included in the list of works for 1958-59.

(2) Satraon—A waiting hall, 6 platform benches, one oil lamp, *gharas* for drinking water and one pan type 8 seated latrine, already exist. Provision of one hand pump is included in the list of works for 1958-59, and

provision of waiting hall and one hand pump in the goods shed is included in the list of works for 1959-60.

(8) Gokulnagar (flag station)—6 platform benches and gharas for drinking water already exist

(c) No Sir There is no proposal for opening of Turtipar Station for goods booking

Advisory Committees

1868. Shri Thanalingam Nadar. Will the Minister of Food and Agriculture be pleased to state the total expenditure incurred by the various advisory committees constituted by the Ministry of Food and Agriculture in the year 1957-58?

The Minister of Food and Agriculture (Shri A P Jain) No advisory Committees were constituted in the year 1957-58 A statement containing information about expenditure incurred in 1957-58 by Advisory Committees constituted by this Ministry earlier is however, laid on the Table of the Lok Sabha [See Appendix IV annexure No 75]

Posts and Telegraphs Buildings

1869. Ch Ranbir Singh Will the Minister of Transport and Communications be pleased to lay on the Table of the House the detailed programme of office buildings and staff quarters to be constructed by the Posts and Telegraphs Department during 1958

The Minister of Transport and Communications (Shri S K. Patil): A statement is laid on the Table of the Lok Sabha [See Appendix IV annexure No 76]

P. and T Building at Secunderabad

1870. Ch Ranbir Singh: Will the Minister of Transport and Communications be pleased to state

(a) whether the scheme to construct a Telegraph Office building and staff

quarters at Secunderabad (Deccan), has been sanctioned and approved, and

(b) if so, when the project is expected to be completed?

The Minister of Transport and Communications (Shri S K. Patil). (a) and (b) No proposal for the construction of a Telegraph Office building at Secunderabad has been sanctioned or approved A scheme for the construction of staff quarters at the station has been sanctioned and the work is in progress This scheme is expected to be completed during 1959-60

P & T Building at Salem

1871 Ch Ranbir Singh Will the Minister of Transport and Communications be pleased to state

(a) whether the scheme to construct a building for the Departmental Telegraph Office at Salem has been approved and sanctioned

(b) whether the land has been acquired and construction has been started and

(c) if so, when the building is expected to be completed and made available for use?

The Minister of Transport and Communications (Shri S K. Patil) (a) Yes

(b) Departmental land is available The work is already in progress

(c) The building is nearing completion It is expected to be available for use early in 1959-60

P & T Building at Jaipur

1872 Ch Ranbir Singh. Will the Minister of Transport and Communications be pleased to state

(a) whether the scheme to construct Telegraph Office building and staff quarters at Jaipur has been approved and sanctioned,

(b) how much land has been acquired for that,

(क) उन गन्दी बस्तियों के बाया नाम हैं ; और

(ग) उन पर अनुमानतः किसना व्यय होता ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) आठ योजनाये ।

(क) और (ग) गन्दी बस्तियों के नाम नथा जिन-जिन जगहों के लिये योजना नीयार की रही है, उनके पुनर्विकास पर होने वाले अनुमानित व्यय का एक विवरण सभा पट्टन पर रख दिया गया है। [दिल्ली परिषिक्षण अनुबन्ध संखा ७८]

दिल्ली में दूष की बस्तियां

१८७७. श्री नवल प्रभाकर :

श्री भक्त वर्जन :

क्या साथ तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली में दूष की बस्तियां बनाई जा रही हैं, और

(ल) ये कहा-कहा बनायी जायेंगी ?

साथ साथ कृषि मंत्री (श्री अ० प्र० शेख) : (क) और (ल), माननीय मंत्रस्थी का प्रश्न शायद दिल्ली मिल्क मालाई योजना के अन्तर्गत बनाये जाने वाले एक केन्द्रीय डॉगी और दूष इकट्ठा और ठिठग करने के केन्द्रों वे सम्बन्ध में हैं। मूल्य डॉगी परिचम घटेल नगर में बनाई जा रही है और मई १९५८ के अन्त तक इसके पुराहोंने की आशा है। नीस दूष इकट्ठा और ठिठग करने के केन्द्र स्थापित किये जा रहे हैं। दिल्ली में चार केन्द्रों पराव में दो और उत्तर प्रदेश में एक के लिये भूमि ले ली गयी है।

दिल्ली मिल्क योजना में २००० दूष डॉगी वाले पशुओं को हटाने और पुनर्बसाने के लिये भी उपबन्ध है। हटाने का ढंग, उनके पुनर्बसाने के स्वान और इसके लिये अन्य

ध्योरे के साथ उत्तरदायित्व रखने वाले अधिकारी वे प्रश्न विचाराधीन हैं।

Team to Study Agricultural System in China

1878. Shri Ramakrishna Reddy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government propose to send a delegation to China to study the intensive agricultural system there so as to develop increased agricultural production in this country,

(b) whether the delegation consists of purely officials or non-officials representing agricultural interests, and

(c) when the delegation is likely to leave for China?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes. It is proposed to send two delegations (i) for studying irrigation and water conservancy projects being adopted by Chinese Farmers and (ii) for studying the reported spectacular increase in food production, especially rice production in that country

(b) The first delegation would consist of official experts only. The composition of the second delegation is yet to be decided

(c) The team of water conservancy and irrigation experts is likely to leave for China in the middle of January, 1959. The second delegation would be going to China sometime during March 1959

Telephone Facilities in India-Tibet Road

1879. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that no telephone facilities exist on the India-Tibet Road at Matiana, Narkanda, Kotgarh, Thanedar, Nethar, Rampur, Sarahan and beyond to the border of Tibet; and

(b) if so, by what time the telephone system will be extended on this national highway?

The Minister of Transport and Communications (Shri S. K. Patil): (a) and (b). Telephone facilities exist at all places excepting Rampur, Nethar and Sarahan. Public Call Office facility at Rampur has already been sanctioned and is expected to be provided by the end of March, 1959. Proposals for tele-communication facilities at the remaining two places are being examined and will be sanctioned if found justified.

Transport in Himachal Pradesh

1880. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state.

(a) whether it is a fact that there is too much congestion of passenger and goods traffic on the different roads on which Himachal Pradesh Government Motor Transport service are operating;

(b) if so, whether it is also a fact that the passengers have to waste two to three days even for getting their reservation for their seats;

(c) whether it is a fact that no route permits for private carriers are granted by the Himachal Pradesh Administration; and

(d) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There is congestion of passenger traffic at the time of some fairs and festivals in certain parts of Himachal and abnormal rise in goods traffic during the potato season and additional vehicles are hired to clear the congestion

(b) Some inconvenience to passengers is caused sometimes. Efforts are therefore being made to put in more vehicles on the roads

(c) No.

(d) Does not arise.

Transport in Himachal Pradesh

1881. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state:

(a) the fare that is charged by the Himachal Pradesh Transport for passengers and goods separately on different routes;

(b) whether it is a fact that the Motor Transport Fleet of the Himachal Pradesh Administration is insufficient to cope with the goods and passenger traffic;

(c) whether it is a fact that the Himachal Pradesh Administration engage trucks on 25 per cent commission from private owners; and

(d) if so, whether it is also a fact that the commission has now been enhanced to 37½ per cent?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A statement giving the information required is laid on the Table of the Lok Sabha [See Appendix IV, annexure No. 78]

(b) The demand for passenger as well as goods transport varies from season to season and the fleet strength is just sufficient for handling the average traffic. During the potato season, which lasts for 6 to 8 weeks, additional vehicles are hired to meet the abnormal demand.

(c) Yes. Some private trucks are engaged for short periods during the potato and fruits season, when there is a temporary increase in the traffic

(d) No

Repairing of Ships

1882. { Shri Nagi Reddy:
 { Shri D. V. Rao:

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

(a) whether there are complaints from Indian firms doing repair work for ships in Calcutta port about the

discriminatory practices of foreign Agency houses in favour of foreign repair firms;

(b) whether it is a fact that Government owned shipping Corporations also prefer non-Indian firms for carrying out repairs to the ships, and

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

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No complaint has been received from Indian firms in this regard

(b) No.

(c) Does not arise

Team of Advisers

1883. Shri S. C. Godsora: Will the Minister of Community Development be pleased to state

(a) whether it is a fact that a team composed of advisers to the Union Ministry of Community Development visited the State of Bihar and

(b) if so, what are the main recommendation submitted by them to the Government?

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

(b) A copy of the tour notes of the team and the summary record of their discussions with the officers of the State Government are laid on the Table of the House [placed in the Library See Index No. L T 1135/58]

Hingoli-Khandwa Rail Link

1884. { Shri T. B. Vittal Rao:
Shrimati Parvathi Krishnan:

Will the Minister of Railways be pleased to state.

(a) when the line between Kanhangon to Shivapur of the Hingoli-Khandwa rail link will be opened for passenger traffic; and

(b) how many stations on the above section will be interlocked?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The section is expected to be opened by the end of December 1959

(b) All the nine stations in this section will be interlocked to Standard I

New Flag Station

1885. Ch. Ranbir Singh: Will the Minister of Railways be pleased to state

(a) whether it is a fact that a representation on behalf of the villagers of Bahadurgarh, Sila Kheri, Singhana, Rajhalas Hath, Chhapar and Jaipur of District Sangrur (Punjab) has been received for opening a new flag station between Budha Khera and Safidon station on Panipat-Jind branch line of Northern Railway;

(b) whether it is also a fact that villagers have offered *shram dan* and necessary cash contribution for construction of the flag station, and

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

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) Yes

(c) The proposal is under detailed investigation.

Railway Siding

1886. Ch. Ranbir Singh: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the cultivators of village Somar Gopalpur and surrounding villages of District Rohtak have requested that a railway siding be provided at Somar Gopalpur station on Delhi-Bhatinda lines to facilitate the transport of sugarcane to the Haryana Sugar Co-operative Factory, Rohtak

(b) whether it is a fact that five lakh maunds of sugarcane was supplied to the factory in the last season by these villages;

(c) if so, whether Government propose to provide the siding facility at the station; and

(d) if not, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. Sir.

(b) Not known to the Railway

(c) The provision of a siding at Somar Gopalpur Station has been included in the Railway's Works Programme for 1958-59.

(d) Does not arise.

प्रेस मशीनों का गायब होना

१८८७. श्री सरजू पाण्डे : क्या रेलवे मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या यह सच है कि १९५६ में पूर्वोत्तर रेलवे प्रेस, गोरखपुर की कुछ प्रेस मशीनें तथा मादे कागज के ४ हजार रिम गायब हो गये थे ;

(ख) यदि हा, तो उसका क्या ब्यौर है ; और

(ग) इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) :

(क) से (ग). पूर्वोत्तर रेलवे प्रेस, गोरखपुर की इस तरह की कोई प्रेस-मशीनें गायब नहीं हुई लेकिन जुलाई, १९५६ में चौरी की एक घटना हुई थी जिसमें टाइप डालने के तांबे के साचे (matrices) टाइप की कुछ बातु, स्टीरियो प्लेट और मेज के दो पंक्ते चौरी गये। कुल ४,४२५ रुपये का नुकसान हुआ। इस तरह की चोरियों की रोकथाम के लिये जरूरी कार्यवाही की गई है। मार्च/अप्रैल, १९५८ में स्टाक की जाव-पड़ताल

के दौरान में विभागी जांच भी की गई थी जिस से पता लगा कि सादा कागज कुछ कम है। २००० रिम कागज कम निकला। एक सीनियर बल्क को, जिसके आचरण की इस मामले और दूसरे मामलों में जांच की जा रही थी नौकरी से हटा दिया गया है।

Sleeping Accommodation for Second Class Passengers

1888. **Shri Assar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is no sleeping accommodation on Railway trains for second class passengers; and

(b) if so, the reasons therefor?

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

(b) It has not so far been decided to provide sleeping accommodation in II class as this class of accommodation is being abolished in stages

Sugarcane

1889. **Shri Jadhav:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No 2572 on the 23rd September, 1958 and state:

(a) the total amount of deposit, taken from the agriculturists who have supplied sugarcane to the factories, with a break-up of each factory;

(b) the amount of interest the factories are going to give to the agriculturists on their deposits, and

(c) whether any directive has been given by the Central Government to the State Government to take step for the return of the deposits to the cane supplying agriculturists?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Out of a total deposit of Rs 9.19 lakhs Rs 2.06, 058 and 6.55 lakhs were taken by Lakshmiwadi, Sakarwadi and Ravalgaon factories respectively.

(b) Ravalgaon factory pays interest at 6% per annum. No interest is paid by Lakshmiwadi and Saka:wadi factories.

(c) No, Sir. The deposits are made under mutual agreements and are returned after the close of the season.

Ravalgaon Sugar Factory

1890. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state

(a) for how many days did the Ravalgaon Sugar Factory run during the crushing season of 1957-58,

(b) how much cane was crushed during the above season,

(c) how much of the cane crushed was of factory ownership, how much was supplied by the agriculturists and how much was supplied by the Dabhadhi Co-operative Sugar Factory,

(d) whether the Ravalgaon Sugar Factory has made recently any change in the cane crushing capacity and

(e) if so what is its crushing capacity at present?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 121 days

(b) 162,305 tons

(c) (i) 75,875 (ii) 75,019 and (iii) 11,411 tons respectively

(d) The factory has been granted a licence to increase its capacity from 850 to 1,200 tons of cane per day. The expansion is to be completed by 1959-60.

(e) About 900 tons cane per day.

Homoeopathic Enquiry Committee

1891. Shri Mohan Navak: Will the Minister of Health be pleased to state what steps have been taken to implement the recommendations of the Homoeopathic Enquiry Committee?

The Minister of Health (Shri Karmarkar): The recommendations of the Homoeopathic Enquiry Committee

were examined by another Committee appointed in 1955 under the chairmanship of Dr D T Dave. The Dave Committee recommended the establishment of a Central Council of Homoeopathic System of Medicine with the object of achieving uniform standards in respect of education and practice of Homoeopathy. The recommendations of the Dave Committee were referred to all the State Governments for their remarks. The Central Council of Health at their meeting held in January, 1958, recommended that it should be left to the individual State Governments to take such steps as they considered practicable and desirable for the development of Homoeopathic System of Medicine.

Telephone Receivers

1892. Shri A. K. Gopalan: Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that the Calcutta telephone authorities are investigating the allegation of maintenance of about 12 telephone receivers in the silver katri in Cotton Street Calcutta,

(b) if so, whether the investigation is over, and

(c) the main points of the report of the investigation?

The Minister of Transport and Communications (Shri S. K. Patil): (a) No

(b) and (c) Do not arise

Employment in Merchant Navy

1893. { Shri A. K. Gopalan:
 { Shri Kunhan:

Will the Minister of Transport and Communications be pleased to state

(a) whether the Director General of Shipping has objected to the Employment of boys who have passed

part 'A' of the 2nd Class Engineering Examination of the Ministry of Transport in the Merchant Navy, and

(b) if so, the reasons for the same?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) As a rule boys who have passed part 'A' of the second class Engineer's Examination of the Ministry of Transport and sponsored by shipowners are allowed to be signed on as uncertificated Junior Engineers in the Indian Merchant Navy. It may, however, be added that since the beginning of this year, permission is not being granted in the case of ex-Indian Naval Dockyard General Apprentices who have not obtained proper release from the Navy. The number of such cases in which permission has been withheld is only seven. The decision to withhold approval in the case of ex-Indian Naval Dockyard General Apprentices who had not completed their contract with the Navy was taken in order to prevent unauthorised drift of technical personnel from the Defence Navy.

Dharamsala Out-agency

1894. Shri Hem Raj: Will the Minister of Railways be pleased to state

(a) whether Government have received any representations for the re-opening of the Dharamsala Out-agency, and

(b) if so, the decision taken thereon?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes

(b) Tenders were invited to re-open and operate the Dharamsala Out-agency but there was no response

Master Plan for Exploration of Water Resources in Kerala

1895. Shri P. C. Borooah: Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have examined the Master Plan for exploration of Water Resources in Kerala;

(b) if so, the result and recommendations thereof; and

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

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The Master Plan is under study

(b) Does not arise.

(c) The Master Plan outlines possible schemes for development of water resources of Kerala under irrigation, Power production, drainage, reclamation, inland navigation, water supply, minor ports, fisheries etc. The object of such studies is to provide data to the State Government to select schemes for detailed investigation with a view to their inclusion and implementation in the future plans. As such, no immediate action on the report is necessary except its examination which will take some time.

Acquisition of Land for a Co-operative Society

1896 { Dr. Sushila Nayar:
Shri Kodiyan:
Shri Hem Barua:

Will the Minister of Health be pleased to state:

(a) whether Government propose to acquire land in the revenue estate of village Basantnagar in union territory of Delhi for the purpose of handing over to the Government Servants Co-operative House Building Society

(b) if so, what terms and conditions have been laid down by Government for handing over the land to the Society, and

(c) whether it is proposed to safeguard the building rights of individual genuine building plot holders whose plots may be acquired for handing over to the Society either under Section 6 of the Land Requisition Act, 1894 or under the Delhi Development Authority Act, 1958?

The Minister of Health (Shri Karmarkar): (a) The Chief Commissioner, Delhi had issued three notifications

under Section 4 of the Land Acquisition Act, 1894 for acquiring about 259 acres of land in this area for the Government Servants Co-operative House Building Society Ltd. They have now requested for issue of final notification under Section 6 of that Act for the acquisition of about 100 acres in that area. Necessary action will be taken by the Chief Commissioner, Delhi keeping in view the objections filed by the affected Societies and individuals.

(b) It is proposed to ask the Chief Commissioner, Delhi to ensure that no land belonging to any other bona-fide co-operative house building society is acquired for the Government Servants Co-operative House Building Society.

(c) Government do not propose to exempt the lands of individual house builders.

पर्यटक गाड़ियां

एन्डेंस. श्री सरजू थांडे : क्या रेलवे मंत्री यह बनाने का क्रूरा करेंगे कि :

(क) इस समय भारतीय रेलों के पास कितनी पर्यटक गाड़ियां हैं, और

(ख) वे जनता को किम हिमाचल से दी जानी हैं ?

रेलवे उपमंत्री (श्री शाहनवाह खां) :

(क) शायद मानवीय मद्दत का मतलब तीमरे दर्जे के पर्यटन यान (tourist car) से है। भारतीय रेलवे में तीसरे दर्जे के ५२ पर्यटन यान हैं जिनमें म ३५ बड़ी लाइन पर और २७ मीट्रिक लाइन पर चलते हैं।

(ख) तीमरे दर्जे के पर्यटन यान के किंवदं की दरे इस प्रकार हैं —

सकर का जिनते लोग मकर करेंगे उन से किंवदं पूरा या रियायती किंवदं निया जायगा, लेकिन यह किंवदं एक रुपया प्रति मील से कम न होगा।

गाड़ी लड़ी का हे गाड़ी मे सवारिया बैठी हो करने का या न बैठी हों, अगर वह उस किंवदं पार्टी के कठजे में है, तो हर २४ (hire charges) चटे या उससे कम के लिये १० रुपये लिये जायेंगे।

नोट —लड़ी गाड़ी का किंवदं तभी लिया जायेगा जब गाड़ी एक जगह पर ८ घटे से अधिक रुकी रहे। पर्यटन यान या मैलून जब चल रहा हो, उम अवधि में यह किंवदं नहा लिया जायेगा।

खाली गाड़ी जितनी दूरी तक गाड़ी खाली ले जाने का जायर्हा, उतर्हा दूरी का किंवदं किंवदं ५० नया ऐसे प्रति मील के हिसाब से लिया जायेगा—

(i) जिम स्टेशन पर गाड़ी लड़ी रहती है वहां से उम स्टेशन तक का किंवदं लिया जायेगा वहां वह मार्गी गई है। (अगर कोई दूसरी जगह न बताई गई हो, तो वह गाड़ी रेलवे के प्रधान कार्यालय के स्टेशन पर लड़ी रहती है।)

(ii) जिम स्टेशन पर गाड़ी खाली की जायर्ही बहा से उप-खण्ड (i) मे बताये गये यान लड़े करने के स्टेशन तक सब से नजदीक चालू रास्ते का किंवदं लिया जायेगा।

पर्यटन य न यदि पर्यटन यान दे दिया जाय की मार्ग और उसका इस्तेमाल न हो तो रद्द करने उमके लड़े होने के स्टेशन से पर किंवदं मार्गे गये स्टेशन तक का एक तरफ का किंवदं लिया जायेगा जिमकी दर ५० नया पैसा प्रति मील होगी। कम से कम किंवदं ५० रुपये होगा। इसके अलावा हर एक चंटा या उससे कम

समय के लिये एक रुपया प्रति गाड़ी प्रति मील के हिसाब से विलम्ब-शुल्क लिया जायेगा। कम से कम विलम्ब-शुल्क १० रुपये होगा। यह विलम्ब-शुल्क गाड़ी देने के समय से ले कर उस समय तक के लिये लगाया जायगा, जब तक इस बात की सूचना न मिल जाय कि गाड़ी की जरूरत नहीं है।

कुल मिला- किराया ऊपर बताई गई कर कम से दरों से लिया जायगा, लेकिन कुल कम कि- मिला कर कम से कम किराया राया १०० रुपये होगा। यह न्यूनतम किराया केवल एक बार लिया जायगा, चाहे सम्बन्धित रेल-प्रशासनों को तादाद कुछ भी हो।

Ayurvedic and Unani Tibbia College, Delhi

1898. Shri P. R. Patel: Will the Minister of Health be pleased to state

(a) the amount of grant or aid given by the Central Government to the Ayurvedic and Unani Tibbia College of Delhi during 1956-57 and 1957-58 and

(b) what steps the Central Government have taken to get recognition of the medical degrees of the Ayurvedic and Unani Tibbia College, Delhi by State Governments?

The Minister of Health (Shri Karmarkar): (a) A grant of Rs 5,000/- was paid to the Ayurvedic and Unani Tibbia College of Delhi during 1956-57. No grant was paid during 1957-58

(b) No steps have been taken by the Central Government.

Water Supply for Delhi

1899. Sardar Iqbal Singh: Will the Minister of Irrigation and Power be pleased to state:

(a) whether there is any proposal to construct Link Canal System to

utilize Bhakra Canal water for Delhi water supply;

- (b) if so, details of this scheme;
- (c) total cost of this scheme; and
- (d) when the work on this scheme will start and when it will be completed?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No such scheme is under consideration with the Government of India.

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

Loan for Purchase of Foodgrains

1900. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether the Himachal Pradesh Administration have given loan to the people for the purchase of foodgrains in that State,

(b) if so, the total amount given in this regard;

(c) total wheat purchased with this subsidy;

(d) whether the amount has been utilised properly; and

(e) if so, in what manner?

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

(b) Rs 50,000

(c) This was not a subsidy but a loan. Information about the total quantity of wheat purchased with the loan is not readily available.

(d) and (e) The loan was advanced only to such persons as were in dire need of it for purchase of food-grains. In most of the cases the loan was not given in cash but foodgrains of an equal value were supplied.

Ticketless Travelling

1901. { Sardar Iqbal Singh:
Shri Rameshwar Tantia:

Will the Minister of Railways be pleased to state:

(a) whether Government have estimated the total annual loss of revenues

to Railways on each Railway due to ticketless travelling,

(b) what steps railway have taken especially in areas where ticketless travelling is on a great scale, and

(c) with what results?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) An assessment was made in 1957, by means of checks conducted by a Special Central Ticket Checking Organisation, and the loss estimated on the results of the checks conducted by this Organisation, railway-wise, is furnished in the statement laid on the Table [See Appendix IV annexure No 79]

(b) More intensive application, in these areas, of the normal and special checks made by the Railways generally to reduce the incidence of ticketless travel

(c) The extent of ticketless travelling in the areas has not been assessed again by means of a check as referred to in the answer to part (a) of the question

Filtration Plant at Rohtak Road, Delhi

1902. Sardar Iqbal Singh: Will the Minister of Health be pleased to state

(a) whether there is any proposal to construct a Filtration Plant at Rohtak Road, Delhi,

(b) if so, details of this proposal, and

(c) whether Government have approved this proposal?

The Minister of Health (Shri Karmarkar): (a) The technical Committee which has been set up to consider the questions of stabilisation and augmentation of Delhi's water supply have such a proposal under consideration

(b) and (c) Details have not been worked out so far

Lower Selection Grade in Posts and Telegraphs Department

1903. Shri Tangamani: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 3575 on the 8th May, 1958 and state

(a) whether any further representations have been received from the National Federation of Post and Telegraph Employees regarding selection policy for cadre of Lower Selection Grade in Posts and Telegraphs Department,

(b) what steps Government propose to take in the matter, and

(c) what is the present percentage of selection in addition to promotion by seniority-cum-fitness?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes In July, 1958

(b) The orders were modified in certain respects after a discussion of the matter with the National Federation of P & T Workers

(c) 33 1/3 per cent

Amenities at Stations

1904 Shri Tangamani: Will the Minister of Railways be pleased to state

(a) whether Government propose to provide minimum basic facilities to all the stations before funds are spent in providing extra amenities to certain important stations,

(b) what is the amount set apart for the current year and the nature of the amenities and

(c) how much is to be spent on the Southern Railway and names of stations provided with extra amenities?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The allocation of priorities and screening of needs is regulated through the

Railway Users Committees and every endeavour is made to secure as judicious and balanced a distribution of funds available as is practicable

(b) A provision of Rs. 2.47 crores has been made in the Budget for 1958-59 A statement showing the nature of the various amenities works is laid on the Table [See Appendix IV, annexure No 80]

(c) Out of the above provision a sum of Rs 39.68 lakhs has been allotted to the Southern Railway A statement showing the names of the important stations where extra amenities are proposed to be provided during the current year is laid on the Table [See Appendix IV, annexure No. 80]

Amenities at Stations

1905. Shri Tangamani: Will the Minister of Railways be pleased to state the nature of amenities to be provided for immediately on the basis of Railway Administration survey 1955-56?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The policy is to provide on a policy basis the following minimum amenities—

(a) at all stations irrespective of their size or status:

- (i) A waiting hall.
- (ii) Benches
- (iii) Suitable arrangements for lighting the waiting hall and booking office
- (iv) Drinking water supply
- (v) Improved type latrines
- (vi) Pucca platform surface
- (vii) Proper booking arrangements
- (viii) Planting shady trees

(b) at halt stations whether worked by contractors or departmentally:

- (i) A rail level platform of suitable length having regard to the length of the trains stopping at the halt station

(ii) A small waiting shed which will serve also as booking office.

(iii) Lighting where trains stop at night.

(iv) Planting of shady trees

Electrification of Stations

1906.

Shri Tangamani:	Shri H. N. Mukerjee:
Shri Muhammed Elias:	Shri Prabhat Kar:

Will the Minister of Railways be pleased to state.

(a) whether Government propose to electrify stations in towns where electricity is available,

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

(c) how many such stations are there without electricity;

(d) how many will be electrified during the current year, and

(e) the names of stations in Southern Railway to be electrified and the names of stations which will be taken up for electrification during the current year?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes

(b) to (e) On 31st March, 1958 there were about 650 unelectrified stations on Indian Railways where power was available. These included 127 stations on Southern Railway as listed in a statement laid on the Table [See Appendix IV, annexure No 81] All these stations are expected to be electrified during the Second Plan period subject to the approval of Passenger Amenities Committee, availability of funds and power at reasonable rates

During the current year (1958-59), 215 stations, including 40 stations on Southern Railway listed in a statement laid on the Table, are likely to be electrified. [See Appendix IV, annexure No. 81.]

Passenger Guides

1907. Shri Tangamani: Will the Minister of Railways be pleased to state:

(a) whether passenger guides are provided at important Railway Stations, and

(b) if so, the nature of duties required to be performed by them?

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

(b) A statement is given below:—

Statement

The duties of Passenger Guides mainly are.—

- (i) to direct passengers to the correct booking window and platform;
- (ii) to furnish correct and upto-date information regarding train timings, change of trains, catering, connections at junction stations ahead and to assist the passengers in finding accommodation in trains by guiding them to the compartments where room may be available
- (iii) to prevent overcharging, harassment or exploitation of passengers by licensed porters,
- (iv) to help to keep the circulating areas of stations, platforms and trains free from the nuisance of beggars, unauthorised hawkers and vendors etc.
- (v) to see that amenities provided at stations and on trains are being properly used and to ensure that the waiting halls, platforms, circulating areas are kept neat and tidy.
- (vi) to see that undesirable elements do not loiter about the platforms, tonga stands etc and to ensure that female

passengers are afforded all possible assistance;

(vii) to persuade passengers to form queues at booking counters, at entrance and exit gates and on the platforms before entraining,

(viii) to prevent passengers from indulging in dangerous habits such as travelling on foot-boards, on buffers and on carriage roofs,

(ix) to mix freely with the passengers and ascertain their wants and render them general assistance as needed by them

Camping Coaches

1908. Shri Tangamani: Will the Minister of Railways be pleased to state

(a) whether camping coaches are provided for convenience of holiday travellers, pilgrims etc at selected places, and

(b) if so, the names of such stations?

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

(b) Lonavla, Nasik Road, Manmad, Malda Court, Puri, Bulsar and Broach stations

Extra-Departmental Staff of Posts and Telegraphs Department

1909. Shri Tangamani: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 233 on the 21st November, 1958 and state

(a) whether decisions on the report of working of the Committee to enquire into the working conditions of Extra-Departmental Staff of the Posts and Telegraphs Department have since been taken;

(b) whether the recommendations will be enforced with retrospective effect, and

(c) if so, from which date?

The Minister of Transport and Communications (Shri S. K. Patil): (a) No; the report is still under consideration

(b) and (c) They will be considered when decisions are taken

Rice Prices in Madras State

1910. Shri Tangamani: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the present price of rice in Madras State,

(b) whether Government propose to start fair price shops in Madras State, and

(c) what is the total quantity of rice transported out of the South Zone during six months ending September, 1958?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The following were the wholesale market prices of rice in certain centres of Madras State on 12th December 1958 —

Centre	Variety	Price per maund
		Rs.
Kumbakonam	Katrasamba	23 00
Tirunelveli	II Sort	26 00
Madras	Sirumani	23 88
Coimbatore	Coarse	20 50

(b) There is no such proposal at present

(c) About 42,000 tons

Amenities at Stations

1911. Shri Ram Krishan: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government is considering a scheme to provide minimum basic amenities at all stations; and

(b) if so, at what stage the scheme is?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Minimum amenities, where they do not exist, are being provided according to the annual programmes of amenity works as drawn up by the Railway Administrations in consultation with the Railway Users' Amenities Committee on each Railway with which public opinion is associated.

The Railway Administrations have been instructed to complete the works of providing amenities within the minimum period possible according to these programmes.

Bungalows for Officers

1912. Shri Hem Barua: Will the Minister of Railways be pleased to state

(a) what is the number of bungalows built for officers working in the North East Frontier Railway six months prior to the inauguration of the new Zone and after and what are the modern amenities provided for them, and

(b) the total cost involved in providing these amenities to the officers?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 14 bungalows were constructed before inauguration and 40 after inauguration. Sanitary fittings have been provided in the bathrooms and lavatories.

(b) Rs. 150 lakhs approximately for the sanitary fittings

Nurses in Railway Hospitals

1913. Shri Hem Barua: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the number of nurses in the Railway Hospital at Gauhati is not adequate;

(b) if so, the reasons therefor;

(c) the number of vacancies in the nursing department of the North East Frontier Railway hospitals for the last six months; and

(d) the reasons for not filling up these vacancies so far?

The Deputy Minister of Railways (Shri S. V. RamaSwamy): (a) to (d). The Railway Service Commission Calcutta were unable to recruit enough nurses, the response to advertisements being poor. Recruitment has however since been made by the Railway and seven nurses have since joined against the 8 vacancies existing for more than six months.

बरहन-एटा रेलवे साइन

१६१४. श्री जगदीश अबस्थी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे पर बरहन-एटा रेलवे नाइन का निर्माण कार्य किस हद तक पूरा हो चुका है,

(ख) उक्त कार्य की पूर्ति में क्या कठिनाईया है

(ग) उन कठिनाइयों को दूर करने के लिये सरकार क्या कार्यवाही कर रही है;

(घ) शेष कार्य कब तक समाप्त हो जायेगा; और

(ङ) इसके निर्माण में अब तक कितना व्यय हुआ है?

रेलवे उपमंत्री (श्री सौ. वै. रामान्नास्वी): (क) सडक के ऊपर एक पुल, गेंगमैनों के रहने के लिये कुछ मकान और एक घूम चक्कर (turn table) के अलावा कुल निर्माण कार्य पूरा हो चुका है।

(ख) और (ग). भाग (क) को देखते हुए सवाल नहीं उठता।

(घ) लाइन भाल यानायात के लिये १-१२-५८ को खोल दी गई।

(ङ) ३१-१०-५८ तक १०४ लाख रुपये।

Electrification of Quarters at Dum Dum Airport

1915. { **Shrimati Renu Chakravarty:**
Shri Muhammed Elias:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 676 on the 3rd April, 1956 and state:

(a) whether it is a fact that class IV employees' quarters at Dum Dum Airport have not been electrified as yet; and

(b) if so, the reasons for the same?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b) It has not been possible to provide electricity in these quarters as the additional load required for this purpose cannot be made available until the electric supply at Dum Dum has been re-organised. The work of re-organising the electric supply will be taken up as soon as the necessary foreign exchange for this purpose has been made available.

Chowkidars in the Civil Aviation Department

1916 { **Shri Muhammed Elias:**
Shrimati Renu Chakravarty:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 811 on the 7th August, 1956 and state

(a) whether it is a fact that as yet many Chowkidars in Civil Aviation Department continue to have ten hours duty per day and others have no fixed duty hours and no fixed day off;

(b) if so, whether the eight hours work day will be introduced for all Chowkidars, and

(c) if not, why?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) The

Chowkidars in the Civil Aviation Department have been placed in the following three categories:—

(i) **Continuous Duty**, that is, those who are employed on shift duties at important points on the aerodromes in connection with aircraft operations and where work is strenuous.

(ii) **Intermittent Duty**, that is those who are employed at less important points at aerodromes where their duty is not very strenuous.

(iii) **Casual Duty**, that is, those who are employed at minor aerodromes, vacant buildings, communication stations, etc., where they are generally provided with family accommodations at the premises. The watch and ward work at these places does not consist of more than being present on the premises and does not involve any strain.

(b) and (c). The duty hours of Chowkidars in the Civil Aviation Department were fixed after careful examination of the practice obtaining in other Government Departments and no change in their duties is contemplated in the near future.

Staff Quarters at Aerodromes in Tripura and Assam

1917. { **Shri Muhammed Elias:**
Shrimati Renu Chakravarty:

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

(a) what is the position regarding the construction of staff quarters at aerodromes in Tripura and Assam except those at Agartala and Gauhati;

(b) which are the aerodromes in these areas where the construction of staff quarters has started and the numbers of quarters completed, and

(c) the aerodromes where work has not started at all?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c) A statement giving the requisite information is laid on the table of the House. [See Appendix IV, annexure No. 82.]

Service Code and Recruitment Rules of Civil Aviation Department

1918. { **Shri Muhammed Elias:**
Shrimati Renu Chakravarty

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

(a) whether the Service Code and Recruitment Rules of Civil Aviation Department have been finalised;

(b) if not, when it can be expected to be finalised; and

(c) reasons for the delay?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c) The Recruitment Rules for various gazetted and non-gazetted services of the Civil Aviation Department are in the final draft stage. These will shortly be introduced after the process of consultation with the Union Public Service Commission has been completed. The Recruitment Rules have heretofore existed in the form of several executive orders and administrative instructions issued by the Government from time to time and are now being codified in the form of Recruitment Rules.

Passenger Amenities

1919. { **Shri H. N. Mukerjee:**
Shri Muhammed Elias:
Shri Prabhat Kar:

Will the Minister of Railways be pleased to state:

(a) whether funds provided for passenger amenities on the different

railway systems have been allowed to lapse during 1956-57 and 1957-58, and

(b) if so, to what extent?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) During 1956-57 and 1957-58, there was an overall excess of Rs 12 06 lakhs and Rs 55 66 lakhs respectively over the provision made for all Railways together. Against this provision, the expenditure incurred on certain Railways, viz., North Eastern, Southern and South Eastern Railways during 1956-57, and South Eastern Railway during 1957-58, was slightly less

(b) For 1956-57 the expenditure was lower to the extent of Rs 2 20 lakhs on the North Eastern Railway, Rs 1 32 lakhs on the Southern Railway and Rs 2 79 lakhs on the South Eastern Railway which together constituted about 5 per cent of the provision made while in 1957-58 it was only on the South Eastern Railway that an amount of Rs 22 thousand remained unutilised

Thefts on Goods Wagons

1920 { Shri H N Mukerjee:
Shri Tangamani:

Will the Minister of Railways be pleased to state

(a) whether it is a fact that a band of gangsters regularly break open goods wagons on Agartpara Rail siding in Eastern Railway.

(b) whether it is a fact that people helped the Railway authorities in apprehending some members of the gang on the 27th October, 1958,

(c) what is the fate of the public who help to arrest such dacoits, and

(d) whether Government propose to take firm action in the matter?

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

(c) One Kartic Ch Chakravorty who gave information to police was later threatened with assault by some miscreants. A police postbox was posted in the area, where he resides, for his safety. Shri Chakravorty has also filed a complaint in the court against those who had threatened him earlier

(d) The State Police authorities are taking action to liquidate the gang. A case under section 11 of West Bengal Security Act has been sent to court against 10 members of the gang. Five of them have already been arrested

Air Accidents

1921 Shri Tangamani: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 995 on the 3rd December, 1957 and state

(a) what steps have been taken to replace the aircrafts damaged due to such accidents, and

(b) the result of the experience of preventive measures taken towards minimising accidents?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Of the six aircraft involved in the accidents, three were repaired and put back into commission. One aircraft was built up by the Corporation around a bare shell available with them. The larger question of replacement of Dakotas is also under consideration

(b) No statistics can naturally be provided to show how many accidents have been prevented but the number of accidents per 100 million passenger miles flown on India's domestic scheduled services have progressively decreased since 1955 as would appear from the figures given below--

Year	Accidents per 100 million passenger miles
1955	2.82
1956	2.01
1957	0.83

Posts and Telegraphs Colony, Madurai

1922 Shri Tangamani: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 161 on the 21st November, 1958 and state-

(a) by what date the Posts and Telegraphs colony in Madurai will be completed, and

(b) the steps taken for expediting the construction of the said colony?

The Minister of Transport and Communications (Shri S. K. Patil)
 (a) and (b) As all the funds earmarked for the construction of quarters have been utilised and no more funds are available it has not been possible to include the project of constructing residential quarters at Madurai in the Second Five Year Plan. The work will be taken up early in the Third Five Year Plan. However, to ensure that no delay takes place in starting this work in 1961-62 a plot of land for the quarters has been selected and approval to acquire the plot has been accorded.

Telephone Exchange, Madurai

1923. Shri Tangamani: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 58 on the 18th November, 1958 and state

(a) whether the installation of the automatic Telephone Exchange at Madurai (Madras Circle) will be completed during the current year, and

(b) the steps taken for speeding up the construction?

The Minister of Transport and Communications (Shri S. K. Patil)
 (a) No

(b) The work of installation of an auto exchange at Madurai has been included in the programme of auto-

installations for the year 1960-61. The present position of the case is:

1 the project estimate for the work has been sanctioned

2 a plot of land for the exchange building has been acquired. The CPWD have called for and obtained tenders for the construction of the building

3 advance order for the supply of the equipment on Indian Telephone Industries (ITI) has been placed. The delivery of the equipment is scheduled to be completed in 1960

Practice of Surgery by Vaidas

1924 Shri Warior: Will the Minister of Health be pleased to state

(a) whether any directive has been issued to State Governments that permission should not be given to Avurvedic Vaidas to practice surgery and

(b) if so the reasons thereof?

The Minister of Health (Shri Karmarkar) (a) No

(b) Does not arise

Pension Payments at Post Offices

1925 Shri Daljit Singh Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that pensioners have to travel for four or five miles to get their pensions from sub-Post Offices in backward areas and

(b) if so, the action taken to make payment of such pensions through Branch Post Offices?

The Minister of Transport and Communications (Shri S. K. Patil)
 (a) It is possible that in some cases they have to go to a post office more than 4 or 5 miles away

(b) The Branch Post Offices doing Savings Bank work have already been authorised to disburse pension to P & T pensioners drawing pensions upto Rs 50 pm

Ministry of Irrigation and Power

1926. Shri Daljit Singh: Will the Minister of Irrigation and Power be pleased to state the number of Committees appointed by the Ministry of Irrigation and Power which are functioning at present?

The Deputy Minister of Irrigation and Power (Shri Hathi): The following two Committees set up by the Ministry of Irrigation and Power are still functioning—

1. Committee to examine the organisational structure of the Central Water and Power Commission
2. Committee to investigate whether full value for the money spent on the Bokaro Thermal Power Station has been obtained

Straits/Bombay/Karachi/Persian Gulf Conference

1927. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state—

(a) whether it is a fact that the Straits/Bombay/Karachi/Persian Gulf Conference was constituted in July, 1958, with the joint collaboration of Japanese American, British and Dutch Lines; and

(b) if so, how it will affect Indian Shipping?

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

(b) As far as can be envisaged now, it does not appear that the interests of Indian Shipping will be adversely affected by the formation of this new Conference

Train Derailment

1928 Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that recently three wagons of a goods train

were derailed at Sitarampur Station (Eastern Railway);

- (b) if so, the details thereof; and
- (c) whether compensation has been paid to the family of the deceased?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) Yes On 23-11-58 at about 13 35 hours while train No 5th Toposi Supply pilot was entering Sitarampur Station, 4 wagons of the train derailed in the yard. The derailed wagons struck against the signal post on wh. cl. two Khalasis were working. Both the Khalasis were injured. Subsequently, one of them succumbed to his injuries while the other has resumed his duty

(c) Not yet, but arrangements are being made to pay a sum of Rs 1,800 due under the Workmen's Compensation Act, to the family of the deceased

Food Production

1929. 1 Shri H. N. Mukerjee:
2 Shri Muhammed Elias:

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

(a) the figures of food production for each year during the decade 1947—57; and

(b) the basis on which calculation about the increase of food production during the next decade are being made?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The required data are given in the statement laid on the Table [See Appendix IV annexure No 83]

(b) The requirements of increased food production are calculated for each Plan period taking into account such factors as (i) likely increase in the total population, (ii) likely increase in the urban population, (iii) likely effects on food consumption of increase in national income and changes in its distribution, (iv) the

need to improve per capita consumption as well as the dietary pattern and (v) the need to counter possibilities of inflationary pressures resulting from likely increase in the level of investment.

Drain from Kalaspur to Brahmani River, Orissa

1930. Shri B. C. Mullick: Will the Minister of Irrigation and Power be pleased to state whether the estimated cost of Rs 20 lakhs asked by the State Government of Orissa from the Centre for the construction of a drain from Kalaspur to Brahmani river in the district of Cuttack, Orissa has been sanctioned?

The Deputy Minister of Irrigation and Power (Shri Hathi): No proposal has been received in this connection from the Government of Orissa

Fashion Film

1931. Shri Ram Krishan: Will the Minister of Transport and Communications be pleased to state the progress made so far in the production of a fashion film against an Indian background by a party of the "Harper's Bazaar" magazine?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The fashion film against Indian background was actually taken by the Independent Television Unit from London for the "Harper's Bazaar" magazine. The shots taken in India will form part of the film which the Independent Television are producing on India, Thailand and Australia. The film unit will return to London only towards the end of this month. Thereafter, the work of developing, processing, commentary-writing and editing of the film will be completed. The film is expected to be ready by May, 1959 when the *Harper's Bazaar* will be bringing out a special number of their magazine featuring India, Thailand and Australia.

Co-Operative Movement

1932. Shri Ram Krishan: Will the Minister of Food and Agriculture be pleased to state the nature of the steps proposed to be taken for expansion of co-operative movement during the remaining period of the Second Five Year Plan?

The Minister of Food and Agriculture (Shri A. P. Jain): The schemes of co-operative development included in the Second Five Year Plan are at present under implementation. The programme for 1959-60 is under discussion with the State and will be finalised by the end of January, 1959.

At its meeting on November 8 and 9, 1958, the National Development Council considered the role of the co-operative movement in intensifying agricultural production and generally in rebuilding the rural economy and suggested certain programmes and targets to be fulfilled within the next two years of the Second Plan period. The organisational, administrative and financial measures necessary for implementing the National Development Council's Resolution are being worked out by a Working Group consisting of representatives of the Government of India, Planning Commission, Reserve Bank of India and State Bank of India.

Railway Stations

1933 Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether Government propose to increase the number of Railway Stations in Punjab State during 1959-60, and

(b) if so, the names of such stations under consideration and the time by which the work will be started?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) A statement is laid on the Table. [See Appendix IV, annexure No. 84.]

Railway Time Tables

1934. { Shri Goray:
Shri Jadhav:
Shri Hem Barua:

Will the Minister of Railways be pleased to state:

(a) how many times during a year the Railway Time Tables are changed;

(b) how many copies of Time Tables of each Zonal Railway were printed during the last year, and how many of them were sold;

(c) what were the total printing expenses incurred; and

(d) what was the income from the source of advertisements?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Normally, the Railway Time Tables are changed twice a year, namely on 1st April and 1st October. Time Tables are also revised on 1st January and 1st July, if the alterations in timings are such as to warrant reissue of the Time Table.

(b) The information is furnished below:—

Railway	No. of copies printed during 1957	No. of copies sold during 1957
Central	2,54,540	2,33,007
Eastern	3,04,000	2,55,474
Northern	2,51,500	2,37,420
Southern	4,22,000	3,84,779
Western	1,38,000	1,27,671
North-Eastern	1,18,600	77,965
South-Eastern	1,21,490	1,04,265
North-East-Frontier.	Net in existence in 1957.	

(c) Rs. 15,07,274 Approx.

(d) Rs. 1,29,736 Approx.

294(AI) L.S.D.—8.

Kottayam Head Post Office

1935. Shri Maniyangadan: Will the Minister of Transport and Communications be pleased to state:

(a) how many sub-Post Offices and Branch Post Offices are there now under the Kottayam Head Office in Kerala;

(b) whether it is a fact that this Head Post Office cannot efficiently cater to the needs of all these sub-offices;

(c) the number of Sub-Post Offices under a Head Office in other parts of the Madras Postal Circle;

(d) whether there is any proposal to create another Head Post Office within the present Kottayam Division; and

(e) if so, when it will be established?

The Minister of Transport and Communications (Shri S. K. Patil): (a) 69 Sub Offices and 218 Branch Offices.

(b) The question of affording relief to this Head Office is already under examination.

(c) 35 to 50 Sub Offices.

(d) Yes.

(e) No definite date can now be stated.

Trunk Calls

1936. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that there is no direct line for trunk calls from Hamirpur to other main cities of Punjab; and

(b) if so, whether Government propose to consider the desirability of removing difficulties of the people of this area in this regard?

The Minister of Transport and Communications (Shri S. K. Patil):
 (a) Hamirpur is a Public Call Office connected via 4 other Public Call Offices to Dharamsala telephone exchange. Trunk calls to other main cities of Punjab are established via Dharamsala Exchange.

(b) The question of providing better facilities is under examination.

Roads in Himachal Pradesh

1937. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state

(a) the total mileage of district roads constructed by the Himachal Pradesh Administration during 1958, so far, and

(b) the total money spent on these roads?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) The information is being collected and will be placed on the Table of the Sabha in due course.

Purchase of Railway Engines and Wagons

1938. Shri Daljit Singh: Will the Minister of Railways be pleased to state the amount of foreign exchange spent by Indian Railways on purchasing the new railway engines and wagons during the last five years?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The information in respect of amount of foreign exchange spent by the Indian Railways for purchasing the new railway engines and wagons for the 5 years 1953-54 to 1957-58 are given as under.

(Figures in crores of Rs.)

Imported railway engines (Locomotives)	Rs. 52.0
Imported wagons	Rs. 39.4 ⁶

Note. These figures are exclusive of locomotives and wagons received under Aid through TCM and Colombo Plan.

Drinking Water for Hoshiarpur District, Punjab

1939 Shri Daljit Singh: Will the Minister of Health be pleased to state:

(a) whether it is a fact that Government have submitted any scheme for the supply of drinking water in Hoshiarpur District of Punjab,

(b) if so the details and nature of the scheme,

(c) whether the scheme has been approved by the Central Government and also regarding Lajpat Rai Water Works, and

(d) if so, the amount sanctioned for each scheme so far?

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

(b) The details of the schemes are as stated below

		Estimated cost
		Rs.
1	Hoshiarpur W S Scheme	12.28 Lakhs
2	Durahia W S Scheme	13.49 lakhs
3	Bhabaur, Bass, Barai and Bhatchi W S Scheme	1.145 lakhs
4	Chintpurni W S Scheme	1.94 lakhs
5	Hoshiarpur Drainage	6.79 lakhs
6	Dasuya Drainage	3.59 lakhs

(c) Two schemes, namely, Hoshiarpur Drainage and Durahia Water supply schemes have so far been approved

With regard to Lajpat Rai Water Works, an estimate costing Rs 1.29 lakhs for providing electrically driven pumping sets at Tehliwala was received and scrutinised by the Central Public Health Engineering Organisation. It was found that the scheme did not qualify for central assistance.

(d) Amounts are sanctioned for all the approved schemes collectively and not for individual schemes. It is left to the State Governments to allocate the sanctioned amount for each

scheme A sum of Rs 60 625 lakhs has been sanctioned to Punjab Government up to March, 1958, for their approved urban water supply schemes.

Recruitment of Supervisors for Railway Works Department

1940 *Shri Halder*
Shri Dasaratha Deb.

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the 25th November, 1958 candidates were called for interview at Calcutta for 50 supervisors posts for the supervision of works in the Railway Works Department,

(b) whether it is also a fact that a good number of interview seekers were driven out with the help of police, and

(c) if so the reasons therefor?

The Deputy Minister of Railways
(*Shri S V Ramaswamy*): (a) Yes

(b) No

(c) Does not arise

रेलवे की शिक्षा संस्थाओं में प्रध्यापकों के बेतन कम

१६४१. श्री जगदीश अवस्थी : क्या रेलवे मन्त्री २७ सितम्बर, १९५८ के अनाराकित प्रश्न संख्या २६०३ के उत्तर के सम्बन्ध में यह बताने की कृता करेंगे कि :

(क) रेलवे प्रशासन द्वारा बलायी जाने वाली सभी शिक्षा संस्थाओं के प्रशिक्षित स्नातक प्रध्यापकों के बेतन-कमों के बारे में क्या इस बीच जानकारी एकत्र कर ली गई है ; और

(ख) यदि हा, तो वह सभा पटल पर कब रखी जायेगी ?

रेलवे उपमंत्री (श्री स० व० रामस्वामी):
(क) और (ख). रेलवे से जो सूचना आई

है उसमें मालूम होता है कि ट्रेड येजुएट प्रध्यापकों के बेतन-मान के सम्बन्ध में रेलवे बोर्ड के ता० ३१-५-५५ के पत्र न० ६० (एस) ५४-मी०पी०सी/११ में जो आदेश दिया गया था उस पर पूर्वोत्तर और मध्य रेलों को छोड़ कर दूसरी सभी रेलों में अमल किया जा चुका है । इन दो रेलों में भी इस आदेश पर अमल किया जा रहा है ।

आबकारी विभाग के पदाधिकारियों

द्वारा यात्रियों की तलाशी

१६४२. श्री जगदीश अवस्थी : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह मत है कि सदारी गाड़ियों में यात्रा करने वाले यात्रियों की आबकारी विभाग के पदाधिकारी द्वारा उन क्षेत्रों के बड़े-बड़े स्टेशनों पर तलाशी ली जाती है जहां राज्य सरकारों द्वारा मद्द निवेद कर दिया गया है ,

(ख) यदि हा, तो ये तलाशिया रेलवे विभाग के किस विनियम के अन्तर्गत की जाती है , और

(ग) क्या रेलवे प्रशासन इन तलाशियों के कारण रेलवे यात्रियों को होने वाली असुविधा को दूर करने के कुछ उपायों पर विचार कर रही है ?

रेलवे उपमंत्री (श्री शाहनबाज साही):
(क) और (ख) रेलवे स्टेशनों पर सदियच यात्रियों की तलाशी किसी रेलवे विनियम (regulation) के अधीन नहीं, प्रान्तीय भव्य-निवेद और आबकारी अधिनायनों के अधीन ली जाती है ।

(ग) रेल-प्रशासनों को ऐसी कोई रिपोर्ट नहीं मिली है कि जिससे यह पता चल सके कि इन तलाशियों के कारण यात्रियों को अनुचित रूप से तग किया जाता है । इस-लिये विशेष उपाय करने का सबाल नहीं उठता ।

Sugar Cane

1943. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 275 on the 27th November, 1958 and state:

(a) what was the State-wise (including the Union Territories) acreage under cultivation of sugar cane in the years 1956-57 and 1957-58; and

(b) how does the cultivation compare with per acre yield and recovery per cent., in the above years, taking into consideration the actual production of sugar of all varieties and the Gur?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The information asked for is given in the statement laid on the Table. [See Appendix IV, annexure No 85]

Indigenous System of Medicine

1944. Shri E. Madhusudan Rao: Will the Minister of Health be pleased to state:

(a) whether the Government have received any representation from the All India Homoeopathic Medical Association requesting not to accept the recommendations of the All India Medical Council (50th Session) regarding the promotion of the study of the indigenous and homoeopathic medicine; and

(b) if so, whether the Government intend to consult All India Homoeopathic Medical Association and the Ayurvedic and Unani Associations before accepting the recommendations of the All India Medical Council?

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

(b) As the Indian Medical Council have not made any recommendation, the question of consulting the All India Homoeopathic Medical Association and the Ayurvedic and Unani Associations does not arise.

Private Schools on South Eastern Railway

1945. Shri Panigrahi: Will the Minister of Railways be pleased to state:

(a) whether the Railway Board has sanctioned financial assistance in 1957-58 to private schools situated on South Eastern Railway;

(b) if so, how many educational institutions have been benefited by such assistance;

(c) whether any assistance has been given to private educational institutions from Railway Staff Benefit Fund in 1957-58 and 1958-59; and

(d) if so, what are the educational institutions in S.E. Railway zone which have received grant from Railway Staff Benefit Fund so far?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The South Eastern Railway Administration have sanctioned financial assistance to private schools.

(b) 21.

(c) 1957-58—Yes, grants sanctioned but the Staff Benefit Fund Account not yet debited

1958-59—Nil up to date.

(d) Andhra High School, Kharagpur.

Bhola Girls Middle School, Motibagh

Sleeper Control Officer

1946. Shri Panigrahi: Will the Minister of Railways be pleased to state:

(a) whether the Sleeper Control Officer, South Eastern Railway, Calcutta went to Burma recently for inspection of the Burma sleepers;

(b) if so, the number of sleepers that have been arranged for importation from Burma recently;

(c) whether Government are aware that sleepers of inferior quality have

been arranged for purchase in the recent deal; and

(d) whether the Railway Board have ordered inspection of these Burma sleepers?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir The Sleeper Control Officer of the South Eastern Railway was deputed to visit Burma with a view to co-ordinate with the State Timber Board, Government of the Union of Burma, the maintenance of a proper standard of inspection according to the Indian specification.

(b) 4,35,000 Nos track sleepers and 300 sets of special size crossing sleepers have been arranged

(c) and (d) Inspection is in progress in Calcutta of the first consignment of sleepers shipped. As regards any sleepers not conforming to the specification found as a result of this inspection suitable action will be taken according to the terms of the contract

Tube Wells in Orissa

1948. Shri Kumbhar: Will the Minister of Food and Agriculture be pleased to state:

(a) the amounts, if any, allotted to the Orissa State Government during the Second Five Year Plan period so far for the construction of Tube-wells,

(b) the amount given so far, year-wise,

(c) the names of the places, district-wise, where these wells have been constructed; and

(d) the actual cost of each well?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No allotment has been made by the Central Government to the Orissa Government for tubewell construction during the Second Five Year Plan period. There is, however, a provision of Rs 759 lakhs in the Second Five Year Plan of the State Government

(b) Nil.

(c) and (d). Do not arise

Caterers on the South Eastern Railway

1949. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) the number of caterers serving on the various trains on the South Eastern Railway;

(b) the number of complaints received during this year against these caterers, and

(c) the action taken thereon?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The restaurant cars on trains on the South Eastern Railway are all worked departmentally.

(b) and (c) A statement of complaints received during the period April to November, 1958 and of the action taken thereon is laid on the Table [See Appendix IV, annexure No 86]

Milk Supply Schemes in Tripura

1950. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) the total amount spent so far for implementing the Milk Supply Scheme for Tripura;

(b) the total amount earmarked for the purpose in Second Five Year Plan,

(c) the total yield of milk from the scheme implemented, and

(d) if the Scheme has not been implemented, the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): A statement containing the available information is given below:

(a) An expenditure of Rs 0.33 lakhs was incurred by the Tripura Administration during 1957-58 for the purchase of some equipments and on the construction of dairy building for the Milk Supply Scheme at Agartala. Information regarding the expenditure incurred during the current financial year on this scheme is not yet available

(b) Rs. 2.46 lakhs.

(c) The scheme aims to handle 30 maunds of milk daily initially, but will offer scope for expansion to handle upto 200 maunds.

(d) The scheme is being implemented. The dairy building is nearing completion and a part of the equipment has been purchased.

Erosion of Khowai River

1851. Shri Dasaratha Deb: Will the Minister of Irrigation and Power be pleased to state:

(a) whether any representation was received by Tripura Administration for construction of Spuns at Durganagar, on Khowai River to prevent erosion;

(b) if so, the action taken thereon, and

(c) whether it is a fact that a portion of Durganagar has become now Pakistan area due to such erosion?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The reply is in the affirmative

(b) The matter is still under consideration

(c) The reply is in the negative

Reclamation of Rudra Sagar in Tripura

1852. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any scheme adopted in the Second Five Year Plan for the reclamation of Rudra Sagar, Suk Sagarjala, Burima and Rangapani in Tripura;

(b) whether these are all paddy growing areas;

(c) if so, the steps taken to implement these schemes; and

(d) if these schemes have been abandoned, the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No.

(b) Suk Sagarjala, Rangapani and Burima are paddy growing areas. Some area in Rudra Sagar is also available for Boro paddy cultivation when the water level recedes in summer months.

(c) and (d) Do not arise in view of the reply to part (a) of the question.

Posts and Telegraphs Employees

1953. { Shri Subiman Ghose:
Shri Aurebindo Ghosal:

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

(a) what are the categories of the staff in the Postal Department who have been brought on Sunday duty since the passing of the order for granting one day off in every week to all Postal employees,

(b) whether it is a fact that such employees have not been paid compensatory monetary allowance as ordered by the Government for the last 3 or 4 years;

(c) if so, the reasons for such non-payment; and

(d) if the reply to part (b) be in the negative, from which date they are being paid and at what rate?

The Minister of Transport and Communications (Shri S. K. Patil): (a) (i) Postal clerks, Signallers, Sorting Postmen and Mail Peons and Packers

(ii) Chowkidars, Bhistles, Malis and Sweepers

(b) and (c) The categories at (a)(i) are always granted a weekly off or overtime allowance in Net. Those at (a)(ii) are not entitled to any monetary compensatory allowance. But they are granted a weekly off, if this can be done without additional expenditure.

(d) The categories of staff mentioned at (a)(i) are paid Overtime Allowance, where necessary, with effect from 15th December, 1962. The rates

at which they are paid are shown in the statement placed on the Table of the Sabha [See Appendix IV, annexure No 87]

Electrification of Railway Lines

1954. *Shri Goray:*
Shri Hem Barua.

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 1561 on the 9th April 1958 and state

(a) whether the survey for electrification of railway line between Igatpuri and Bhusawal has been completed; and

(b) if so, when the work of construction will start?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Estimate for carrying out Survey has been sanctioned recently

(b) The Civil Engineering Works such as removal of infringements, respacing of tracks, providing adequate clearances under foot and road over bridges etc will be undertaken during the Second Plan period. Electrical work namely installation of Overhead equipment, modification to Signalling, Telecommunication and Electrical equipment and ordering of Electric Locos etc will be taken up in the Third Plan when power is expected to be available

Indian Railway Officials in Pakistan

1955. *Shri S. M. Banerjee:* Will the Minister of Railways be pleased to state

(a) whether it is a fact that some officials of Eastern Railway and Directorate of Rail movement Indo-Pakistan cross traffic are posted to perform their duties in East Pakistan at Darsana and Santahar respectively, and

(b) if so, the steps taken to ensure safety of their life and personal properties in time of martial law there in October, 1958?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir

(b) No occasion for taking any special steps for the safety of life and property of the Indian Railway staff concerned has arisen so far

Doubling of Line

1956. *Shri Ram Krishan:* Will the Minister of Railways be pleased to state

(a) whether it is a fact that contract for the construction work of doubling the Railway line from Delhi Sarai Rohilla to Garhi Harsaru has been given to retired officials, and

(b) if so the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) Only two works (i) the construction of two cabins and (ii) the supply of 2' and 1" stone ballast at an approximate cost of Rs 30,000 and Rs 1,81,000 respectively were let out to two contractors who happened to be retired officials, the first of the railways and the second of the Punjab Government. Their rates were the lowest offered on open tenders

नई विद्युती की सहाय

१९५७ और भवत वर्षों में क्या स्वास्थ्य वर्षी २६ अप्रैल, १९५८ के अतारोकित ब्रह्म सम्प्या २८०६ के उत्तर के सम्बन्ध में यह बताने की कृता करेंगे कि

(क) क्या इस अधि नई विद्युती की कुछ और सहाय के नाम बदल कर उनके भारतीय नाम रखे गये हैं,

(ख) यदि हाँ, तो उन विभिन्न सहायों को कौन-कौन से नये नाम दिए जाये हैं,

(ग) उनके लियाप्प और किन-किन सहायों के नये नामकरण करने का व्रत लियारपैन है।

(ब) यदि इस बीच इस सम्बन्ध में कोई प्रगति नहीं हुई है तो उसका क्या कारण है ; और

(क) कब तक नई दिल्ली की सब सड़कों के भारतीय नाम प्रचलित हो जाने की आशा की जाती है ?

स्वास्थ्य मंत्री (श्री कर्मरकर) :

(क) जी, नहीं ।

(ब) यह प्रश्न नहीं उठता ।

(ग) से (इ). नई दिल्ली नगर-पालिका ने बताया है कि इस समय ऐसा कोई प्रस्ताव उनके विचाराधीन नहीं है ।

Terminal Building at Jorhat Aerodrome

1958. Shri P. C. Borooh: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any scheme to reconstruct the Terminal Station Building at the Airport at Jorhat in Assam;

(b) if so, the cost involved, and

(c) when the work is going to be started?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir

(b) Rs. 1.38 lakhs

(c) The work on the construction of the Terminal Station Building will be started as soon as the land required for the purpose has been released by the Indian Air Force. The land is expected to be released shortly

Family Planning

1959. Shri Kumbhar: Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 426 on the 1st December, 1958, and state the amount given for family planning to Orissa State so far by the Centre?

The Minister of Health (Shri Karmarkar): The amount sanctioned

for family planning to Orissa State by the Government of India since 1954-55 is Rs. 1,17,772.

The above amount includes the allocation for Orissa State for implementing the Family Planning Programme during 1958-59 of Rs. 77,000. 1/12th of this amount is released to the State Government every month as lump-sum ways and means advance.

Hirakud Dam

1960. Dr. Samantsinh: Will the Minister of Irrigation and Power be pleased to state:

(a) the maximum storage capacity of the Hirakud Reservoir and the volume of water stored this year during the rains;

(b) volume of water required annually for working the electric power plant; and

(c) the average quantity of water evaporating annually?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The storage capacity of the Hirakud Reservoir is 660 million acre feet. The reservoir was filled to capacity i.e. 660 million acre feet water has been stored this year.

(b) The annual water utilisation for production of power at Power House No I is 748 million acre feet as per the working table prepared in 1953. This includes the water utilised directly from the inflow in the river during the monsoon and non-monsoon periods besides draw-off from storage.

(c) The average annual loss due to evaporation from the reservoir is estimated at 0.590 million acre feet

पूर्वोत्तर रेलवे में बोरियाँ

१६६१. स्वास्थ्य राज्यालय शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे में रेलवे सुरक्षा बल का संगठन कब हुआ था ; और

(क) वर्ष १९५४, १९५५, १९५६, १९५७ और १९५८ में उत्तर रेलवे में कितनी चोरिया हुईं ; और

(ग) रेलवे को कितनी हानि हुई ?

रेलवे उपचारी (श्री शाहनवाज खां) :

(क) मई, १९५४ में ।

(क) चोरियों की तादाद इस प्रकार है :—

१९५४ १९५५ १९५६ १९५७ १९५८
(अक्टूबर तक)

५६६ ७०८ ५६६ ६२६ ३०८

(ग) रेलवे को जो नुकसान हुआ उसका मनुमान इस प्रकार है —

वर्ष	ठोर कंडिये	रेल-मम्पति
रेल को जो की बारी से		
माल सौग नुकसान		
गया उम्मी		
चोरी से		
नुकसान		
१९५४	४,७०,०००	२,३४,०००
१९५५	३,३५,०००	३,२०,०००
१९५६	१,८८,०००	३,२८,०००
१९५७	३,३६,०००	२,३७,०००
१९५८	१,२७,०००	२,६०,०००
(अक्टूबर तक)		

नोट :—ऊपर (क) व (ग) में जो आंकड़े दिये गये हैं उनमें पूर्वोत्तर सीमा रेलवे के बनने के बाद के आंकड़े शामिल नहीं हैं ।

Theft on Railways

1943. Shri K. C. Jena: Will the Minister of Railways be pleased to state:

(a) how many theft cases have taken place on Indian Railways' goods trains

and parcel vans since 1952 up-to-date zone-wise and year-wise;

(b) how many of these cases have been placed in the category of "Running Train Theft" by the Railway authorities;

(c) how many of the Running Train Theft cases have been brought to courts for trial and the total amount claimed by the proprietors of the goods and how many of those cases the Government won since 1952 up-to-date;

(d) the amount of money paid as compensation during this period by the Government for the theft cases during the period; and

(e) the amount realised as freight on goods and the amount spent on court trials of the theft cases during that period?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (e). Information to the extent available is being collected and will be laid on the Table of the House.

Poultry Farming in Himachal Pradesh

1944. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have launched a Subsidiary Scientific Model Poultry Farming Scheme for Himachal Pradesh during the current financial year; and

(b) if so, the details thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). No scheme entitled "Subsidiary Scientific Model Poultry Farming Scheme" has been launched in Himachal Pradesh. The existing State Poultry Farm at Kamlahi is, however, proposed to be developed to take over the functions of Regional Poultry Farm. The work is expected to start from April, 1959. The main features of this scheme have already been explained in reply to Unstarred Question No. 1372 in the Lok Sabha on the 12th December, 1958.

Fruit Canning Industry in Himachal Pradesh

1965 Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have a proposal to start a fruit canning factory in Himachal Pradesh, and

(b) if so, the details thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Under a Central Scheme included in the Second Five Year Plan, financial assistance to the tune of Rs 20,000 and Rs 21,000 have been agreed to for the current financial year and next financial year respectively, to the Himachal Pradesh Administration for setting up small scale fruit preservation units. No unit has, however, been set up so far by the Administration, which is responsible for the same, but it is likely that this may be set up at Simla or in its suburbs to cater for the needs of fruit growers of Mahasu District and for imparting training in the preparation of fruit and vegetable products

Diesel Cars on Northern Railway

1966. Shri Daljit Singh Will the Minister of Railways be pleased to state

(a) the number of diesel cars running on the Northern Railway at present,

(b) whether any representation has been made to run a diesel car on Jullundur-Pathankot line, and

(c) if so the action taken thereon?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) None

(b) Yes

(c) Due to insufficient number of Broad Gauge Diesel rail cars, it is not proposed to operate them on the Jullundur City-Pathankot section

Pakistani Seamen

1967. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that 39 Pakistani seamen were arrested while they were trying to get their dues from an Australian ship at Calcutta, and

(b) if so, what are the facts of the case?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) Yes, Sir, thirty nine Pakistani seamen were arrested at Dum Dum Airport on the 30th November 1958 on arrival from Australia. The seamen in question were being repatriated as passengers after discharge in Australia. They were arrested as they did not possess re-entry visas as required under the Indian Passport Act. The police authorities have now decided to withdraw the prosecution cases against them as the Shipping Master has certified that these are bona-fide seamen and that through inadvertence the required re-entry visas had not been entered in their registration books

हिन्दी अनुवादक और सहायक

१९६८ श्री नवल प्रभाकर क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) मवालय में कितने हिन्दी अनुवादक और सहायक (असिस्टेंट) हैं और

(ख) उनके लिये क्या योग्यताएँ नियमित हैं।

परिवहन तथा संचार मवालय में राज्य-मंत्री (श्री राज बहादुर) (क)

हिन्दी अनुवादक हिन्दी सहायक (असिस्टेंट)

(क) इस मंत्रालय का दफ्तर गृह मंत्रालय तारा नियर्ड टैरेन सेट्टल सेक्टरियट है जो स ट्रीम ट्रॉफिक स्टीम में सम्मिलित है जो स ट्रीम ट्रॉफिक सभी दफ्तरों में हिन्दी असिस्टेंटों की भरती में यातार पर विचार कर रहा है। जब तक इसका कोई फैसला नहीं हो जाता है तब तक के लिए भौजदा अमिस्टेंट वा अपर डिवीजन वा लोपर डिवीजन स्टेटकों में से ही हिन्दी का ज्ञान रखने वाले असिस्टेंट हिन्दी असिस्टेंटों के रूप में प्रस्थायी रूप से नियुक्त कर लिये गये हैं।

माल डिव्हे बनाने का ठेका

१६६६. श्री जगदीश अबस्थी : क्या रेलवे मंत्री यह बताने की कृपा करेग कि -

(क) क्या यह मत है कि बेगन प्रथवा माल डिव्हो के कुछ पुर्जे बनाने का ठेका तिह इंजीनियरिंग वर्क्स, कानपुर को दिया गया है;

(ख) यदि हाँ, तो यह ठेका कब दिया गया और उसकी गति क्या है और

(ग) उक्न फर्म द्वारा अब तक कितन माल-डिव्हे प्रथवा माल-डिव्हो में पुर्जे करा कर दिये गये हैं?

रेलवे उपराजी (श्री स० ब० राम-स्वामी) : (क) जी हाँ।

(क) एक द्यान मध्य-बट्टन पर रखा जाता है। [संस्कृत परिविक्षण व अनुवाद संस्कृत द्वा]

(म) कोई नहीं।

Bombay-Agra Road

१७२०. श्री Jadhav. Will the Minister of Transport and Communications be pleased to state

(a) whether the work of broadening the Bombay Agra Road will be taken up during the Second Five Year Plan period.

(b) if so, when and what amount will be spent over the same; and

(c) from what side the work will begin?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Due to non-availability of funds the work has been assigned low priority and is therefore not likely to be taken up before the end of the current plan period

(b) and (c) The total cost of widening and improvements to two lane width is estimated at Rs 300 lakhs. The work will be taken up at various sections depending on the volume of traffic

Manmad-Nardana-Indore Railway Line

१७२१. Shri Jadhav: Will the Minister of Railways be pleased to refer to the replies given to Unstarred Questions Nos 555 and 3572 on the 31st May, 1957 and the 8th May, 1958, respectively and state whether Government propose to resurvey the Manmad-Nardana-Indore Railway Project in view of the changed circumstances after the first survey, so that the project may be taken up in the Third Five Year Plan?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): It is too early to say as to whether a resurvey will be taken up

Handling Contracts at Gauhati

१७२२. Shri Hem Barua: Will the Minister of Food and Agriculture be pleased to state

(a) whether Government are aware of certain anomalies regarding allocation of Handling and Transport Contract at the Central Food Godown, Gauhati during the year 1958-59,

(b) if so, whether Government have received representations regarding allocation of contract for the year 1958-59;

(c) if so, whether any enquiry has been made into the matter; and
 (d) if so, with what result?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (d). Some representations were received alleging certain irregularities. The matter is under investigation.

Nagarjuna Sagar Project

1973. { Shri D. V. Rao:
 Shri Raman:

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

(a) whether any arrangements are being made for the permanent housing accommodation to those employed in the Nagarjuna Sagar Project area;

(b) if so, the number of employees provided with houses so far; and

(c) how many more will be provided in the near future?

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

(b) 2284.
 (c) 310.

Embezzlement

1974. **Shri B. N. Kureel:** Will the Minister of Transport and Communications be pleased to state:

(a) whether public money was embezzled from the Kachehri-Post Office Savings-bank Rai Barreli (U.P.);

(b) if so, the total amount involved;

(c) the persons held responsible for embezzlement;

(d) the number of persons affected; and

(e) whether Government have arranged the payment of money to the persons concerned?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes.

(b) Rs. 76,405 during a period of 7 years.

(c) One person committed the act but 31 other persons are involved for facilitating it.

(d) 78 Savings bank depositors.

(e) Not yet. Claims cannot be entertained until Court cases are concluded.

Division Head Quarters at Olavakkode

1975. { Shri A. K. Gopalan:
 Shri Kunhan:

Will the Minister of Railways be pleased to state:

(a) whether the Government of India have received any complaints from the public that letters, representations etc. sent to the Division Headquarters at Olavakkode in Southern Railway do not bring any response even after a long time; and

(b) if so, what steps Government propose to take to improve the efficiency of the Division Headquarters?

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

(b) Does not arise.

Revision of Seniority in Assistants Cadre in Railway Board

1976. { Shri A. K. Gopalan:
 Shri Kunhan:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1097 on 28th August, 1958 and state:

(a) whether the question of revision of seniority in the Assistants cadre in Railway Board has since been finalised; and

(b) if not, the reasons for delay?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Not yet.

(b) Detailed examination is being made of the representations made by the different groups of staff concern-

पहाड़ी से बद्रीनाथ तक सड़क

१६७०. श्री भवत दर्शन: क्या परिवहन तथा सड़क भवी कमश: १२ नवम्बर, १९५७ के अताराकित प्रश्न संख्या ७४ और २५ फरवरी, १९५८ के अताराकित प्रश्न संख्या ५५७ के उत्तरों के सम्बन्ध में यह बताने की कृपा करेंगे कि ।

(क) डकी से बद्रीनाथ तक की सड़क का सुधार व विकास करने के लिए उत्तर प्रदेश सरकार को विशेष वित्तीय सहायता देने का जो निश्चय किया गया था, उसके अन्तर्गत उम सड़क के प्रत्येक खड़ के सुधार व विकास के कार्य में अब तक क्या प्रगति हुई है ।

(ख) उस सड़क के प्रत्येक भाग के लिए अब तक कुन कितना अनुदान दिया जा चुका है ।

(ग) प्रत्येक खड़ के शेष कार्य के कब तक पूरा हो जाने की आशा की जानी है ।

(घ) क्या इस सड़क के और अधिक विकास और सुधार के लिए चालू वित्तीय वर्ष में कुछ और वित्तीय सहायता देने का निश्चय किया गया है या विचार किया जा रहा है, और

(इ) यदि हा, तो कितनी अनराजि और किस प्रकार के कार्य के लिए दी जायेगी ।

परिवहन तथा सड़क भवीतालय और राज्य-भवीती (श्री राज बहादुर): एवं विवरण सभा पट्टल पर रख दिया गया है [वेसिके परिविष्ट ४, अनुबन्ध संख्या ८८] ।

Wood for Construction of Gliders

1978. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that special type of wood is available in Spiti and Lahaul areas of Punjab,

(b) whether this wood can be used in construction of gliders too, and

(c) if so, the details thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c) Government have no information about the availability of the special type of wood in Spiti and Lahaul which can be used for the construction of gliders, but they are aware that the Kulu spruce is generally comparable in quality to spruce obtained from foreign countries for the construction of gliders. The Kulu spruce was used by the Technical Centre of the Civil Aviation Department for the construction of a two seater "Ashwini" glider prototype which was recently test flown

Scarcity Conditions in Punjab

1979 Shri Daljit Singh. Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that scarcity conditions are prevailing in hilly areas of Punjab, and

(b) if so, the quantity of foodgrains supplied by the Centre during November and December and to be supplied during the rest of the months during the scarcity period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) No, sir. Small quantities of foodgrains are, however, being distributed by the State Government in the hilly areas to help the local people. About 3,400 tons of wheat and 250 tons of rice were allotted from Central Government stocks for this purpose for the period January to November, 1958

Community Development in Himachal Pradesh

1980. Shri Daljit Singh: Will the Minister of Community Development be pleased to state

(a) the number of Community Development Projects at present working in Himachal Pradesh; and

(b) the names of places where they are located?

The Minister of Community Development (Shri S. K. Dey): (a) and (b) A Statement is laid on the Table [See Appendix IV, annexure No 90]

Orchards in Punjab

1981. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether the Punjab Government have approached the Central Government for assistance for the development of orchards in Punjab

(b) whether the State Government have submitted any scheme for the purpose, and

(c) if so, the details thereof?

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

(b) Yes A scheme was submitted by the State Government in 1957-58.

(c) The scheme aims at the development of fruit orchards by providing financial assistance for planting new orchards and by making necessary technical advice available to fruit growers

The details of the scheme are as follows:

Particulars

1. Targets 4,000 acres were to be planted under new orchards during 1957-58.

2. Amounts sanctioned by the Central Government } Subsidy Rs. 64,100/- } Long term Loan Rs. 12,00,000/-.

3. Share of the State Govt. Rs. 64,100/-.

Note.—A scheme on the subject was received in 1956-57 from the Government of PEPSSU State which was merged into Punjab State during that year. The details of that scheme (which was not started) are as follows:—

Particulars

1. Targets	2,000 acres were to be planted under new orchards during 1956-57.
2. Amounts sanctioned by the Central Government	Subsidy Rs. 25,600/- Long-term Loan Rs. 6,00,000/-.
3. Share of the State Government	Short-term Loan Nil. Rs. 25,600/-.

Cashewnut Cultivation in Punjab

1982. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether Government have a proposal to implement any scheme for cashewnut cultivation in hilly areas of Punjab,

(b) whether any amount has been allotted in this regard, and

(c) if so, the details of the scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No

(b) and (c) Do not arise

Corruption Cases

1983 Shri Daljit Singh: Will the Minister of Railways be pleased to state the number of corruption cases pending on the Northern Railway as on the 30th November, 1958?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The total number of corruption cases pending on the Northern Railway as on 30th November, 1958 is 311.

Railway Bridges damaged during Rains

1984. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the number of Railway bridges damaged on the Northern Railway and the extent of damage owing to floods during the current year; and

(b) the places and the period for which railway traffic was consequently dislocated?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No bridge was damaged owing to floods in the current year

(b) No dislocation was caused by damage to bridge structures as such as mentioned in (a) above

Waiting Rooms

1985. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the number of waiting rooms with places constructed during 1958-59 so far on the Northern Railway; and

(b) the number of waiting rooms repaired and the cost thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Seven waiting rooms have been constructed during 1958-59 so far, at stations mentioned below

- (i) Jwalamukhi Road
- (ii) Ellanabad
- (iii) Malihabad
- (iv) Rajaka Sahaspur
- (v) Jalesar City
- (vi) Awagarh
- (vii) Etah

(b) No separate records or accounts for waiting rooms are kept, as they form a part of the station building, the repairs and maintenance expenditure of which is again bulked with service buildings in general.

मध्य प्रदेश सरकार द्वारा मोटे चावल की खरीद

१९८६. श्री राम चंद्र शर्मा : क्या चावल तथा हृषि मंत्री यह बताने की हुया थरेंगे कि

(क) मध्य प्रदेश में नियन्त्रित गई दर से मध्य प्रदेश सरकार कितना मोटा चावल खरीदेगी, और

(ख) ग्रामियर और शिष्ट जिलों में पैदा होने वाली चावल की ऊची किसी की खरीद के लिये क्या कोई दर निर्धारित की जा रही है?

चावल तथा हृषि मंत्री (श्री अमूर चंद्र जैन) : (क) और (ख). कोई नियन्त्रित मात्रा निर्धारित नहीं की गई है, परन्तु खपत में बचा हुआ जितना नियन्त्रित हो सकता है वह सब केन्द्रीय सरकार के हिसाब में खरीदा जायेगा। अच्छी किसी का चावल भी खरीदा जायेगा, जिसके भाव निर्धारित किये जा रहे हैं।

Ropeway Between Jammu and Srinagar

1988. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Jammu and Kashmir Government have approached the Central Government for a loan, subsidy or grant for the construction of a ropeway for connecting Jammu and Srinagar; and

(b) if so, the amount asked for?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise

उत्तर रेलवे के बीकानेर दिल्ली जन में अस्थायी कर्जमारी

१९८६. श्री पल्लवलाल बालपाल : क्या उत्तर रेलवे मंत्री यह बताने की हुया करेंगे कि:

(क) उत्तर रेलवे के बीकानेर दिल्ली जन के विभिन्न विभागों में ऐसे अस्थायी

कर्मचारियों की स्थाया किन्तु है जिन्होने १ से ३-४ वर्ष तक नीकरी की है,

(ल) क्या यह सच है कि कई नये सीग नियुक्त किये गये किन्तु अस्थायी कर्मचारियों की स्थायी नहीं किया गया, और

(ग) यदि हाँ, तो इसका क्या कारण है?

देसवे उपमन्त्री (श्री लैंडो रामस्वामी) (क) २२०१।

(ल) आमनीर पर पक्की जगहों पर भी मधीं नियुक्तिया प्रावेशन पर की जानी है, इगनिए शुरू में वे अस्थायी होती हैं। जब नयी आगे जगहे होती हैं, तो उन पर नयी नियुक्तिया की जानी है। पहले ने नियुक्त कर्मचारियों के स्थायी होने में नई नियुक्तिया का कोई असर नहीं पड़ता। ज्यों ज्यों स्थायी जगहे होती हैं। उन पर कर्मचारियों को स्थायी किया जाता है।

(ग) मताल नहीं उठना।

National Highway between Hyderabad and Bangalore

1990. **Shri Agadl:** Will the Minister of Transport and Communications be pleased to state

(a) whether a scheme for National Highway between Hyderabad and Bangalore has been approved,

(b) if so, what are the Districts that are covered by this Highway, and

(c) the expenditure estimated?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Hyderabad-Bangalore road is a section of Bangalore-Kanya Kumari road, which has already been declared National Highway No 7

(b) The Section passes through Hyderabad, Mahboobnagar, Kurnool,

Anantpur Districts of Andhra Pradesh, and Kolar and Bangalore Districts of Mysore

(c) The total estimated cost of development works on this section is Rs 233.6 lakhs

Railway Tickets

1991. { Shri H. N. Mukerjee:
Shri Tangamani:

Will the Minister of Railways be pleased to state.

(a) whether there is any truth in the report in "Hindusthan Standard" (Calcutta Edition November 4, 1958) that an enormous number of railway tickets of the face value of a very large sum of money have been found lying in the Howrah Ticket stock Office,

(b) whether it has been the practice to change by ink the price of tickets printed long ago and sell them to the public,

(c) whether such practice has not led to much corruption and loss to Railways, and

(d) whether proper accounts have been kept of such stock and of the manner of their disposal?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes about 112 lakhs of surplus and obsolete tickets, pending destruction are kept duly bundled in safe custody in the Ticket Stock rooms at Howrah station

(b) In the event of any revision in passenger fares, pending supply of fresh tickets showing the current fares, the practice has been to issue tickets to passengers from the existing stock, correcting the fares in ink by hand. But the tickets referred to in answer to part (a) of the question are obsolete tickets not intended to be so used

(c) No

(d) Yes, proper accounts are kept of such stocks and their disposal

About 25,000 tickets are being destroyed daily under competent supervision

Train Accident

1992. Shri Sanganna: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on 21st November 1958 an accident took place at Dusi Railway Station on the South Eastern Railway zone as a result of which a boilerman died;

(b) whether any enquiry has been made into the causes of the accident;

(c) whether any compensation has been given to the dependents of the deceased; and

(d) if so, to what extent?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes

(b) Yes.

(c) No, not yet. Compensation papers are under preparation.

(d) Does not arise.

Oil Sardines

1993. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that precise information relating to many fundamental aspects of the biology of Oil Sardines is not yet available; and

(b) if so, the steps taken, if any to get such information which is necessary for the development of Oil Sardine fishery?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Investigations on various aspects relating to Oil Sardines are in progress.

Goods Train Collision

1994. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the 25th October, 1958 at Bisra Station near Rourkela of South Eastern Railway a goods train collided with the brakevan of a standing goods train

and the guard of the train was killed; and

(b) if so, the causes of the accident?

The Deputy Minister of Railways (Shri S. V. Rama Swamy): (a) On 25-10-1958 at about 4:52 hours while No. 601 Up Goods train was standing at Bisra Station, train No. 603A Up Goods entered the same line and collided with the rear of 601 Up Goods train. As a result of this, the Brakevan of 601 Up Goods train and a vehicle next to it capsized. The Guard of 601 Up was thrown off the Brakevan and he died instantaneously.

(b) 603A Up Goods train was admitted on a blocked line.

Labour Camps in Delhi

1995. { Shrimati Sucheta
Kripalani;
Shri E. Madhusudan:

Will the Minister of Health be pleased to state:

(a) how many labour camps are there in Delhi and what is the population of each;

(b) whether any scheme has been drawn up to shift these camps to permanent sites; and

(c) if so, whether Government propose not to disturb these camps till they are shifted to the permanent sites?

The Minister of Health (Shri Karmarkar): (a) No survey has yet been carried out by any authority to find out the number of labour camps in the whole of Delhi. The New Delhi Municipal Committee had carried out a survey in 1956 of all the huts in their jurisdiction. A statement showing the name of the locality, the number of huts existing at that time and the number of huts existing at present is laid on the Table. [See Appendix IV, annexure No. 91].

(b) and (c) No scheme has been drawn up so far. However, a Committee has been appointed to go into

the problem of the growth and existence of labour basties, jhongris and jhuggas in the urban areas of Delhi and to make concrete suggestions for its solution, including the selection of suitable sites. The report of Committee is awaited. Necessary action will be taken on receipt of the recommendations of the Committee. In the meantime no camps are being removed

Manjri Type Schools in Tripura

1955-A. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to State:

(a) the total amount allotted for the Second Five Year Plan period for establishing Manjri type of schools by Tripura Administration,

(b) total amount spent so far,

(c) if no money has been spent, whether this scheme has been abandoned; and

(d) if so, reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Rupees three lakhs

(b) Nil

(c) Yes, Sir.

(d) The reasons are that (i) some facilities for training in agricultural methods already exist in Tripura and (ii) the plan ceiling for agriculture had to be reduced and all the schemes in the agricultural sector had to be adjusted within the revised ceiling fixed by the Planning Commission

Fair Price Shops in Bihar

1955-B. Shri Shree Narayan Das: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the supply of foodgrains to fair price shops in rural areas in the state of Bihar has been stopped recently;

(b) if so, the reasons therefor;

(c) the number of such shops as are still being supplied foodgrains for sale;

(d) the off-take of foodgrains during October, November, and during the first week of December; and

(e) whether the State Government of Bihar has ceased asking for the supply of foodgrains for the coming months?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir.

(b) Does not arise.

(c) The number of fair price shops functioning in the State of Bihar on 19-11-1958 was 17,045

(d) October : About 102 thousand tons

November : About 61 thousand tons

December : About 8 thousand tons (First week only).

(e) No, Sir

Floor Price of Jute and Mesta

1955-C. Shri Ram Krishan: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Indian Central Jute Committee has urged upon Government to fix immediately the floor price of each grade of jute and mesta; and

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

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

(b) No decision has yet been taken

Export of Grapes and Mango Pickles

1955-D. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) what amount of Foreign Exchange was earned by the export of grapes and mango pickles in the years 1957-58 and 1958-59 so far;

(b) the different States and Union Territories exporting the above articles;

(c) whether it is a fact that Nasik District in Bombay State is the biggest centre of mangoes and grapes;

(d) whether Government propose to consider the desirability of encouraging the co-operative societies there to export the above articles; and

(e) the countries to which the above articles are being exported?

The Minister of Food and Agriculture (Shri A. P. Jain): (a). The information is available in the publication of Monthly Statistics of the Foreign Trade of India, published by the Ministry of Commerce and Industry. A statement of exports of grapes and mango pickles extracted from the journal is laid on the Table [See Appendix IV, annexure No. 92]

(b) Grapes

Bombay

Mango pickles

1. Bombay.
2. West Bengal
3. Madras.
4. Mysore.
5. Delhi.
6. Punjab.

(c) No. It is a centre of production for grapes only and not for mangoes.

(d) Yes, Sir.

(e) The information is available in the trade journal referred to at (a). The names of the countries are however indicated in the statement laid on the Table [See Appendix IV, annexure No. 92]

Telephone Equipment

1995-E. Shri N. R. Munisamy: Will the Minister of Transport and Communications be pleased to state:

(a) the items which are now imported for the Indian Telephone Industries in Bangalore and the value thereof; and

(b) whether the telephone equipment is exported to Burma?

The Minister of Transport and Communications (Shri S. K. Patil): (a) and (b). The information is being collected and will be laid on the Table of the House.

Recovery of Agricultural Loans

1995-F. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to the 3rd Evaluation Report wherein it is stated that the machinery of recovering loans has not been strengthened for handling the greatly increased volume of recovery works involved and arrears have been mounting due to lack of adequate co-ordination between the advancing agency and the recovering agency for the agricultural loans; and

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

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Yes. The attention of States has been drawn to the necessity for improving collection of arrears to recoup their resources

Stray Cattle in New Delhi

1995-G. Shrimati Sucheta Kripalani: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that stray cattle are causing nuisance in New Delhi;

(b) whether it is also a fact that these stray cattle hail from the neighbouring localities; and

(c) if so, the measures proposed to be taken in this regard?

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

(c) (1) Five Stray Catching Squads under the New Delhi Municipal Committee, Delhi Municipal Corporation and the Delhi Cantonment Board arrange regular raids to round up stray

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cattle. These squads are catching on an average about 1,500 stray cattle per month;

(ii) The services of the Central Cattle Catching Party appointed at the instance of the Ministry of Food and Agriculture have also been placed at the disposal of the local bodies;

(iii) With a view to discouraging cattle owners from letting loose their cattle, the penalty for release of impounded cattle has been enhanced from Rs. 20 to Rs. 30 per cattle; and

(iv) Under the Delhi Milk Supply Scheme, it is proposed to rehouse as many of these cattle as possible. The details of the scheme are being worked out.

12 hrs.

PAPERS LAID ON THE TABLE

**AMENDMENT TO MOTOR VEHICLES RULES
FOR MANIPUR**

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table, under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939, a copy of Notification No. B-TP/24/56/57-8 dated the 26th November, 1958 making certain amendment to the Motor Vehicles Rules for Manipur, 1951, published in the Manipur Gazette. [Placed in Library See No. LT-1131/58]

AUDIT REPORT, DEFENCE SERVICES

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): I beg to lay on the Table, under Article 151(1) of the Constitution a copy of the Audit Report, Defence Services, 1958 (including Report on the Appropriation Accounts of Defence Services and the Commercial Appendix thereto for the year 1956-57). [Placed in Library. See No. LT-1132/58].

**REPLY TO MEMORANDUM ON DEMANDS
FOR GRANTS (RAILWAYS)**

The Deputy Minister of Railways (Shri Shah Nawaz Khan): I beg to lay on the Table a copy of the statement containing reply to a memorandum received from a Member in connection with Demands for Grants (Railways) 1958-59. [Placed in Library. See No. LT-1133/58.]

12.02 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-THIRD REPORT

Sardar Hukam Singh (Bhatinda): I beg to present the Thirty-third Report of the Committee on Private Members' Bills and Resolutions.

12.03 hrs.

**CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE**

DEVELOPMENT OF AIRPORTS

Mr Speaker: Shri Naushir Bharucha to call the attention of the Minister of Transport and Communications to the programme for the development of airports at Bombay, Calcutta and Delhi for reception of jet aircraft. I find the hon. Member is absent. Usually, when hon. Members are absent, such statements are laid on the Table for the information of the House as a whole.

The Deputy Minister of Civil Aviation (Shri Mohiuddin): I beg to lay the statement on the Table of the House.

Statement

Government are taking adequate action for the development of the three international airports at Bombay, Delhi and Calcutta to make them fit for jet transport operations.

At Santa Cruz Airport, Bombay, a scheme costing Rs 4 crores has been sanctioned for the extension of runway to 10,500 ft initially and to 12,000 ft. later on, if necessary. The high cost of the scheme is due to the reasons that it includes the cost of acquisition of additional land to enable the runway being extended to 12,000 ft. in future, if necessary, and also the cost of cutting the tops of four hills located to the east of the airport to bring them down to a safe height.

At Delhi, a scheme costing Rs. 1.5 crores for the construction of a new runway, 10,500 ft long at Palam Airport, has been sanctioned to facilitate the operation of jet transport aircraft. The work is expected to be completed before the end of 1960 and in the meantime, the existing instrument runway is undergoing special repairs to enable it to handle all the traffic coming to Palam before the new runway is completed.

At Calcutta, a scheme costing Rs 3.23 crores has been sanctioned for the extension of runway and construction of a new terminal building at Dum Dum Airport. The runway at Dum Dum is being extended to 8,500 ft initially and it will be further extended to 10,500 ft later on, if necessary.

Government are keeping a close watch on the execution of the works at all the three airports so that the construction works may proceed according to schedule.

12.04 hrs.

DELHI LAND REFORMS (AMENDMENT) BILL*

The Minister of Home Affairs (Pandit G. B. Pant): I beg to move for leave to introduce a Bill further to amend the Delhi Land Reforms Act, 1954.

Mr. Speaker: The question is:

That leave be granted to introduce a Bill further to amend the Delhi Land Reforms Act, 1954.

The motion was adopted.

Pandit G. B. Pant: I introduce the Bill

DELHI PANCHAYAT RAJ (AMENDMENT) BILL*

The Minister of Home Affairs (Pandit G. B. Pant): I beg to move for leave to introduce a Bill further to amend the Delhi Panchayat Raj Act, 1954.

Mr. Speaker: The question is

That leave be granted to introduce a Bill further to amend the Delhi Panchayat Raj Act, 1954.

The motion was adopted.

Pandit G. B. Pant: I introduce the Bill

12.05 hrs.

**COMMITTEE OF PRIVILEGES
SIXTH REPORT**

Sardar Hukam Singh (Bhatinda): I beg to move

That this House agrees with the Sixth Report of the Committee of Privileges laid on the Table on the 12th December, 1958.

Mr. Speaker: Motion moved.

That this House agrees with the Sixth Report of the Committee of Privileges laid on the Table on the 12th December, 1958.

Sardar Hukam Singh: Some information may be required about this report. Earlier, this House adopted the 3rd report of the Committee of Privileges. Shri Valvi, an hon Member of this House, was required to be

*Published in the Gazette of India Extraordinary Part II—Section 2.
dated 17-12-58.

—[Sardar Hukam Singh]

present before the Privileges Committee of the Bombay Legislature. He was required to be present as a witness in proceedings before that committee. The legislature sent a message to you, Sir, and therein a request was made that Shri Valvi might be given permission to appear before that committee. You referred that message to the Privileges Committee and the Privileges Committee recommended that the necessary permission might be given. The House adopted that report and that is the 3rd report of the Committee of Privileges.

Now, some doubts had arisen as to whether the same procedure prevalent between the two Houses of the British Parliament—the House of Commons and the House of Lords—could be adopted by us here so far as our various State legislatures are concerned. We agreed in the previous report that so far as the two Houses of Parliament were concerned, the same procedure might be adopted, that is, if one House or any of its committees required the presence of a Member of another House, then, a message might be sent to the Presiding Officer and the message should state the purpose for which the Member's presence was required, because that also shall be examined by the other House. Then, that reference might be made to the Committee of Privileges and the Committee of Privileges might examine it and make a recommendation, and then the leave of the House might be given in the form that if the Member so wished permission is given and he could go.

Some of the Members had expressed certain doubts whether, in a federal system such as we have got in this country, the same system could be adopted. Therefore, we examined the whole position in our Committee.

Mr. Speaker: The position as between the Centre and the States . . .

Sardar Hukam Singh: Yes; between the two Houses of Parliament and bet-

ween the Houses of Parliament and the State legislatures *inter se*, as well as between one House of the State legislature and the other. We also sought the opinion of the Attorney-General in that case and he assisted us with his opinion. He said that because we have not enacted any laws so far as the rights and privileges of the Members are concerned, we ought to be guided by the system that those two Houses of Parliament in Britain have, namely, the House of Commons and the House of Lords, and that therefore we should follow the same system. This was his advice that we received and then we discussed it, and we came to the conclusion that until some specific law is made by our Parliament we have to follow the same procedure that is prevalent in England, because the whole thing is based on this idea, namely, that every House is independent and if it wants to protect its independence and guard its independence, against all encroachments, then this independence is not confined only to these two Houses but every House of the State legislature. Therefore, we have agreed with that advice and made this recommendation which is contained in this 6th report of ours, and we have made three recommendations. The first recommendation is.

"The Committee are of the opinion that the House should not permit any one of its Members to give evidence, before the other House of Parliament or a Committee thereof or before a House of State Legislature or a Committee thereof, without a request desiring his attendance and without the consent of the Member whose attendance is required. . .

"Further, such requests from the other House of Parliament or a Committee thereof or by a House of State Legislature or a Committee thereof ought to express clearly the cause and

purpose for which the attendance of the Member is desired."

This is also necessary, so that the Committee and the House might see whether for that purpose, the Member ought to be allowed to go there as a witness or not, so that he might not be confronted with such questions on such matters for which the House might not think it desirable for him to appear before that House. The second recommendation is as follows:

"The Committee recommend that no Member of the House should give evidence before the other House or a Committee thereof or before a House of State Legislature or a Committee thereof or without the leave of the House being first obtained."

Shri Ranga (Tenali). That means, when the House is not in session, the Speaker will give the permission.

Sardar Hukam Singh: I am coming to that. The third recommendation is.

"When a request is received seeking leave of the House to a Member to give evidence before the other House or a Committee thereof or before a House of State Legislature or a Committee thereof, the matter may be referred by the Speaker to the Committee of Privileges. On a report from the Committee, a motion may be moved in the House by the Chairman or a Member of the Committee to the effect that the House agrees with the report and further action should be taken in accordance with the decision of the House."

This matter also was considered, *viz.*, when a message is received by the Speaker when the House is not in session, whether the same procedure should apply or there ought to be a different procedure. We came to the conclusion that even if the House is not in session, the same procedure should apply. There were certain opinions, of course, that in anticipation of the sanction of the House, the Speaker could give that permission

for the moment. But then again, the motion shall have to be placed before the House and the same principle followed in every case.

These are the recommendations contained in the report.

Mr. Speaker: Hon. Members may be under the impression that apparently it appears to be a small matter, but I would request them to read the report; it is a very important matter. The conflict arises very often. When hon. Members pass some legislation here, it ought not to be open to the other House to take a Member of this House to task and call him before that House or that committee and terrorise him. I am saying it as an instance. Taking any other House, it might terrorise, question and cross-examine the Member as to why he voted in favour or not in favour of a particular thing. It will seriously interfere with the independence of Members of this House. It is not an easy matter. Normally, when anybody is asked to appear before a court of law to give evidence, we do not go into that matter, we leave it to him and his *vakil* to defend himself. But, between one House and another House, it is not so easy.

If we pass some legislation here and if one State Legislature does not like it—supposing it is on a concurrent subject—it might ask the hon. Deputy Speaker to go there and explain why he voted this way or that way. It is impossible. Otherwise, the privileges of the House would be actually nullified if we do not put in these restrictions. We are only copying the practice in the House of Commons. After so much of experience there, they have come to the conclusion that without the permission of the House, no member of the House ought to go and appear before the other House. It is not as if it is entirely within the competence of the individual to go. Of course, first of all he must consent to go; even then, the House must agree to his going and giving evidence.

Sardar Mukam Singh: Otherwise, it would be contempt of the House.

Mr. Speaker: The House must have knowledge of the purpose for which he is invited. With all these restrictions, it is open to the House to give or not to give the permission. Let it not be left entirely to the Speaker. When this House is not in session, why should they be in a hurry? Let them wait till this House meets. I do not know if any other Legislature can say, "we will have the examination only on such and such day". I do not want to take this responsibility. I would like this House to consider the matter. Shri Ranga says that when this House is not in session, the Speaker must give that permission, as if this House is bound hand and foot always to go on supplying information to any other House, even though it might be inconvenient to us.

So, this is mainly to safeguard the privileges of this House and make it possible for any hon Member here to speak out his mind, without his being forced by anybody else to disclose the reasons for his having acted one way or the other. That is the reason behind this.

Shri Goray (Poona): We were told just now that the practice followed in Britain has been taken into consideration. But was the practice followed in the U.S.A. taken into consideration, because in U.S.A., there is a Federal Government and it is more analogous with the sort of Government we have?

Mr. Speaker: There is a special article in the Constitution—article 105(3)—which says, so long as we have not passed any law relating to privileges, the powers and privileges of our House are equated to those of the House of Commons at the commencement of the Constitution. Of course, if the suggestion had been made to the hon. Deputy Speaker earlier, he would have called for

information for the purpose of enabling us to come to a conclusion. But it has not been made earlier and the report has been submitted.

Shri Ranga: When I made that interruption, I had only one idea in my mind, viz., possibly there might be some urgency and it would be in the interest of our own Members and our own House to give the permission at once. That was why I made that suggestion that the Speaker might be given that residuary power. But I am very glad indeed that you have elucidated the whole subject of these three recommendations made by the Privileges Committee.

I am also extremely glad that this is a unanimous recommendation on the part of the Privileges Committee. I am whole-heartedly in favour of these recommendations and I am also extremely glad that with a vigilant eye the privileges of this House are intended to be protected effectively. I am convinced that these three recommendations made by the Privileges Committee would certainly strengthen us and also strengthen the Members of the other House also vis-a-vis anybody else who might possibly try to dwarf the privileges and freedom of this House.

Shrimati Renu Chakravarty (Basirhat): I want a clarification. I believe at the Speakers' Conference, you were pleased to refer the matter to all the State Legislatures as to what should be the procedure if some State Legislature has something against some Member of this House. I believe certain State Legislatures have enacted legislation saying that if they have anything against any Member of this House, they will refer it to this House. Such legislation has already been passed by certain States. So, it is only right that we should also enact some legislation in this respect.

Mr. Speaker: The hon. Member refers to another matter and she is evidently under the impression that both of them are related. This one relates to a witness; the other one relates to contempt, where somebody is summoned and asked, "Why did you make a statement of this kind? There is a breach of privilege." In the matter relating to Shri N. C. Chatterjee, there was a unanimous agreement between the two Houses. If any Member of a particular House or Legislature says something against the other House or some other legislature takes exception to a statement made by a member of this House, they do not have jurisdiction straightway against him. They must look into that matter and if they feel that *prima facie* a breach of privilege of the House has been committed, they refer it to this House, because he is a member of this House and we look into it and submit whatever action we consider necessary. So, there are safeguards. I would request the hon Member to look into all that and see if, in spite of them, something more is necessary. They are sufficient and adequate for the present. Let us look into it as and when particular points arise.

The question is:

"That this House agrees with the Sixth Report of the Committee of Privileges laid on the Table on the 12th December, 1958."

The motion was adopted.

12.20 hrs.

APPROPRIATION (NO 5) BILL

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): I beg to move*

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the

service of the financial year, 1958-59, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year, 1958-59, be taken into consideration."

The motion was adopted.

Mr. Speaker: I will now put the clauses to the vote. The question is:

"That clauses 2 and 3, the Schedule, clause 1, Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clauses 2 and 3, the Schedule, clause 1, Enacting Formula and the Title were added to the Bill.

Dr. B. Gopala Reddi: I beg to move

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

12.22 hrs

DELHI RENT CONTROL BILL—contd.

Mr. Speaker: The House will now take up the further clause by clause consideration of the Bill to provide for the control of rents and evictions, and for the lease of vacant premises to Government, in certain areas in the Union Territory of Delhi, as reported by the Joint Committee. The time allotted for this Bill is ten hours, out of which 6½ hours were taken for general discussion and 44 minutes for clause by clause consideration. We have now got 2 hours 46 minutes. Now it is 12.20. We will conclude it by about 3 o'Clock.

We have to take up clause 6. Are there any amendments?

*Moved with the recommendation of the President.

Shri Braj Raj Singh (Firozabad): They were all moved yesterday.

Shri Parulekar (Thana): I do not wish to repeat the arguments advanced on an earlier occasion in support of the amendment for the deletion of sub-clauses (2) (a) and (2) (b) of clause 6, because it will serve no useful purpose, except to give an opportunity to the hon Minister to repeat the arguments which he had advanced earlier on several occasions

12.23 hrs.

[Mr DEPUTY-SPEAKER in the Chair]

On this occasion I wish to draw the attention of the House to two issues of an important nature, which are covered by sub-clauses (2) (a) and (2) (b) of clause 6. Sub-clause (2) (a) lays down that the buildings constructed between June 1951 and June 1955 will not be covered by those provisions in the Act which relate to the restriction on rent. They will have a free holiday from the restrictions of these provisions for seven years. I understand—and I say so subject to correction—that thousands of buildings have been built during this period by the Rehabilitation Ministry and they were then sold to displaced persons, either by auctioning them or by allotting them. I further understand that the landlords who have purchased these buildings in auction charge excessive rents to the tenants. These buildings were first constructed by the Government for the benefit of the displaced persons and at a later stage they were auctioned and sold out or were allotted to the displaced persons. I came across a case in which a building of such a nature, which was constructed during this period of 1951-55, fetched a rent of Rs 160 per month. It was auctioned for Rs 18,000. So, the rent yielded to the landlord 10.7 per cent gross return. Now the rent has been increased to Rs 300 per month by the landlord who purchased that building in the auction. So the net gross return now is 21.7 per cent. I would like to ask the hon Minister

why the buildings which had been constructed by Government for the benefit of displaced persons should come under the purview of this holiday referred to in sub-clause (2) (a). My submission is that such buildings which were constructed for the benefit of the displaced persons should not get the benefit of sub-clause (2) (a) and the rents of such buildings should be standard rents.

I now come to another category of cases, which are covered by sub-clause (2) (b). In this connection, I would like to draw the attention of the House to sub-clause (f) of clause 14. That sub-clause says that if the building is not fit for human habitation, then, with the permission of the Controller, it can be pulled down and a new building can be constructed. Suppose the Controller has given permission for pulling down a particular building. After pulling it down, the landlord constructs a new building. Now I would like to ask the hon Minister whether the landlord of such a building can claim the benefit of sub-clause (2) (b) and say that as this is a new building there would be a holiday for five years and that he is entitled to charge any rent he pleases. If that is so, then I would submit that the consequences of these provisions taken together will result in a great catastrophe in Delhi.

In this connection, I would like to refer to an order issued under the Slum Areas Act of 1956. It is a very lengthy order and it will not be necessary to read the whole of the order. But I understand that according to this order about 80 per cent of the buildings in old Delhi are unfit for human habitation. Suppose the landlords of these buildings take advantage of sub-clause (f) of clause 14, approach the Controller, get an order for pulling down all these buildings and then after pulling them down construct new buildings and then claim the benefit of sub-clause (2) (b). Then the Rent Control Act, which we

would be passing today with the object of fixing a reasonable standard rent to the tenant, will be nullified and practically all the landlords in such cases, which will be about 80 per cent. in the whole of Delhi, will get the benefit of sub-clause (2)(b) and will be free to charge any rent they like to the tenants, thereby defeating the very object of the Bill. Therefore, I have moved my amendments. I would particularly like to draw the attention of the hon. Minister to amendment No. 118, which seeks to give protection to the tenants of such buildings. The landlords of such buildings should not be free to claim the benefit of sub-clause (2) (b) and the rent of such buildings should be standard rent.

The Minister of State in the Ministry of Home Affairs (Shri Datar): Now two points of an important nature have been raised, to which I have to reply. One question was raised by Shri Nayar. He made a reference to his own dissenting minute and said that instead of 7½ per cent., 6½ per cent. should be taken into account. So far as we are concerned, the whole matter was fully examined by the Joint Committee and they came to certain conclusions. They granted exemptions also, as the House is aware, in respect of pre-1944 houses below Rs. 600 and in respect of post-1944 houses below Rs. 1,200. My hon. friends who put in this particular minute of dissent have agreed that clause 6, as it has now been improved by the Joint Committee, represents a very important mode of improvement, so far as this question is concerned. Under the circumstances, I would like to submit to you that what has been done in this respect is fairly satisfactory.

Then the other question that was raised by my hon. friend is with regard to what is called the rent holiday. That expression is not a very accurate expression at all. It has been dealt with in sub-clause (2) of clause 6 and also in (a) and (b). So far as these two clauses are concerned,

may I point out that in respect of clause 6(2) (a) there was more or less a similar undertaking, to a certain extent, given under the Act of 1952? That was the reason why it proved to a certain extent as an incentive for the construction of certain houses. What was considered was that in such cases we ought to take into account the prevailing rent before this Bill was thought of or before the people thought that a new Bill was going to be passed. That is the reason why an earlier date has been put in.

You will kindly see that in clause 6(2) (a) the date that has been put in is the month of March, 1958. In such cases with a view to provide an incentive for persons to construct buildings which could be let out for tenants this particular date before this particular Bill was thought of, i.e., before the people believed that a Bill was going to be brought forward, has been purposely mentioned as the date on which the rent should be taken into account. Therefore, my submission to you in this connection is that the object first was that a date should be taken into account and the rent that had been agreed to or stipulated between the parties should be considered as a reasonable rent. For example, that date that has been put in which is long before people became aware of the Bill would constitute as a reasonable date. Therefore I submit that so far as clause 6(2) (a) is concerned, it is in partial implementation of what was contained in the earlier Act of 1952.

So far as clause 6(2) (b) is concerned that had already to be granted in pursuance of what was done under the Act of 1952 and what is now necessary in the furtherance of what was done then. That is the reason why it has been made out. Here, it has also been made clear that the rent on which it has been let out on any date after the 9th day of June, 1958, or when it was first let out if it was not let out then, would be considered as the rent for the period that is granted there. Therefore the expres-

[Shri Datar]

sion that in such cases there is a rent holiday is absolutely misleading. In the first place what has been done is that the rent has been stabilised and has to remain as it is for a certain period of years with a view to encourage the people.

Then the next point that was raised by my hon friend regarding clause 14(1) (f) is met by clause 20.

Shri Parulekar: That does not cover it.

Shri Datar: The hon Member will kindly see clause 20, which says

"In making any order on the grounds specified in clause (f) or clause (g) of the proviso to sub-section (1) of section 14, the Controller shall ascertain from the tenant whether he elects to be placed in occupation of the premises or part thereof from which he is to be evicted and if the tenant so elects, shall record the fact of the election in the order and specify therein the date on or before which he shall deliver possession."

Therefore, the case that was contemplated by my hon friend, *viz*, 14(1) (f), that has been provided for. If he does not elect then naturally it will be the question of new construction and will be governed by clause 8(2) (b). So, the question is whether there ought to be any restriction in favour of the tenant and he has been given an option. If he does not use the option, naturally it has to be treated as a new construction entitled to the restrictions or the rights that have been given in this section. Let not hon Members believe that something out of the common run has been done for the landlord. The landlord has to construct buildings and there must be some incentive for the landlord to construct such buildings. When he constructs the building then only in respect of rent it has been stated that these conditions have to be followed,

or rather the rent has to be stabilised. Let not the insinuations contained in the expression 'rent holiday' be taken into account. There is nothing that is done. Therefore I do not feel called upon to answer the general question of a socialistic pattern of society and the allegation that we are supporting a particular class.

Shri P. R. Patel (Mehsana): How is it that there is no ceiling on property holding and rents?

Shri Datar: I do not like to pursue that particular matter.

Some hon Members have suggested that they did not mind if the value of the land is raised 400 per cent or something like that. That is one point. Secondly, they say that it does not matter if we fix it at 25% as the ceiling. May I point out in this connection, as it was hinted at by the hon Home Minister yesterday, that what is set down as a ceiling becomes a floor and things start like that. Therefore it would not be good to accept as the ceiling even the so-called figure of 25%.

Shri Parulekar: I would like to seek a clarification.

Suppose an old building is pulled down and a new construction is built. What is there in this Act to prevent the landlord from claiming the benefit of sub-clause 2(b)? What clause is there? He says that such a new building will not come under sub-clause 2(b). He pointed out to me clause 20(1). It does not cover that point at all.

Shri Datar: Clause 20.

Shri Parulekar: Clause 20(1). If he elects he can go there. What about

the rent holiday? The building will enjoy the rent holiday. The landlord will say, "This is a new building which has been constructed and therefore I claim the benefit of sub-clause 2(b) and am free to charge whatever rent I like."

Shri Datar: You will kindly see clause 20(3) in this respect.

Shri Parulekar: I have seen everything.

Shri Datar: It says:

"If, after the tenant has delivered possession on or before the date specified in the order,...."

This covers the case of (f) also.

"and the landlord fails to commence the work of repairs. . . the Controller may, on an application made to him in this behalf. . . order the landlord to place the tenant in occupation of the premises...."

So far as the question of rent is concerned, I believe the hon. Member wants to know....

Mr. Deputy-Speaker: Suppose, the tenant has made an application. Suppose he says that he wants to occupy a certain portion of the building. Then what about the rent? How would that be determined?

Shri Datar: The proportionate rent would be taken into account. Partly he is right. He is right to this extent that in clause 6(2) we have stated that that would be taken into account as the standard rent, i.e., the rent that has been stipulated by the parties as the standard rent for the whole building. The proportionate rent would be taken for the proportionate portion.

Mr. Deputy-Speaker: There would be an increase, no doubt.

I will put all the amendments to the vote of the House.

The question is:

Pages 4 to 6,—

for clause 6, substitute—

"6. (1) Where such premises have been let out at any time before 1st day of June, 1947, the basic rent shall be determined in context with the rental value as assessed by the defunct Municipal Committee (Delhi) for house tax purposes.

(2) Where such premises have been let out at any time on or after 1st day of June, 1947, the basic rent shall be six and one-fourth per cent of the purchase price of the land and the constructional cost of the portion occupied by the tenant.

(3) In the case of any premises whether residential or not, constructed prior or after the commencement of this Act, the annual rent shall be calculated at the rate laid down under sub-section (2).

(4) In the case of the premises which are let out for the furtherance of public interest, the rent shall also be fixed in accordance with sub-sections (1) and (2) "

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Pages 4 and 5,—

for lines 30 to 37 and 1 to 22 respectively, substitute—

"(A) in the case of residential premises, the rent calculated at six and one-fourth per cent. of the aggregate value comprising of the reasonable cost of construction and the value of the land on which the building is constructed at four hundred per cent. of the value of the land in September 1938 or its market value at the time of construction whichever is less;"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 6,—

omit lines 11 to 26.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 6,—

omit lines 12 to 19.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 6,—

omit lines 20 to 26

The motion was negatived

Mr. Deputy-Speaker: The question is.

Page 6, line 26,—

for "such letting out" substitute "completion of the construction"

The motion was negatived.

Mr. Deputy-Speaker: The question is

Page 6,—

after line 26, add—

"Provided that premises rebuilt or reconstructed shall not be entitled to the benefits of clause (b) of sub-section (2)."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 6 stand part of the Bill."

The motion was adopted.
Clause 6 was added to the Bill.

Clause 7 (Lawful increase of standard rent in certain cases and recovery of other charges).

Shri Datar: Sir, I beg to move:

Page 6, lines 30 to 32,—

for "Where a landlord with the written approval of the tenant or of the Controller has at any time, whether before or after the commencement of this Act," substitute—

"Where a landlord has at any time before the commencement of this Act with or without the approval of the tenant or after the commencement of this Act with the written approval of the tenant or of the Controller,"

This amendment has been brought in to clarify the position. A defect was pointed out by an hon Member, I believe by Shri Bose. Therefore what we did was to bring in this amendment. It was only an inadvertent mistake. It had remained as it is though under the new principle that we have accepted about subletting we have recast the whole position. Only for that purpose it has been brought in.

Mr. Deputy-Speaker: Any other amendment?

Shri Jadhav (Malegaon) I beg to move:

Page 7, omit Lines 5 to 8

A proviso has been given in this clause which provides that nothing in this sub-section shall affect the liability of any tenant under an agreement entered into before the 1st day of January, 1952. If there is an agreement to pay the taxes, that agreement is held as valid and it has been permitted by this proviso. I am at a loss to know why these exemptions are given to a few persons and what benefit the Government is going to get by this. I want to ask the hon. Minister what percentage of the people are benefited by this. Therefore, if

the liability to pay the taxes is there, if there is scope for this, it will increase the standard rent by so much per cent. I ask that this proviso should be omitted.

Shri Datar: We have now made it clear.

Shri M. C. Jain (Kaithal): I have also given an amendment similar to that.

Mr. Deputy-Speaker: The amendment is similar to the one already moved. He may say a few words.

Shri M. C. Jain: I only endorse the views expressed by my colleague that this proviso should be deleted. There is no reason why the tenants should be made responsible to pay the taxes, even if there was any contract between the landlord and the tenant prior to January 1952. The liability to pay the taxes should devolve on the landlord. The taxes are upon the property and the property is owned by the landlord. Therefore, I submit that the tenant should not be burdened with this responsibility. I hope the hon. Minister will be able to accept this amendment.

Mr. Deputy-Speaker: If the rent had been fixed originally subject to that agreement that the taxes would be paid by the tenant without an increase in the rent, will it be fair that the landlord should be burdened with the taxes? He may not get even anything out of the rent if the tax amount is as much as the rent itself.

Mr. M. C. Jain: The fixing of rent is now controlled by clause 6. The landlords have been given so many facilities. Despite any contract which he had with the tenant previous to 1952, the landlord has now fresh rights. Under certain circumstances, he can get an increase in the rent and get the standard rent fixed. All those previous agreements and contracts have to cease. Under this law, the landlord gets fresh rights. Therefore, the responsibility which

was upon the tenant, should also cease. It should not remain when the landlord gets fresh rights.

Shri Datar: You Sir, have already kindly made the whole position clear. I would only add, for the first time, in the rent law it was made clear that it is the landlord only who should pay the taxes. This has been made clear in the earlier sub-clause (2) of clause 7. It was considered that, especially before 1952, if the parties had come to a certain agreement in respect of the payment or obligation to pay the taxes by the tenant himself, that would naturally have been readjusted in respect of the quantum of rent itself. Under the circumstances, what has been done is, the general policy to be followed is, except where it is necessary to control or restrain certain acts, the contractual obligations should be considered as sacred.

Shri Jadhav: Under pressure of circumstances?

Shri Datar: No question of pressure. It is only now that the law has been made clear.

राजा महेन्द्र प्रताप (मधुरा) : माननीय डिस्ट्री स्पीकर साहब, मे कहना चाहता हूँ कि इस तरह की बहुत सारी क्लाइज रख कर आप वकीलों को बहुत ज्यादा भोका देने हैं कि वे बहुत मारा पैसा बनायें। सीधी सादी भीर साफ साफ बात यहां आनी चाहिये थी ताकि उनका आपस में ही फेसला हो जाता। मेरा यह कहना है कि इसमें ज्यादा मारेलेटी का, इखलाक का खायाल रखा जाना चाहिये था। सरकार कानून बना कर जब अपने हाथ में काम ले लेती है, तब भी भी ज्यादा तकलीफ होने लगती है। मेरा कहना यह है कि होना यह चाहिये कि जो किरायेदार है भीर जो लेडलाई हैं वे लूद ही फेसले कर लें भीर हमारा यह काम नहीं होना चाहिये कि हम बहुत ज्यादा कानून बना कर उनको उलझनों में डालें। हमें चाहिये कि जो भव्याम

[राजा महेन्द्र प्रताप]

है उनको मीका है कि के प्राप्ता इंसियाम आप करें।

मुझे दो ही बातें कहनी हैं। मैं कोई ज्यादा तकदीर नहीं करना चाहता। एक तो यह है कि कानून बना कर हम बहुत ज्यादा उल्लंघन पैदा करें और आपको आहिये कि आप बड़ीलों को ज्यादा प्राप्त कराने के लिए प्रोत्साहित न करें और उनका ज्यादा खाताल न करें। दूसरे मुझे यह कहना है कि ज्यादा कानूनों को प्राप्त हाथों में लेने की कोशिश आप भले करें और यह भी और वह भी पावर अपने हाथ में आप न ले। होता यह आहिये कि जो अव्याम है उनको जिस में फायदा मालूम देता है जो उनके फायदे की चीज़ है उसको करने का उनको मीका दिया जाए।

उपाय्यम महेन्द्र: माननीय सदस्य को मैं मशिवरा दूंगा कि जो ला कमिशन बना आह, उसके सामने बतौर गवाह के जा कर वह ये बातें कहें।

The question is:

Page 7, omit lines 5 to 8

The motion was negatived

Mr. Deputy-Speaker: The question is:

Page 6, lines 30 to 32,—

for "Where a landlord with the written approval of the tenant or of the Controller has at any time, whether before or after the commencement of this Act," substitute—

"Where a landlord has at any time before the commencement of this Act with or without the approval of the tenant or after the commencement of this Act with the written approval of the tenant or of the Controller,"

The motion was adopted.

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.

Mr. Deputy-Speaker: The question is:

"That clause 8 stand part of the Bill."

The motion was adopted.

Clause 8 was added to the Bill.

Clause 9—(Controller to fix standard rent etc.)

Shri M. C. Jain: I beg to move:

Page 8, omit lines 16 to 18.

I am asking that this proviso should be omitted. I think the hon. Minister will accept this amendment. Clause 9 gives powers to the Rent Controller to fix the standard rent. But, this proviso restricts his power to fix the rent only for one year prior to the date of the application. Under clauses 4 and 5 which have been passed, the provision is that only the legal rent could be realised, the rent which is legally recoverable. A rent which is more than the standard rent cannot be realised. Therefore, this proviso creates an ambiguity and confusion. Whereas in the previous clauses, a rent more than the realisable rent, the legal rent, cannot be realised, under this clause, the Rent Controller is forbidden to fix the standard rent prior to a period which goes more than one year from the date of application. Therefore, my amendment is that this proviso should be deleted. If this proviso is deleted, the Rent Controller is authorised, his power is not taken away, rather he is empowered to fix the standard rent not

only for one year, but for three years previous to the date of the application, in which case the rent can be realised for all the years. If the proviso stands, if the amendment is not accepted, the Rent Controller will not be able to fix the standard rent for a period prior to that date. Therefore, I think the hon. Home Minister will see the reasonableness of the amendment and will be kind enough to accept it. It will give further some small concession to the tenants and cause 9 will be in accordance with the previous clauses which we have passed.

Shri Datar: In such cases, ordinarily the practice is that from the date of the application the rent is to be fixed, but the Joint Committee considered the whole question and they stated that one year back should be the period that should be taken into account. That is the reason why the standard rent that is to be fixed will be not only from the date of the application, but will relate back to a period of one year. That is quite reasonable, and it would not be possible or good to take it back further on

Mr. Deputy-Speaker: His fears are that the Controller will not be able to fix the standard rent for a period earlier than one year.

Shri Datar: Yes, but what the Joint Committee has done is this: he should fix the rent not only from the date of the application, but for a year preceding that

Shri M. C. Jain: I want that the Rent Controller should be able to fix the standard rent for the whole three year period which the period of limitation allows. If this proviso stands, clauses 4 and 5 which we have passed....

Mr. Deputy-Speaker: The hon. Minister says that it will be unfair that the standard rent fixed at this moment should be made applicable to a period previous to one year.

Shri Datar: He should fix it, but so far as the quantum of the standard rent is concerned, that is confined to one year.

Shri P. R. Patel: The case would be like this, that the landlord cannot get more rent than standard rent, and if he takes more, then it is illegal under the law. The maximum period given is one year. Naturally, that would be allowing the landlord to appropriate the money if he has taken more rent illegally for more than one year.

Mr. Deputy-Speaker: The question is

Page 8, omit lines 16 to 18

The motion was negatived.

Mr. Deputy-Speaker: The question is

"That clause 9 stand part of the Bill".

The motion was adopted

Clause 9 was added to the Bill

Mr. Deputy-Speaker: The question is

"That clauses 10 and 11 stand part of the Bill"

The motion was adopted

Clause 14 (Protection of tenant against Bill.

Mr. Deputy-Speaker: There are no amendments to clauses 12 and 13.

The question is

"That clauses 12 and 13 stand part of the Bill"

The motion was adopted

Clauses 12 and 13 were added to the Bill

Clause 14—(Protection of tenant against eviction)

Mr. Deputy-Speaker: There are a number of amendments

Shri Parulekar: I beg to move:

Page 10, line 3,—

for "on or after the 9th day of June, 1952" substitute "after this Act comes into force"

Page 11,—

after line 20, add—

"Provided that after the completion of such work within a reasonable time the tenant is given the possession of the premises, if so desired."

Page 11,—

after line 5, add—

"Provided that when the termination of service or employment of such tenant is under dispute, he shall not be evicted until the dispute is disposed of by a competent authority."

Page 10,—

omit lines 34 to 38.

Shri P. R. Patel: I beg to move:

Page 10, line 41,—

after "a" insert "suitable".

Shri Assar (Ratnagiri): I beg to move:

Page 10,—

omit lines 8 to 14

Shri C. M. Kedaria (Mandvi—Reserved—Sch. Tribes): I beg to move:

(1) Page 11, line 27,—

after "default" insert "within twelve months"

(2) Page 11, line 28,—

for "for three consecutive months" substitute—

"on three occasions within a period of eighteen months".

Shri Datar: I beg to move:

Page 11, line 36,—

for "sub-let" substitute "let".

Shri M. C. Jain: I beg to move:

Page 10,—

after line 41, add—

"Provided that the possession of a residential premises can only be recovered under this clause."

Shri P. R. Patel: My amendment is a very small one. I want to insert the word "suitable" in clause 14(1) (h), so that it would read "or been allotted, a suitable residence".

Shrimati Subhadra Joshi (Ambala): It was there before, and it was removed later on.

Mr. Deputy-Speaker: He wants to restore that.

Shri P. R. Patel: I want to restore it. In section 13(h) of the old law, the wording is "suitable residence".

Mr. Deputy-Speaker: It is admitted. It was there and it was removed.

Shri P. R. Patel: I will give you a concrete case. Suppose a man is in possession of a house, and he is allotted some residence which is not suitable. Suppose there is a family of ten persons and a small house is allotted which is not convenient or suitable. Should the man lose his house? That is the only question. I hope the hon. Minister will agree with me.

Shri Radha Raman (Chandni Chowk): The hon. Member has mentioned that the word "suitable" may be added to the word "residence". It may be recalled that in the Joint Committee this question was discussed threadbare, and it was decided that the word "suitable" should not be added to it. The reason was that when a house is allotted, it is to be taken that allotment will be made on the basis of suitability. Houses are not allotted without consideration of suitability. Sometimes people build houses also, and they want to live therein. If they build only with

the intention of letting it out, they should not be given that privilege. Therefore, I say the word "suitable" should not be added here, because it will take away the meaning, and it will lead to so many misuses by the persons who do not want to vacate the houses they are occupying. They may say that the allotment is not suitable, but it will be made on considerations of suitability, and if they build, they should also build for the purpose of living therein, not for letting it out.

Mr. Deputy-Speaker They should build only suitable houses

Shri M. C. Jain Clause 14 relates to the conditions under which the Controller can evict a tenant. Sub-clause 1(e) of this clause provides that possession can be recovered of the residential premises let out if they are required bona fide by the landlord for occupation as a residence for himself or any member of his family dependent on him. But sub-clause 1(h) provides that the tenant can be evicted if he has whether before or after the commencement of this Act, built acquired vacant possession of, or been allotted a residence. My point is that the tenant should be dispossessed only if it is a residential quarter not from his shop or any other quarter which he occupies. He should not be evicted from his non-residential premises, that is my amendment.

13 hrs

The Rent Controller can eject a tenant on one or more grounds. If the tenant does not suffer from one disability he can be evicted on some other. There is a conflict between sub-clause (e) and sub-clause (h). Under sub-clause (e) he can be ejected only from a residential quarter if the landlord or his family needs it. Even if a landlord or his family needs a premises which is non-residential for his bona fide purposes, under this sub-clause he cannot be ejected. But under sub-clause (h) if it stands as

it is and my amendment is not accepted the tenant can be ejected if he has built a residential house or acquired one. There is a clear divergence which I think the hon. Minister will appreciate. Therefore, my amendment tries to remove this disparity and if this amendment is accepted it will be in accordance with sub-clause (e). A tenant can be ejected only from a residential premises and not from a non-residential premises.

Shri Bhansali (Ramlal Singh) : उपाध्यक्ष महोदय, मैं न क्लाज १४ पर अमेडमेट नं० ८३० और १३१ दिये हैं। मेरे अमेडमेट देने का विशेष कारण यह है कि यह दिया गया है कि ६ जन १९५२ के बाद जगह कोई किंगपदार अपनी जगह को सबलेट कर दे या दूसरे को दे दे ता मालिक मकान उस जगह को किंगपदार से वापस लेने का अधिकार रखता है। मलिय मेरा सुझाव यह है कि '६ जन १९५२' के बजाय "आफ्टर दिस प्रॉक्ट बम्ब इनट फोर्म" का बाक्य वहाँ रख दिया जाये। जगह का सबलेट करने की मतानी ता पिल्ले एकट मेरी भी थी, लेकिन जगह की कमी के कारण सबलेटिंग नियम का व्यवहार हो गया था। मन् १९५२ के बाद आज ६ बर्ष हो गय। जिन लोगों ने उस के बाद सबलेटिंग की है उन का ६ बर्ष के बाद घर से निकालना बहुत बड़ा अन्याय है। आज सबलेटिंग वालों की मरुता इतनी बड़ी है कि उन लोगों को बे पर करने से या घर से बाहर निकालने से एक बहुत बड़ी समस्या खड़ी हो जायेगी, और उन लोगों के साथ अन्यायपूर्ण व्यवहार तो होगा ही। इस लिये मैं युक्ति देता हूँ कि उन को घर से बाहर निकालने के लिये इस एकट के फोर्म मेरी आने के बाद का समग्र लिखा जाय और उसे ८ बीकार किया जाय।

Mr. Deputy-Speaker: Shri Parulekar

Shri Radha Raman rose—

Mr. Deputy-Speaker: Mr. Radha Raman spoke just now.

Shri Radha Raman: I have something to say about another amendment.

Mr. Deputy-Speaker: He cannot be allowed to speak on every amendment. All these amendments are before the House together.

Shri Parulekar: Mr Deputy-Speaker, Sir, I will first deal with my amendment No 29 which relates to sub-clause (b). This sub-clause deals with the question of sub-tenants. Sub-clause (b) lays down that if a tenant has sub-let any premises in his possession after June 1952 without the consent of the landlord, one of the penalties will be that he will be evicted. Of course, there are other penalties provided; he can be fined to the extent of Rs 1,000. The second result will be that the sub-tenant will also be thrown on the streets. It is true that it was provided in the earlier Act of 1952 that no sub-tenancies should be created without the consent of the landlord. But realities are more stubborn than laws which are made and an emergency does not conform with the provisions of any law. We cannot quarrel with realities; they have to be faced and they have to be solved.

It is a fact—and the hon Minister I think is aware and will not deny,—that after 1952 sub-tenancies numbering about thousands have been created without the consent of the landlord. What is the solution which he offers for this problem? Is it a solution of the problem to say that we have enacted in 1952 that it will not be legal to create sub-tenancies without the consent of the landlord? Is it a reply which will solve the problem? No, the problem will be there and the problem will have to be solved.

What will be the result? He says that this is an improved measure and

he always brings forward the argument that we have agreed that it is so. Yes, Sir, it is an improvement. But that does not mean that it is an improvement when compared to the Bill introduced in the House.

What will be the effect of this sub-clause? The sub-tenants will be thrown on the streets; the tenants will be evicted. But in order to legalise all these illegal sub-tenancies the sub-clause gives a weapon in the hands of the landlord to screw money. Nobody is likely to be thrown on the streets, because nobody can live without shelter. So, they will be compelled to pay extra money to the landlord to get legalised what is illegal. This is what is going to be the effect of this Act.

Is this the way of facing realities? Is it the way of solving the problems? My amendment is to the effect that in future sub-tenancies must not be created without the consent of the landlord. Even that is not a satisfactory solution according to me. But when I am faced with two evils I choose the lesser evil. That lesser evil is that in future at least let us provide in the Bill that sub-tenancies must not be created without the consent of the landlord. But those sub-tenancies which exist today without the consent of the landlord must be legalised. Do not penalise them; do not throw them on the streets or foot-paths or into the clutches of the landlord, so that in order to legalise what is illegal he may screw money from the tenants.

There is another amendment which I have moved, namely 32 which deals with employees who have been provided with accommodation by their employers and they are their tenants. Sub-clause (i) provides that as soon as their services are terminated there would be a justifiable ground for evicting them. On appearance it seems to be a very reasonable provision. The employee had been given shelter because he was in

service of the employer. As soon as the service terminates, he should have no right to live in the accommodation. On the face of it it looks reasonable. But this is the provision of which the employers take advantage and make the employees submit to conditions whenever they go on strike.

Supposing for a just grievance they go on strike. The employer immediately issues a notice saying that their services are terminated and therefore they must vacate the premises. If the employees do not vacate the premises the employer can go to the Controller and say that their services have been terminated, they are no longer in his service and therefore they should be evicted. This is a threat under which in many cases an employee has been compelled to surrender his just grievance, because the other alternative open to the employee is to agree to be thrown on the streets. My amendment seeks to say that when the termination of the service of such a tenant is under dispute he shall not be evicted until the dispute is disposed of by a competent authority. I do not deny the reasonableness of the proposition that after the termination of the service, the tenant should be evicted, I concede that. But I only provide a safeguard. So long as the dispute is not finally settled, the employee should have a right to remain in the accommodation and should not be evicted. There is another amendment which I have moved, namely, amendment No. 33. It is a very reasonable amendment. I have to judge whether the hon. Member is reasonable enough, by finding out whether he accepts it or not.

Mr. Deputy-Speaker: Has he never tested him before?

Shri Parulekar: I have tested him, but this is the most reasonable amendment, and this will be the last test.

Sub-clause (1) of clause 14 says that whenever the Delhi Development

Authority or other municipal authorities require that the building must be repaired, the tenant can be evicted with the permission of the Controller, if the building cannot be repaired without the premises being vacated. This is a good provision, and I have no quarrel with it. But I only want a proviso to be added to it, saying that after the completion of such work, the tenant should have a right to come back. My amendment does not go beyond the four corners of the purpose of this legislation as it has been framed by Government. All that it seeks to provide is that after the work has been completed, after the building has been repaired, the tenant should have a right to come back. It is meant only to safeguard the interests of the tenant, so that the landlord may not have the right to say 'No' later on.

Shri Radha Raman: Subject to his paying the rent

श्री असार मैंने अमेंडमेंट नं० १३२ दिया है।

Mr. Deputy-Speaker: The hon. Member has spoken already.

Shri Assar. I forgot my amendment No. 132.

Mr. Deputy-Speaker: Should I be penalised for that?

Shri Assar: I have to speak a few words on this.

Mr. Deputy-Speaker: A few words are as good as many words. If chance is to be given, then he might say any number of words that he likes. But that is not ordinarily given. He ought to anticipate what all is to be done, and then he should confine himself to the time that has been given to him.

Anyhow, I shall give him an opportunity. I shall have to give an opportunity to Shri Radha Raman also in that case.

श्री आसर : मैं अपने अमेंडमेंट नं० १३२ पर यह कहना चाहता हूँ

Mr. Deputy-Speaker: That amendment is the same as amendment No. 32 that has been moved already. Therefore, the hon Member need not worry about it.

श्री आसर : मैं इस बारे में कुछ कहना चाहता हूँ ।

उपाध्यक्ष भ्रहोदय : यद्यपि उन को अमेंडमेंट को मूक करना होता तो मैं वक्त दे देता ।

Shri Radha Raman: I only want to draw the attention of the hon Minister

Mr. Deputy-Speaker: When the amendments have been moved, and the clause and the amendments are together before the House, hon Members can anticipate what the Movers of the amendments would speak, and they should beforehand give their defence to those arguments. More than one opportunity cannot be afforded. Anyhow, I shall make an exception at this moment.

Shri Radha Raman I only want to draw the attention of the hon Minister to amendment No. 95 by Shri Shree Narayan Das, which reads:

Page 11, line 9, after 'notice' insert

Mr. Deputy-Speaker: It has not been moved. Shri Shree Narayan Das is not present.

Shri Radha Raman: I was just drawing the attention of the hon. Minister to it. It only makes a verbal change. The hon. Minister could consider it.

Mr. Deputy-Speaker: That could be done even by a whisper to him, just by going over to him.

Shri Mulchand Dube (Farrukhabad): The Bill seems to be proceeding on the assumption that all the

landlords are rich and all the tenants are poor. I beg to submit a few words on behalf of the poor house-owners.

Suppose a person drawing a salary of Rs. 200 or so per month working in a shop succeeds in purchasing a house which is a two-roomed house. Suppose in one of the rooms, some business is being carried on. When that man wants the house, he finds that in one of the rooms, some business is being carried on, and he can get possession of one of the rooms only. Suppose he has a family consisting of a wife and two children, then he wants the other room also. The question, therefore, arises whether there is any provision in this Bill for such a thing.

I would draw the attention of the hon Minister to sub-clause (e) of clause 14 which reads:

"That the premises let for residential purposes are required bona fide by the landlord for occupation as a residence for himself or for any member of his family "

The question, therefore, arises whether if a business is being carried on in one of the rooms, that poor house-owner is not entitled to recover possession of that one room for his family and himself.

The distinction that is running in this Bill is this. Premises let for residential purposes are treated differently from those let for commercial purposes. There might have been justification for keeping this distinction in 1947 and 1948. For, 1948 was a period when a large number of refugees had come from the Punjab and elsewhere, and it would not have been proper to disturb them, if they had once entered into possession of some house, were carrying on some business and were in some way settled; it would not have been proper to disturb them and again evict them from that place. The dis-

inction may have been desirable in 1948. But the question is whether the same circumstances exist at present. My submission is that the same circumstances do not exist at present. So, the hon. Minister may see his way to make some provision whereby relief could be granted to the poor house-owners also who have no house to live in and who will not be able to take possession of the house which they may acquire according to this Bill.

My submission is that the hon. Minister may think about it.

Shri C. M. Kedaria (Mandvi—Reserved—Sch Tribes) I urge upon the hon. Minister to accept my amendments Nos 105 and 106.

I do appreciate the spirit of the Bill. This is a Bill to protect or safeguard the interests of the tenants. You know that when calamities come, they come by bounds. And if a person is turned out of the tenement because he is unable to pay the rent, because of his unavoidable circumstances, it will not be a social justice, it will be just like a drop of poison in a full cup of milk.

So, in order to give time for the poor creature who is unable to pay the rent in time, I have provided in my amendments that sufficient time may be given in genuine cases. I request the Government to accept them.

Shri Datar: Four points have been raised in the course of the discussion on the amendments. I shall take Shri M. C. Jain's amendment first. He says that some further provision should be made in sub-clause (h) of clause 14. But may I point out to him that the expression used is

"built, acquired vacant possession of, or been allotted, a residence"

The word here is 'residence', and that is enough to meet all his misapprehensions in this respect.

The other point that was raised was by my hon. friend who stated that .

Shri M. C. Jain: May I point out that the tenant only gets a residence? He should be ejected only from the residence and not from non-residential premises. The hon. Minister has not understood my point.

Shri Datar: If my hon. friend reads the whole sub-clause, he will understand it. It will be understood that when he builds a residence, he will build a suitable residence; when he gets vacant possession of a residence, it is given by some authority. Similarly also, in the case of allotment, the question of suitability will be taken into account, before either a residence is given or vacant possession of a residence is given. So, one authority will consider the question whether the residence is suitable or not. That was the reason why in the original Bill, we had put in the words 'suitable residence'. But the Joint Committee considered the whole question and stated that it should not be open to the Controller to go through the whole question again and to consider afresh whether it is suitable. It is presumed to be suitable, and, therefore, that word is not necessary.

Shri P. R. Patel. So the will of the Controller will decide the matter.

Shri Datar: As regards amendment No. 29, may I point out that the hon. Member has raised the question of sub-letting afresh? Now, he asked me to be reasonable. I am reasonable in respect of all the amendments that were fully considered and accepted by the Joint Committee. This is not merely a Government Bill. Let the hon. Member understand that this is a Bill which has been fully considered by the Members of the Joint Committee. Under these circumstances, I am prepared to go to the fullest extent so far as the Joint Committee is concerned. But I can only say that all the grace that my hon. friend and some other hon. Members had in stating

[Shri Datar]

what they did so far as the improvement of the Bill is concerned, is, it is rather unfortunate, being taken away. This is what I read from his own dissenting minute. We do feel that the Bill has been improved considerably even in respect of the eviction clauses . . .

Shri S. V. Parulekar: No. (Interruptions).

Mr. Deputy-Speaker: He says that even that improvement does not give him satisfaction.

Shri Datar: Absolutely unconditioned expressions had been used. Now he is putting in objections.

Shri S. V. Parulekar: He does not understand my point.

Shri Datar: It is not necessary to pursue that matter

Then he brought in a point that certain employees be allowed to continue until a competent authority declares on the point. May I invite his attention to sub-clause (9) of clause 14? It covers his case. It says:

"No order for the recovery of possession of any premises shall be made on the ground specified in clause (i) of the proviso to sub-section (1), if the Controller is of opinion that there is any bona fide dispute as to whether the tenant has ceased to be in the service or employment of the landlord"

Therefore, that has been provided for. It cannot be provided that he should continue until the dispute is settled because that will be putting a premium on wrong. With a view to retain possession, oftentimes disputes on other than legitimate grounds are purposely raised. As the law says, a man should not be allowed to take advantage of his own wrong. That is why this provision has been made in this case.

So far as the question of 'family' is concerned, the wording is very clear in sub-clause (e) of clause 14(1).

"premises let for residential purposes are required bona fide by the landlord for occupation as a residence for himself".

That was the original wording we had. The Joint Committee introduced these words "or for any member of his family dependent on him". This saving clause is essential; otherwise, 'family' might mean any person within the 12th or 14th degree or whatever it may be. Therefore, it was necessary to circumscribe the scope of 'family'. That is why this wording has been put in. The son or daughter or others who are dependent on him can surely come in.

As regards Government amendment No. 136, for the word 'sub-let' in line 36, page 11, we want to substitute 'let'.

Mr. Deputy-Speaker: The question is:

"Page 11, line 36,—

for "sub-let" substitute "let".

The motion was adopted.

Mr. Deputy-Speaker: Now I shall put all the other amendments to vote

The question is:

Page 10, line 3,—

for "on or after the 9th day of June, 1952" substitute "after this Act comes into force".

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 11,—

after line 5, add—

"Provided that when the termination of service or employment of such tenant is under dispute,

he shall not be evicted until the dispute is disposed of by a competent authority."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 11,—

after line 20, add—

"Provided that after the completion of such work within a reasonable time the tenant is given the possession of the premises, if so desired"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 10,—

omit lines 34 to 38

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 10, line 41,—

after "a" insert "suitable"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 10,—

omit lines 8 to 14

The motion was negatived

Mr. Deputy-Speaker: The question is:

Page 11, line 27.—

after "default" insert "within twelve months"

The motion was negatived

Mr. Deputy-Speaker: The question is:

Page 11, line 28,—

for "for three consecutive months" substitute—

"on three occasions within a period of eighteen months"

The motion was negatived.

Mr. Deputy-Speaker: The question is.

Page 10.—

after line 41, add—

"Provided that the possession of a residential premises can only be recovered under this clause"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 14, as amended, stand part of the Bill."

The motion was adopted.

Clause 14, as amended, was added to the Bill.

Clause 15—(When a tenant can get the benefit of protection against eviction)

Shri Jadhav (Malegaon): I beg to move

Page 14,—after line 14, insert—

"(6A) If the decree for ejectment against a tenant for non-payment of rent under the Delhi and Ajmer Rent Control Act, 1952, is pending execution at the commencement of this Act but the tenant is still in possession of the premises and he has paid all arrears of rent—arrears and current—and continues to pay his rent regularly, and there are no arrears of other dues, then the tenant shall not be evicted in execution of decree"

Shri Asar: I want to move No 77

Mr. Deputy-Speaker: It is the same as amendment No 1

Shri Vajpayee: The amendments are the same. But the hon. Minister is in no mood to accept them

An Hon. Member: Then what is the use of moving them?

Shri Jagdav: As many as 22 hon. Members have signed this amendment. It is a most important amendment. In the Bill as it has emerged from the Joint Committee, there is no provision for persons who have paid rent regularly. For minor faults, eviction decrees have been passed against them. They have not been executed for non-payment of rent. Subsequently, they continue to pay rent regularly for a long time having no arrears of any kind. They continue to be in possession of the same premises till the enforcement of the present Bill. These tenants had agreed to the decree of ejectment being passed against them on the condition that they would be given some time to vacate the premises and pay the arrears. In most of these cases, they have paid the rent in time. They are regularly paying it. Under such circumstances, these tenants must be given protection under the present Bill.

I may humbly try to bring to the notice of the hon Minister that this protection is to be given to the tenants whose tenancies are there. Many of them may be even Government servants. I raised this point yesterday, but could not get a satisfactory explanation in the reply given by the Home Minister. The House was not taken into confidence. The House was not told what was the number of Government servants and staff of the defence services provided with residential quarters. As far as my conjecture goes, more than 25-30 per cent of Government servants have not been provided with quarters. What will be their fate? Under such circumstances, the amendment which has been signed by 22 Members at the same time must be taken into consideration and some justice done to these people.

Shri B. V. Parulekar: I will not say anything as regards the merits of this amendment because they are so obvious. But this amendment has been supported by all sections of this

House. That is one point which I would like the Minister to take into account. It is supported even by Members of the Congress Party. It is supported by all parties. That itself should be proof enough to show that it is a very reasonable amendment which Government ought to accept.

If the hon Minister is not prepared to accept it in the form in which it has been moved, I would like to suggest that if such cases are allowed to be reviewed under the new Act, it will give relief to the tenants who come under this category. I think this matter was also discussed in the Joint Committee I was under the impression—of course, I cannot say it for certain—that something of this nature would be provided in the Bill. So, I would request the hon Minister to consider the whole issue. If this clause is not amended in the way in which we have suggested it to be amended, I understand that about 3,000 tenants will be affected.

भी बाजपेयी (बलरामपुर) उपाध्यक्ष
महोदय, यह एक ऐसा संशोधन है जिसके
कि बारे में अधिकांश सदस्यों ने चाहे वह किसी
भी दल के हो, एक मत होकर इस सम्बन्ध में
अपने विचार प्रकट किये हैं। इस संशोधन
को स्वीकार करने में शासन की ओर से यह
आपत्ति व्यक्ति की जा सकती है कि न्यायिक
दृष्टि से, न्यायदान की दृष्टि से किमी भी
डिग्री को रीओपेन करना ठीक नहीं है जैसा
कि कल पड़िन टाकुर दास भारत ने कहा
था।

मैं आपका ध्यान इस विषेयक के क्लाऊड ५५ की तरक्की लीचना चाहता हूँ। इस क्लाऊड में इस बात की व्यवस्था की गई है कि जो भी डिप्रिया दिल्ली टेनेन्ट्स टेल्पोरेटी प्रोटेक्शन एक्ट, १९५६ के अन्तर्गत होंगी, उनको रीओपेन किया जा सकेगा। अब जो संशोधन रक्खा गया है उसके सम्बन्ध में सरकार चाहते हैं कि उस मशोधन को लीट्र स्वीकार कर के लीटर जिनके लिनाफ डिप्रिया दिल्ली और अन्दर

रेट कंट्रोल एक्ट, १९५२ के प्रन्तर्गत जारी ही रुकी है किन्तु जो मकानों का किराया दे रहे हैं और उन्हीं मकानों में बने हैं, उनकी बेदबली करना रोक दे। यदि मंत्री महोदय को यह स्वीकार करने में कोई आपत्ति हो तो मेरा निवेदन है कि क्लाज ५५ के प्रन्तर्गत जो व्यवस्था दिल्ली टेनेंट्स टेम्पोरेरी प्रोटेक्शन एक्ट, १९५६ के प्रन्तर्गत जारी की गई डिक्रियों के सम्बन्ध में कोई गई है वही व्यवस्था दिल्ली और अजमेर रेट कंट्रोल एक्ट, १९५२ के सम्बन्ध में कर दी जाये तो बहुत सी बेदबलिया रुक मकरी है।

Shri P. R. Patel: Mr. Deputy-Speaker, Sir, I am sure the hon. Minister will accept this amendment. There should be some exceptions in life and I hope this amendment will be one exception.

Certain decrees were passed for non-payment of rent regularly. That was the only fault. The decrees are there and the tenants are living in the houses. They are not ejected yet in execution of the decrees. The only question will be this: whether any protection should be given to such tenants?

What is the intention and aim of this Bill? This Bill is intended to give some protection to the tenants. It is not brought forward to give some further rights to or to maintain the existing rights of the house-owners. We put restrictions on the rights of the house-owners. This question is very simple. The tenants are not ejected in execution of the decree. It means that the decrees are there but they have not been executed and the tenants are in possession of the houses.

The second thing is that whatever protection we give is subject to their paying the rents regularly. We want to give protection only to bona fide tenants and none else. Otherwise, if about 3,000 to 5,000 tenants are eject-

ed, they will be put on the streets. Is it desirable to put these persons on the streets? That is a matter to be considered; and, I hope the hon. Minister will consider the matter.

The next question is: whether a decree should be re-opened? I would give instances so far as the different Acts passed by the different States are concerned. The decrees have been re-opened and re-accounting has been done on the principle of giving benefit to the tenants, the agriculturists, etc.

What is there in the Delhi Tenants (Temporary Protection) Act, 1956? It stays execution of decrees passed against certain types of tenants. Even the decrees are there. We say that the possession of the tenants shall not be disturbed; we give protection to them. But, in that Act if the decrees that have been passed for the non-payment of rent were not stayed. Such decrees had been stayed which we could not even imagine, which gave even some relief to the tenants. But, I do not want to go into these matters.

Yesterday I raised the point and put a question to the hon. Home Minister, Shri Pant, and he said that the protection given under the Act of 1956 was only for vacant premises. Then he said:

"I think other lands that are attached to the buildings come within it, but these amildars, as I tried to indicate, stand on a different footing altogether."

But my humble submission is that if we look to the law of 1956, that is not the case. I would submit that it only says, in section 4, that so long as the Act remains in force, no decree or order, whether passed before or after the commencement of this Act, for the recovery of possession of any premises shall be executed against any person except in the following—and certain decrees are given there. One of them is for non-payment of rent.

[Shri P. R. Patel]

However, in clause 55, that principle has also been accepted that the decree could be re-opened. The only question could be whether this principle should be extended to decrees for non-payment of rent, and not for any other purpose. The only fault of the tenant was that he could not pay the rent regularly and the decree has been passed. We are not encouraging other types of tenants who misbehave and do certain things. I would request the hon. Minister to give some sympathetic thought to this amendment.

By accepting this amendment he would be giving some protection to this type of tenants who have paid their rents or who would be prepared to pay their rents and are already in possession. They should not be dispossessed. I hope the hon. Minister will make an exception so far as this matter is concerned.

Shri M. C. Jain: Mr. Deputy Speaker, I rise to support this amendment. I do not want to repeat the arguments already advanced in favour of this amendment.

Mr. Deputy-Speaker: They need not be repeated.

Shri M. C. Jain: But I beg to submit that if we look into the provisions of the Delhi and Ajmer Rent Control Act, 1952, with regard to ejectment on the ground of non-payment of rent, according to the relevant section of that Act, a tenant could be evicted if he did not pay rent on the first hearing of the suit. So in such cases where the tenant did not pay on the first hearing a decree was passed against him. Now, under clause 14, the provision has been amended and even if the tenant pays rent within two months of the notice by the landlord or under similar circumstances, then he could not be ejected. So, there is the difference with regard to this provision about the non-payment of rent under the previous

Act and under the present Act. There are decrees passed against the tenants simply on the ground that he did not pay rent on the first hearing. Therefore, I trust that the hon. Minister will accept this amendment because it provides for all these things. It says that the tenant should still be in possession. He has paid all arrears and current rent. He continues to pay his rent regularly. In these circumstances, this tenant shall not be evicted in execution of the decree. If this amendment is not accepted, it only means there is a bias in favour of the landlords. I must say this with all the emphasis at my command. This clause 14 gives the landlord power to eject him on the ground of non-payment of rent under certain circumstances under the previous Act. These circumstances gave more power to the landlord. The hon. Minister, I hope, will see the reasonableness of this amendment and will accept it.

Shri C. K. Nair (Outer Delhi) Sir: I also support this amendment because it is in keeping with the spirit of the whole law. We want to give protection to the tenant. Even those poor people who have been ejected during this period and they are quite a few—and a few means thousands—have all been expecting during this period that there would be some change in the law to give them protection as the Bill was coming and is going to be passed today. If they are not given such relief, I think it will be going against the spirit of the law. So I request that this particular matter should be reconsidered because we want to give protection to the tenants. Otherwise, they cannot be benefited. The landlord will simply go on because of a small technical ground even if they have been paying the rent regularly all these months and even if they have not been evicted so far. Why should they not be given this protection? I strongly support this amendment and

request the Minister to reconsider this question I suppose there is hardly anybody against this amendment

Mr. Deputy-Speaker: But this should not be anticipated

Shrimati Subhadra Joshi: Sir, I also rise to support this amendment.

Mr. Deputy-Speaker: I thought otherwise

Shrimati Subhadra Joshi: I rise to impress upon the Minister that this amendment is wanted by all sections of the House and I think he should reconsider and accept it

Mr. Deputy-Speaker: There is now sufficient pressure and let us see how the hon Minister bears it

Shri Datar: Sir, I am extremely sorry that I cannot accept this amendment at all and I would point out the reasons Section 13(a) of the 1952 Act refers to the tenant who has neither paid nor tendered the whole of the arrears etc After this was done we had an Act passed by the hon Parliament itself and that Act was the Act of 1956 The execution of certain decrees was stayed The whole question was considered and so far as the decrees were concerned, this Parliament in its wisdom accepted this clause on decrees for suspension or stay of execution This was done under section 4 of the Act of 1956 passed by Parliament You would see that when this interim Act was passed for giving immediate protection against the execution, then naturally this question was discussed After full discussion of that, they did not include provisions for suspensions of the decrees of the nature in respect of which this amendment is now being brought When even by the Act of 1956, no suspension was there and the stay of execution was not suspended

Shrimati Subhadra Joshi: The Parliament is wiser today

Shri Datar: I may point out that the whole question was considered very carefully by the Parliament and when they wanted to suspend the execution for a certain period, if the Parliament thought that such decrees should also be included they could have done it But Parliament has advisedly not included such cases (Interruptions)

Mr. Deputy-Speaker: Patience should be the greatest reflection of wisdom

Shri Parulekar: Are we not open to revise the decision?

Mr. Deputy-Speaker: Nobody doubts it (Interruptions)

Shri Parulekar: He doubts it.

Shri Datar: These decrees are likely to have been executed and possession taken and certain other matters done through the court must have happened or must have been enforced In these circumstances any amendment of the nature that the hon Members desire me to accept will have the effect of turning the whole scales and may even undo what has been done After all, here in this Bill we have given sufficient protection and relief After all the tenants are bound to pay some rent and if they do not pay rent you cannot put a premium upon their default for all time to come The Act was passed in 1952 and we are, in 1958 being asked to just give something which the Parliament did not like to give

I may also say that an identical provision was placed before the Joint Committee which considered the whole question but it did not accept it We have also a number of dissenting notes by the hon Members including my friend Shri Parulekar and in none of them, if I remember rightly, has there been a provision of the nature suggested by any of the dissenting hon Members In these circumstances, the whole question was fully considered twice and it would

[Shri Datar]

be too late in the day (Interruptions) Assuming that there are decrees, if you put a premium on the habit of not paying at all and if you still allow a person to remain in the house, it is not good (Interruptions)

Shri Parulekar: What is it that we are undoing?

Shri Datar: For instance, a decree for possession has been passed under section 13(1) of the old Act. If possession has been taken by the landlord (Interruptions)

Mr. Deputy-Speaker: Order, order, so many Members should not speak at one and the same time. Unless I ask any hon Member to speak, all Members should not stand up and try to shout

Shri Parulekar: The amendment says that when the decree has not been executed and the tenant is still in possession of the premises

Mr. Deputy-Speaker: Does the hon Member really feel that there is want of understanding or comprehending it?

Shri Parulekar: That is why

Mr. Deputy-Speaker: No, no, then he is mistaken. I shall put the amendment to the vote of the House. The question is

Page 14.—

after line 14, insert—

"(6A) If the decree for ejectment against a tenant for non-payment of rent under the Delhi and Ajmer Rent Control Act, 1952 is pending execution at the commencement of this Act but the tenant is still in possession of the premises and he has paid all arrears of rent—arrears and current—and continues to pay his rent regularly, and there are no arrears of

other dues, then the tenant shall not be evicted in execution of decree"

Those in favour will please say 'Aye'

Some hon. Members: 'Aye'

Mr. Deputy-Speaker: Those against will please say 'No'

Several hon. Members: 'No'

Mr. Deputy-Speaker: I think the 'Noes' have it. The motion is negatived

Some hon. Members. The 'Ayes' have it

Mr. Deputy-Speaker: Very well. This will be held over till 2-30. Let us take up the next clause

Clause 16—(Restrictions on subletting)

Shri Jadhav: I beg to move

Page 14.—

omit lines 24 to 27

Page 14.—

for lines 28 and 29, substitute—

"(3) After the commencement of this Act a tenant shall intimate in writing to the Controller and the landlord his intention to—"

Page 14.—

omit lines 34 to 37

Sir, by my amendment No. 67 I want to say that lines 24 to 27 on page 14 of the Bill be omitted. Sub-clause (2) of clause 16—lines 24 to 27—reads as under

"No premises which have been sub-let either in whole or in part on or after the 9th day of June, 1952, without obtaining the consent in writing of the landlord, shall be deemed to have been lawfully sub-let."

I want to submit, Sir, that there should be no necessity of having the consent of the landlord.

By my amendment No 68 I want that lines 28 and 29 be substituted by:

"After the commencement of this Act, a tenant shall intimate in writing to the Controller and the landlord his intention to—"

The clause will then read:

"(3) After the commencement of this Act, a tenant shall intimate in writing to the Controller and the landlord his intention to,—

(a) sub-let the whole or any part of the premises held by him as a tenant, or . . .".

It should not be incumbent upon the tenant to take previous consent, because there is shortage of accommodation and he may have to accommodate some of his friends, relatives, government servants or some other people.

Mr. Deputy-Speaker: All the arguments have already been advanced, hon. Members should now be brief

Shri Jadhav: By my amendment No 69 I seek the omission of lines 34 to 37 I think no further argument is necessary in respect of this

Shri Datar: Sir, these two amendments seem to disturb the whole principle that was accepted so far as subletting is concerned. Subletting by itself, as I might point out, was not proper. What was done by subletting was that the tenant who was in possession tried to get more rent and therefore either transferred wholly or in part the portions that he had taken on a smaller amount of rent from the landlord. Therefore, there was a general consensus of opinion among the landlords and tenants that so far as subletting was concerned it ought to be prohibited. In fact, as in the original Bill, subletting was to

be allowed only when there was permission, and now the permission is to be written after 1952. Previously the permission was to be oral or written. In fact, there is no difference in principle, about the inadvisable nature of subletting; but it was considered that when there was any house that had been sublet before 1952 it ought to be regularised. For that reason, what was done was that all those who had been sublet or who were sub-tenants before 9th June, 1952, they were protected in the sense that their tenancies were regularised.

Under the circumstances, when the whole question was fully considered and a proper *via media*, an equitable *via media* was accepted, it would not be proper to go back upon what has been done

By his second amendment the hon. Member wants to have subletting at the sweet desire of the tenant himself

Shri Jadhav: May I submit, Sir, that he will be intimating this fact to the Controller

Shri Datar: No question of intimation it is a question of permission. Assuming that intimation is given, that does not cover any irregularity at all. An irregularity should not be permitted, and the irregularity can be removed only when there is previous permission of the landlord himself. Therefore, I cannot accept both these principles

Mr. Deputy-Speaker: I shall put all the three amendments to the vote of the House

Mr. Deputy-Speaker: The question is:

Page 14.—

omit lines 24 to 27.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 14,—

for lines 28 and 29, substitute—

"(3) After the commencement of this Act, a tenant shall intimate in writing to the Controller and the landlord his intention to,—".

The motion was negatived.

Mr. Deputy-Speaker: The question is:

Page 14,—

omit lines 34 to 37.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 16 stand part of the Bill."

The motion was adopted.

Clause 16 was added to the Bill.

Clause 17—(Notice of creation and termination of sub-tenancy.)

Shri Jadhav: I beg to move:

Pages 14 and 15,—

for clause 17, substitute—

"17. Where, after the commencement of this Act, any premises which are sub-let either in whole or in part by the tenant and the sub-tenancy is terminated afterwards the same shall be notified within one month to the landlord and to the Controller"

Sir, I do not want to advance any further arguments, because I find it difficult to convince the hon. Minister.

Mr. Deputy-Speaker: In the first one there was 'intimated', now it is 'notified'. I shall put the amendment to the vote of the House.

Mr. Deputy-Speaker: The question is:

Pages 14 and 15,—

for clause 17, substitute—

"17. Where, after the commencement of this Act, any premises which are sub-let either in whole or in part by the tenant and the sub-tenancy is terminated afterwards the same shall be notified within one month to the landlord and to the Controller."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 17 stand part of the Bill."

The motion was adopted.

Clause 17 was added to the Bill.

Mr. Deputy-Speaker: The question is:

"That clause 18 stand part of the Bill"

The motion was adopted.

Clause 18 was added to the Bill.

Clause 19—(Recovery of possession for occupation and re-entry.)

Shri M. C. Jain: I beg to move:

Page 15, line 38,—

for "may" substitute "shall".

Page 16, line 8,—

for "may" substitute "shall"

Sir, this clause is about recovery of possession. Under clause 14 the landlord gets possession or recovers possession of the premises alleging that he wanted it for bona fide purposes or that he wanted to rebuild it giving certain reasons. This clause says that if the landlord does not fulfil those conditions, either he does not rebuild or he does not occupy it for personal use, the tenants have got certain rights. The rights given are that the

Controller may on an application made to him in this behalf by such evicted tenants within such time as has been prescribed direct the landlord to put the tenant into possession I think that it should not be left to the discretion of the Controller He should put the evicted tenant in possession of the premises We must say that the possession shall be given to the tenant under those circumstances My amendments seek to get this done I hope that these amendments will be accepted, otherwise, Sir, there will be endless litigation If the word "shall" is substituted, then the case will be decided finally by the Rent Controller If this amendment is not accepted, then, supposing the Rent Controller does not decide in favour of the tenant the tenant will go to the appellate court This will open the flood-gates

Mr Deputy-Speaker. This "may" may mean 'shall' I can assure the hon Member that the word "may" here is as good as 'shall'

Shri M. C. Jain With my small experience as a lawyer, Sir, I think that in the context of the words in this clause the word "may" does not mean "shall" and this is within the discretion of the Rent Controller

14 hrs.

Mr Deputy-Speaker. My experience may be shorter but I feel, also as a lawyer, that this 'may' would mean 'shall'

Shri C. K. Nair The point is, suppose he is not in a position to re-enter What will happen?

Mr. Deputy-Speaker: Order, order There is no dispute like that

Shri Datar: As you have rightly pointed out, Sir, the word 'may' in such cases means 'shall' to the extent that judicial discretion is exercised by the authority concerned It is not an arbitrary decision where "may" may mean 'shall'

Shri Narayananikutty Menon (Mukundapuram) Now, two lawyers agree

Shri V. P. Nayar: We qualify it by saying that 'shall' shall extend

Shri Datar: There might be certain circumstances where in equity, the tenant might disentitle himself and that is for the judge to decide

Shri Narayananikutty Menon: The Bill itself does not come to the rescue For 'may' to mean 'shall', it must be put in the statute itself

Mr Deputy-Speaker: Order, order I shall put the amendments to the vote The question is

Page 15 line 38—

for 'may' substitute "shall"

The motion was negatived

Page 16, line 8—

for 'may' substitute "shall"

The motion was negatived

Mr Deputy-Speaker: The question

15

'That clause 19 stand part of the Bill'

The motion was adopted

Clause 19 was added to the Bill.

Clause 20—(Recovery of possession for repairs and rebuilding and re-entry)

Shri Parulekar: I beg to move

Page 16, line 30,—

for "may" substitute "shall"

Page 16, lines 33 and 34,—

omit "or to pay to the tenant such compensation as the Controller thinks fit"

Mr. Deputy-Speaker: Clause 20 deals with those cases where a tenant is evicted under sub-clauses (f) and (g) of clause 14. When the landlord wants to repair the building, he may evict the tenant with the permission of the Controller

[Mr. Deputy-Speaker]

Sub-clause (1) of clause 20 says that after the tenant is evicted, the tenant has a right to record the fact that he elects to come back in the same premises. The only right that has been given to the tenant after he is evicted is that of recording his right to choose whether he wants to come back to the same premises or not. After he has chosen, what happens? Under sub-clause (3) of clause 20, the Controller is free to order his re-entry into the premises from which he has been evicted, or he may not, and if he does not, all that the tenant gets is compensation. So, what is the use of giving the right to the evicted person to just record his choice whether he wants to come back or not and after having made that choice he has no right to come back. It has been left to the discretion of the Controller. He may order his re-entry or if he does not order his re-entry, the evicted tenant may be given some compensation. What the evicted tenant needs is not compensation but shelter, and that is not being granted under this sub-clause. That is why I have moved two amendments. One of them seeks to say that for the word "may", "shall" shall be substituted, because, here, the word "may" gives the discretion to the Controller. Therefore, my amendment is that the word "shall" shall be substituted for the word "may". The lines which deal with the compensation may be deleted altogether, because if those words are kept there, then the Controller is free to give compensation and deny him the shelter. That is what is likely to happen. It is true that the law prohibits *pugree*, but it is also true that *pugree* cannot be prohibited by law. Nowhere has it been in effect prohibited. The Rent Control Act has been in existence for several years in Bombay and there is not a single case where the tenant gets re-entry without giving the *pugree*. So, it is no use saying that the law prohibits *pugree*. The landlord, after he has evicted the tenant and re-built the building, gets an opportunity to

get *pugree* and give it to other tenants, and what the evicted tenant will get most probably is the compensation. That is why I have moved these two amendments. It is not yet too hopeless to hope that the Minister will accept these amendments.

14-04 hrs.

[SHRI BARMAN in the Chair.]

Shri M. C. Jain: I support both these amendments. For the last one hour it has been our experience that the hon. Minister has been opposing our amendments. The amendments in this case may be rejected, but I am sorry to point out that he does not even appreciate the force of our arguments. Sometimes he confuses the issues involved in the amendments.

So far as these two amendments are concerned, they are connected with sub-clause (g) of clause 14. Under sub-clause (g) of that clause, the Rent Controller is authorized to evict the tenant if the premises are required *bona fide* by the landlord for the purpose of building or re-building or making thereto any substantial additions or alterations, etc. The Rent Controller issues a notice to the tenant and the latter agrees and vacates the premises. Then, within the time allowed, the landlord does not re-build the house under the pretext of which he got possession of the premises. Now, sub-clause (3) of this clause provides that when the tenant applies for recovery of possession, the Rent Controller is given the discretion that he may order the landlord to place the tenant in occupation. Why this 'may' should be put in there? Why such a discretion should be given to the Controller? There should not be any discretion given.

The hon. Minister has just pointed out that it would be a judicial discretion. We know it will be a judicial discretion, but what does judicial discretion mean? That discretion gives rise to so much litigation. Is it our intention to increase litigation or is it

our function to reduce or minimize litigation' The Courts,--Civil, Criminal and High Courts,--are all burdened with so much work We can stop this thing by substituting the word "shall" for the word "may"

Then there is another discretion given to the Rent Controller Sub-clause (3) says

" or to pay to the tenant such compensation as the Controller thinks fit"

Why this avenue of corruption should be opened here? We can stop this, and stop further litigation arising on this score We can stop chances of corruption and stop so many things if these amendments could be accepted I, therefore, plead with all the emphasis at my command and with all the earnestness that these two amendments at least may be accepted by the hon Minister

Shri Datar I am sorry I cannot accept these amendments The word 'may' here has been purposely used unlike the word 'may' in the earlier clauses where, as the Deputy-Speaker pointed out, the word "may" may mean 'shall', except in cases where there are certain circumstances, in equity, as pointed out, it would entitle a person from getting the particular relief But here, in this case, two alternative provisions have been made One is that whenever recourse is had to sub-clause (3) of clause 20 then the Controller may either order the landlord to place the tenant in possession or to pay to the tenant such compensation as he thinks fit Therefore, in this case, there is a clear alternative provision either of giving compensation or in a proper case, of giving possession The word "compensation" has been purposely put in here, because the building has to be reconstructed or rebuilt or substantial additions or alterations, etc, have to be made Hence, in such cases, it is proper to invest the judiciary or the judicial officer, namely, the Controller, with a judicial discretion in this matter That is the reason why the word

"may" has been advisedly used in this particular case It is always better or more advisable to leave the matter to the Rent Controller who is a responsible officer and who can be expected to bring his full judicial experience upon the particular point under consideration That is the reason why when two alternatives have been allowed, it is open to the judge to accept one or the other according to the circumstances of the case

Shri Parulekar. Under sub-clause (1), he is given the right to elect What is the use of that right?

Shri Datar That will also be taken into account

Mr Chairman The question is

Page 16 line 30,—

for "may" substitute "shall"

The motion was negative.

Mr. Chairman: The question is

Page 16 lines 33 and 34,—

omit 'or to pay to the tenant such compensation as the Controller thinks fit'

The motion was negative

Mr Chairman: The question is

"That clause 20 stand part of the Bill"

The motion was adopted

Clause 20 was added to the Bill.

Mr Chairman The question is

"That clauses 21 to 25 stand part of the Bill"

The motion was adopted

Clauses 21 to 25 were added to the Bill

Clause 26—(Receipt to be given for rent paid)

Shri Jadhav: I beg to move

Page 18, lines 25 and 26,—

for "the time fixed by contract or in the absence of such contract, by the fifteenth day" substitute "or by the last day"

This is a very minor amendment. The clause reads

"Every tenant shall pay rent within the time fixed by contract or in the absence of such contract, by the fifteenth day of the month next following the month for which it is payable"

I want to submit that instead of 15 days, it should be the last day of the next month

Shri Datar: Ordinarily the practice is to pay the rent on or before the 15 of the next month. So, he gets 15 days more, it would not be proper to extend the period

Mr. Chairman: The question is

Page 18, lines 25 and 26,—

for "the time fixed by contract or in the absence of such contract, by the fifteenth day" substitute "or by the last day"

The motion was negatived

Mr. Chairman: The question is

"That clause 26 stand part of the Bill"

The motion was adopted.

Clause 26 was added to the Bill

Mr. Chairman: The question is

"That clauses 27 to 30 stand part of the Bill"

The motion was adopted

Clauses 27 to 30 were added to the Bill

Clause 31—(Fixing of fair rate)

Shri V. P. Nayak (Quilon): I beg to move

Page 21, after line 22, add—

"Provided that charges made for services, if any, so levied shall be paid in full to the employees"

By this amendment, I want to add a proviso. If you examine the clause, you will find that the Controller is vested with the power to fix service charges and such other items as are necessary for boarding and lodging. This raises a very important question, in view of the experience we have had in several boarding houses in the city. For example, there is the Government-run Ashoka Hotel—it is not as if this provision will apply to that—in which we know that 15 per cent of the total bills are realised from the customers as service charges. If you go to the Imperial Hotel, there also it is about 10 per cent. The Swiss Hotel, the Maiden's Hotel and all the first and second class hotels charge apart from the actual bills, a certain percentage saying that it is the service charge.

So, when the Controller has a right to fix fair and reasonable charges, we submit that the interests of the workers also should be safeguarded, because these service charges are realised only because the workers take the food to the room and do such other odd jobs. But in several cases, the amount realised as service charges is never again paid back to the workers. It also goes to swell the profits, which are even otherwise large, of the hoteliers. So, we want to ensure that such amounts as are collected as service charges are refunded to the workers in full. Unless we have a provision like this, there is no use in giving the necessary power to the Controller to fix reasonable charges either for boarding or for lodging.

If you read the clause, it is very clear

"Where the Controller, on a written complaint or otherwise,

has reason to believe that the charges made for board or lodging or any other service provided in any hotel or lodging house are excessive, he may fix a fair rate to be charged for board, lodging or other services provided in the hotel or lodging house and in fixing such fair rate, specify separately the rate for lodging, board or other services."

So, other services are also contemplated. Our amendment is very simple. We suggest that there must be a proviso which will read like this

'Provided that charges made for services, if any, so levied shall be paid in full to the employees'

I feel it is very clear to the hon. Minister and I also hope that he will accept this, because there can be possibly no objection at all. It is not the Government which is going to pay it. It is only a provision to ensure that money collected for work done should not go to swell the profits of the hoteliers but it should be returned to the workers.

Shri Datar The hon. Member is raising a larger question between the employer and the employee. Here we are only concerned with the fixation of proper terms and conditions between the customer and the hotelier. So far as the relations between the employer and the employee are concerned that is a matter which is beyond the purview of this particular Bill.

Mr Chairman What are these service charges? Are they really meant in lieu of tips? I have also seen that 10 or 15 per cent is charged. I do not know what is the meaning of "service charges" as used in the Bill.

Shri Datar There are certain charges. For example, he may require a car or a taxi. There are innumerable other services.

Shri V. P. Nayar: Probably the hon. Minister himself may not have had experience of such hotels. Cars are provided not under the service charges, there are separate bills for that.

Shri Datar: That is also a service. Lodging is one, food is another and there might be certain other services which they might require.

Mr. Chairman. What it means should be made clear.

Shri Datar That ought to be clear—I have no objection—but not in this Bill I do not go deeper into this, because it is foreign to this particular question. It is quite likely that in determining the particular remuneration or the pay of the employees, this question might have been taken into account.

Shri V P Nayar. That is not the difficulty. Our difficulty is because of the wording of the clause. The Controller gets the right to fix any charge. It need not be necessarily for board and lodging. The wording is

he may fix a fair rate to be charged for board lodging or other services "

Shri Datar Provided they are not excessive.

Shri V P Nayar Somebody gives a complaint that the service charges are excessive. Does not the Controller have the right to fix the service charges under this Bill?

Mr Chairman. Let us be clear as to what are "service charges".

Shri Datar I may mention, for example, laundry charges, cleaning the room or telephone charges. I am merely pointing out some of them.

Shri V P. Nayar: I do not think the hon. Minister is speaking on facts.

Shri Datar: I am just pointing them out in an inferential manner. Therefore, what I would suggest to the hon. Member is this....

Shri V. P. Nayar: Let me try to make him understand my difficulty.

Shri Datar: I have understood it.

Shri V. P. Nayar: He need not be adamant.

Shri Datar: I have understood his difficulty fully. His contention appears to be that when services are taken from these domestic servants, from the employees no proper remuneration is paid to them. In other words, according to him, putting the most charitable interpretation upon what he contends, when in addition to the charges for boarding and lodging something more is taken, a portion of it or the whole of it has to go to the persons who actually did the services. Now, so far as that is concerned, as I have submitted, it is beyond the purview of this Bill; which deals only with the fixation of proper rates between the customer, on the one hand, and the hotelier or hotel keeper on the other.

Mr. Chairman: The customer has got to pay when there is a regulation. The only question is whether the hotelier pays it to the servants.

Shri Datar: That is a question between the employer and the employee

Shri V. P. Nayar: In that case, why does the Controller come in? Here you specifically mention that it is within the purview of the Controller to fix the rate for "any other charges". Will not "service charges" also be included in "any other charges"? If Government have a list of such charges as are outside the pale of "any other charges" then there is no difficulty. Now the hon. Minister talks of employer-employee relationship. But here in the very same clause the Controller is given specific power even to fix the service charges. If the

Controller has no power to refund the money, we do not want that power to be vested in him.

Mr. Chairman: Cannot Government do it with their administrative machinery by giving instructions?

Shri Datar: I shall have that matter examined.

Shri V. P. Nayar: Then let the clause be held over.

Shri Datar: No question of holding over.

Shri V. P. Nayar: Why? What is the difficulty?

Shri Datar: It is a technical point.

Shri V. P. Nayar: Then you must take away "other services", which is redundant I cannot appreciate his difficulty.

Mr. Chairman: "Other services" must be there. As you say, there are some customs even in Delhi hotels. So, "other services" will be there. The only apprehension is that the hoteliers do not pay this their employees.

Shri V. P. Nayar: I know you have caught the point. But, unfortunately, the hon. Minister has not got it. There is a further difficulty which I want you to realise. Here under this clause somebody makes a complaint that the "service charges", which will necessarily be included in the "other charges", charged by a particular hotel is high. Then it is open to the Controller to say that it is not high. There also the question of employer-employee relationship comes in, because the service charges are levied for work done by the employees. There the Controller is given the right to say whether it is proper or improper. But Government do not want to give him the power to ask for refund of that. What is this? On the one hand, power is given....

Mr. Chairman: It is implied.

Shri V. P. Nayar: Certainly it is not.

Mr. Chairman: When the hotelier does not pay that to the workers, can Government not take administrative steps in the matter?

Shri V. P. Nayar: Here we say that it is implied. But the Government does not want to help the workers at all. I am glad, the hon. Minister has promised to reconsider it. But until such decision is taken on this particular clause, I do not think that the clause can be voted upon, as it is, because it means a very material change.

Shri Datar: May I point out that so far as the scope of the present Bill is concerned ...

Shri V. P. Nayar: We understand that

Shri Datar: I heard the hon. Member without any interruption

Shri V. P. Nayar: Because you have nothing to interrupt my point of view

Shri Datar: This Bill deals with the relationship between a landlord and tenant or between those who are in quasi relationship like a landlord and tenant. Suppose I go to a hotel and stay there temporarily for a day or two. That constitutes a relationship which is more or less on the same footing, though not exactly the same, as the relationship between landlord and tenant; rather quasi landlord tenant relationship. That is why Chapter V has been introduced here. Now you cannot say that the persons who actually serve are in the position of a tenant or a sub-tenant. So, my objection is only a technical objection. I cannot go into that question now. In case my hon. friend supplies certain instances wherein the poor people have not been treated well, then we shall look into that matter. But it cannot be introduced here.

Shri Narayanan Kutty Menon: Sir, you have suggested for the consideration of the hon. Minister another

thing—dealing with it at the administrative level. Can we take it that he will do it?

Mr. Chairman: It is implied.

Shri V. P. Nayar: Can he at least not give that assurance?

Shri Datar: Certainly, we shall consider it.

Mr. Chairman: Mere putting the clause to the vote does not mean that Government will not look into it. Government has to look into it, if there is any aberration from duty.

Shri V. P. Nayar: We are conscious of that. But here on the one side he is empowering the Controller to look into certain things. .

Mr. Chairman: Does he want the amendment to be put to vote?

Shri Parulekar: In view of the assurance given by the hon. Minister, I do not want to press my amendment.

The amendment was, by leave, withdrawn

Mr. Chairman: The question is

"That clause 31 stand part of the Bill"

The motion was adopted

Clause 31 was added to the Bill.

Mr. Chairman: The question is

"That clauses 32 to 34 stand part of the Bill"

The motion was adopted

Clauses 32 to 34 were added to the Bill

Clause 35.—(Appointment of Controllers and additional Controllers)

Shri Vajpayee: I beg to move:

Page 23, line 5,—

after "thinks fit" insert—

• "out of the list approved by the High Court".

श्री कालायेडी : सरकारी जी, इस बारा का सम्बन्ध कंट्रोलरों की नियुक्ति से है। अभी मैंने जो धारायें दीकार की है उनके अनुसार कंट्रोलरों को वहे व्यापक अधिकार दिये गये हैं। वे किरायेदारों को बेदखल भी कर सकते हैं, उनको कम्पेन्टेशन देने के सम्बन्ध में भी अधिकार दिये गये हैं। उनके व्यापक अधिकारों को देखने हुए यह आवश्यक जान पड़ता है कि कंट्रोलरों की नियुक्ति एम्जी-कूटिंज द्वारा न होकर हाई कोर्ट द्वारा होनी चाहिये। स्वतंत्रता को प्राप्ति के बाद से एक ऐसी प्रवृत्ति दिखायी देती है कि एम्जीकूटिंज जूटीशियरी के अधिकारों को कम करनी जा रही है और अपना कार्य क्षेत्र बढ़ाती जा रही है। मैं समझता हूँ यह प्रवृत्ति लोकतंत्र के लिये बड़ी चातक है। कार्यपालिका को मर्यादा में रहना चाहिये और न्यायपालिका के अधीकारों पर अनिक्रमण नहीं करना चाहिये।

यह किंगम का मामला मालिक और किरायेदारों के मम्बन्ध का मामला है। अगर दोनों में यह विश्वास पैदा किया जाना है कि उनके बीच जो भी विवाद है उनका न्यायपूर्ण नीति में हल होगा तो मैं समझता हूँ अगर कंट्रोलर हाईकोर्ट द्वारा नियुक्त किये जायें तो वह मालिक और किरायेदार दोनों में अधिक विश्वास पैदा कर सकेंगे। एम्जीकूटिंज का मतलब है सरकार और ममापति जो मैं न उस दिन कहा था कि नाकतन म सरकार पार्टी की सरकार है, वह पार्टी के लोगों के दबाव में रहती है।

श्री नवल प्रभाकर (बाह्य दिल्ली—रक्षित—अनुसूचित जातिया) हाईकोर्ट के जजों को कीन नियुक्त करना है।

श्री कालायेडी : मैं समझता हूँ कि दिल्ली के चुने हुए मेम्बर हाईकोर्ट के जजों के पास दीड़बूप नहीं करेंगे लेकिन कंट्रोलर के पास

वह दीड़बूप कर सकते हैं और वह उनके प्रभावित भी हो सकते हैं। इसलिये मेरा नियेदन है कि कंट्रोलरों की नियुक्ति सीई हाईकोर्ट के अधीन होनी चाहिये। लेकिन मैं ने जो सशोधन रखा है, उस में इतनी बात नहीं कही है। सरकार के रखिये को बेल कर मैं ने कहा है कि सरकार जो भी कंट्रोलर नियुक्त करे, उन के पुष्टि या उन के नामी की सूची हाई कोर्ट द्वारा स्वीकृत होनी चाहिये। यद्यपि इस बारा के अन्तर्गत यह व्यवस्था की गई है कि जो कंट्रोलर नियुक्त किया जायेगा, वह भात साल तक का प्रेक्षित्सिंग लाइयर हो या उस को न्यायादान का अनुबंध हो, लेकिन मैं समझता हूँ कि यह अपर्याप्त है और इस सम्बन्ध में हाई कोर्ट व अधिकार को पूर्ववत रखा जाना चाहिये। जैसा कि पहले दिल्ली के रेन्ट कंट्रोल का एडमिनिस्ट्रेशन प्राचार हाई कोर्ट के अधीन था, उस में परिवर्तन नहीं करना चाहिये और कंट्रोलर की नियुक्ति हाई कोर्ट द्वारा होनी चाहिये और वह हाई कार्ट के प्राप्त उत्तरदाते हो मरकार के प्रति नहीं।

Shri Jadhav Sir, I beg to move

Page 23, line 5,—

after "thinks fit" insert—

on recommendation of the Chief Justice of Punjab High Court"

Page 23 line 12—

after 'thinks fit' insert—

'on recommendation of the Chief Justice of Punjab High Court"

Page 23, lines 19 and 20,—

for "he has for at least five years held a judicial office" substitute "he is a judicial officer of five years standing"

While moving my amendment which say that the Controllers and the Deputy Controllers should be appointed . . .

Mr. Chairman: On the recommendation of the Chief Justice of Punjab High Court.

Shri Jadhav: Yes, Sir.

The Controllers and Deputy Controllers should be appointed on the recommendation of the Chief Justice of Punjab High Court and they should be officers who have held a judicial office for at least five years.

Mr. Chairman: They will be appointed by Government on the recommendation of the Chief Justice.

Shri Jadhav: Yes, Sir.

After independence we are trying to separate the judiciary from the executive. We have tried this experiment in some of the States and we are proud enough to say that this experiment has worked satisfactorily in the States where the executive and the judiciary have been separated. I do not understand why Delhi alone, which is the Capital of our country, should try to concentrate these powers in the hands of an officer who will be amenable to the pressure of the hon. Ministers on that side. It is not necessary to put forward any more forceful arguments for this. I know the result of this amendment. I very well know that whatever arguments we put forth are not appreciated by the hon. Minister there. But our grievances are to be ventilated here and they have to come before the country at large. I will try my level best and request the hon. Minister if he can submit to these arguments and accept my amendments.

Shri Datar: This question was raised in the course of the general discussion of this Bill and has been fully replied to by the hon. Home Minister also. It might be found that behind these amendments there is a feeling which, in my opinion, is absolutely unjustified. The feeling is that this officer, viz., the Rent Controller, or the Rent Control Tribunal, as it is, are likely to be influenced by the executive. May I submit that there is no justification for any such feeling at

all. So far as all such appointments are concerned, when they are judicial officers, they are already under Government and if they satisfy the particular test that has been laid down—certain qualifications have been laid down, viz., that he must have five years' judicial experience or he must be a lawyer of seven years' standing—they will be appointed as Controllers. Now, five years' judicial experience means that they must have held a judicial post otherwise they cannot have judicial experience. So, we can trust to these two qualifications that have been laid down in respect of the Controllers, viz., that he must have either judicial experience for five years or he must be a lawyer of seven years' standing. These are the two conditions of eligibility so far as Rent Controller is concerned.

Then, higher qualifications have been laid down for the Tribunal. There it will be found that ten years' judicial experience is laid down. When, for example, a new person has to be appointed, as you are aware, we always appoint persons to these high posts only after receiving the recommendations of the U.P.S.C. That is the most important corrective to what my hon. friend has suggested. We do not go on making appointments straightforwardly. It is the U.P.S.C. which call for applications and they recommend. As you are aware from the various reports and specially this year's report of the U.P.S.C., we have accepted their recommendations in all cases. So, that ought to set at rest all the misgivings that my hon. friend has in this respect.

Mr. Chairman: I shall put all the four amendments to the vote of the House together.

Mr. Chairman: The question is:

Page 23, line 5.—

After "thinks fit" insert—

"out of the list approved by the High Court."

The motion was negatived.

Mr. Chairman: The question is

Page 23, line 5,—

after "thinks fit" insert—

"on recommendation of the Chief Justice of Punjab High Court"

The motion was negative

Mr. Chairman: The question is

Page 23, line 12,—

after "thinks fit" insert—

"on recommendation of the Chief Justice of Punjab High Court"

The motion was negative

Mr. Chairman: The question is

Page 23, lines 19 and 20,—

for "he has for at least five years held a judicial office" substitute "he is a judicial officer of five years standing"

The motion was negative

Mr. Chairman: The question is

"That clause 35 stand part of the Bill"

The motion was adopted

Clause 35 was added to the Bill

Clause 15— (When a tenant can get the benefit of protection against eviction)

Mr. Chairman: We shall now take up clause 15 which had been left over I shall put amendment No 1 to the vote of the House

The question is

Page 14,—

after line 14, insert—

"(6A) If the decree for ejectment against a tenant for non-payment of rent under the Delhi and Ajmer Rent Control Act, 1952 is pending execution at the commencement of this Act but the

tenant is still in possession of the premises and he has paid all arrears of rent—arrears and current—and continues to pay his rent regularly, and there are no arrears of other dues, then the tenant shall not be evicted in execution of decree"

Those in favour may kindly say 'Aye'

Some Hon. Members: Aye

Mr. Chairman: Those against may kindly say 'No'

Several Hon. Members: No

Mr. Chairman: The 'Noes' have it

14.37 hrs

Shri Jadhav: The 'Ayes' have it

Mr. Chairman: I shall have the lobbies cleared

Shri Vajpayee: There are other amendments also

Shri Datar: One is sufficient

14.39 hrs

[MR. DEPUTY-SPEAKER in the Chair]

Mr. Deputy Speaker: I will put amendment No 1 by Shri Khadilkar and many other hon. Members

Shri Jadhav: 21

Mr. Deputy-Speaker: I accept the figure 21

The question is

Page 14,—

after line 14, insert—

"(6A) If the decree for ejectment against a tenant for non-payment of rent under the Delhi and Ajmer Rent Control Act, 1952 is pending execution at the commencement of this Act but the tenant is still in possession of the premises and he has paid all arrears of rent—arrears and current—and continues to pay his rent regularly, and there are no arrears of other dues, then the

tenant shall not be evicted in execution of decree"

Hon Members should now be ready to press their respective buttons. There was complaint the other day one Member could not press or the other could not

The Lok Sabha divided

Division No. 71

Shri D. C. Sharma: My button did not work.

Mr. Deputy-Speaker: Did not work or he could not work it?

The result is

Ayes 45, Noes 118

14.41 hrs.]

AYES

Amer, Shri	Jaipal Singh, Shri	Ramam, Shri
Banerjee, Shri Pramathanth	Joshi, Shrimati Subhadra	Rao, Shri D. V.
Banerjee, Shri S. M.	Kodiyen, Shri	Reddy, Shri Nagi
Beck, Shri Ignace	Mahanty, Shri	Sharma, Pandit K. C.
Brij Raj Singh, Shri	Menon, Shri Narayananatty	Sharma, Shri H. C.
Brij Narayan "Brijesh", Pandit	More, Shri	Shastri, Shri Prakash Vir
Chakravarty, Shrimati Rema	Mukerjee, Shri H. N.	Siva Raj, Shri
Dasgupta, Shri B.	Mullik, Shri B. C.	Sonale, Shri H. N.
Dige, Shri	Nair, Shri C. K.	Soren, Shri
Elias, Shri Muhammad	Nayar, Shri V. P.	Sugandhi, Shri
Ghodasaw, Shri Fazehainh	Parulekar, Shri	Supakar, Shri
Ghose, Shri Bimal	Patel, Shri P. R.	Tengamam, Shri
Godsora, Shri S. C.	Patil, Shri U. L.	Veipayar, Shri
Imam, Shri Mohamed	Pillai, Shri Anthony	Wansot, Shri
Jadha, Shri	Ram Garib, Shri	Yajnik, Shri

NOES

Abdul Lateef, Shri	Gandhi, Shri M. M.	Palaniswamy, Shri
Achar, Shri	Ghosh, Shri M. K.	Pandey, Shri K. N.
Agarwal, Shri	Gounder, Shri K. Periswamy	Prabhakar, Shri Naval
Ajit Singh, Shri	Harveni, Shri Amar	Prasad, Shri Mahadeo
Amritlal, Shri Subbiah	Hem Raj, Shri	Radha Raman, Shri
Anurudh Singh, Shri	Iqbal Singh, Sardar	Raghunath Sabu, Shri
Arumugham, Shri S. R.	Joshi, Shri A. C.	Raghunath Singh, Shri
Asbanna, Shri	Jyotishi, Pandit J. P.	Rajah, Shri
Atchamambe, Dr	Kakku Singh, Shri	Ram Krishan, Shri
Ayyakkannu, Shri	Kotoki, Shri L. L. Nadhar	Ram Shanker Lal, Shri
Beklwal, Shri	Kysai, Shri P. N.	Ram Subbag Singh, Dr
Balmiki, Shri	Kedara, Shri C. M.	Ramakrishnan, Shri P. R.
Banerji, Dr R	Khedkar, Dr G. B.	Ramanand Shastry, Swami
Banerji, Shri P. B.	Khumji, Shri	Ramayyam, Shri P.
Berman, Shri	Krushna, Shri M. R.	Rampure, Shri
Barupal, Shri P. L.	Lehri, Shri	Ranbir Singh, Ch.
Besappa, Shri	Malva, Shri K. B.	Rane, Shri
Besumatari, Shri	Mandal, Dr Pashupati	Rangarao, Shri
Bhattacharya, Shri C. K.	Mathur, Shri Harab Chandra	Rao, Shri B. Madhusudan
Bhogi Bhai, Shri	Mehta, Shri J. R.	Rao, Shri Jagannatha
Bidari, Shri	Mehra, Shrimati Krishna	Reddy, Shri Rami
Birtal Singh, Shri	Melkote, Dr.	Reddy, Shri Venkatesha
Chandak, Shri	Mishra, Shri Bibhuti	Roy, Shri Bhawanath
Chandra Shanker, Shri	Mishra, Shri B. D.	Semanta, Shri S. C.
Chuni Lal, Shri	Mohideen, Shri Gulam	Semantinhar, Dr
Das, Shri K. K.	Mohsuddin, Shri	Sambandam, Shri
Das, Shri N. T.	Murmu, Shri Paik	Sangama, Shri
Das, Shri Shree Narayan	Murti, Shri M. S.	Sardar, Shri Bhabh
Datar, Shri	Narwamban, Shri	Selku, Shri
Debe, Shri Malchand	Nehru, Shrimati Uma	Son, Shri A. K.
Gandhi, Shri Puroo	Nesur, Shri	Son, Shri P. C.

Sharma, Shri R. C.
Siddamanjappa, Shri
Singh, Shri H. P.
Singh, Shri K. N.
Sinha, Shri Gayendra Prasad
Sinha, Shri Sarangdhar
Sinha, Shri Satya Narayan
Sinha, Shri Satyendra Narayan

Singh, Shri
Shiv, Dr. Gangadhara
Sneak, Shri Nardeo
baburayya, Dr. P.
Subramanyam, Shri T.
Sumat Prasad, Shri
Sunder Lal, Shri
Surya Prasad, Shri

Tehr, Shri Mohammad
Tewari, Shri Dwibalanath
Thimmash, Shri
Tiwari, Shri R. S.
Verma, Shri M. L.
Vyas, Shri R. C.
Vyas, Shri Radhepal
Wadiwa, Shri
Wasnik, Shri Balkrishna

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 15 stand part of the Bill."

The motion was adopted.

Clause 15 was added to the Bill.

Mr. Deputy-Speaker: The question is:

"That clauses 36 and 37 stand part of the Bill."

The motion was adopted.

Clauses 36 and 37 were added to the Bill.

Clause 38.—(Appeal to the Tribunal)

Shri V. P. Nayar: I have amendment No. 83.

Mr. Deputy-Speaker: That was to clause 36.

Shri V. P. Nayar. Amendment No 84 I beg to move

Page 24.—

after line 34, add—

"Provided that the Central Government shall appoint such tribunal only on the recommendation of the Chief Justice of the High Court of Judicature, Punjab, from among persons qualified under the Constitution of India to hold the post of a Judge of a High Court in India."

Shri Narayanankeyy Menon: Regarding amendment No 84, the principle is the same as in the case of the previous clause that the Controller

should be under the superintendence of the High Court. I do not see any reason why the hon. Minister does not accept this. The argument advanced by the hon. Minister every time was that the Rent Controllers are appointed, selection being made from those who have got five years' experience of judicial service and these are highly experienced, trained and respectable men. But, if any judicial element is to be incorporated into the function of these tribunals, I do not see why the hon. Minister does not agree that these Rent Control courts should be under the superintendence of the High Courts. The difficulty is this. The Rent Controller has to administer the various provisions of this particular Act and many important and vital provisions, which give the substance of the Act as far as the tenant is concerned, depend upon the construction of certain words used in this Act. While the hon. Minister was replying to the various amendments, he said that in many places, 'may' can be termed a 'shall'. He introduced even certain new additions to statute interpretation that in certain circumstances, it may mean 'shall'. As he himself knows and as he himself argued, the very conferment of the right given by this Act has to depend upon the interpretation of the various words in this Act. Certainly the Rent Controller who decides on these provisions will have to interpret this way or that. It is highly necessary that a judicial tribunal should go into the whole question at least in the appeal stage or revision stage. Therefore, I appeal to the hon. Minister that, because the Rent Controller has been given by this particular Act the status of a judicial officer and his decision, as the hon. Minister said,

is a judicial decision, certainly it is far more safe that his decisions are subject to the supervisory jurisdiction of a body like the High Court I appeal to the hon Minister to accept the amendment

Shri Datar: There is a clear provision and higher qualifications have been laid down I should like to read out clause 38 (5), which says

"A person shall not be qualified for appointment to the Tribunal, unless he is, or has been, a district judge or has for at least ten years held a judicial office in India"

As you are aware, a district judge can be appointed only after he has got considerable experience Therefore, either he is today a district judge or has been a district judge or he has 10 years judicial experience Therefore, we have purposely laid down very high qualifications That ought to meet what my hon friend has suggested in this case

One more point On a question of law there is an appeal to the High Court against any order that would be passed by the Rent Control Tribunal That also is there That ought to satisfy my hon friend

Mr. Deputy-Speaker: The question

Page 24.—

after line 34 add—

'Provided that the Central Government shall appoint such tribunal only on the recommendation of the Chief Justice of the High Court of Judicature, Punjab, from among persons qualified under the Constitution of India to hold the post of a Judge of a High Court in India'

The motion was negatived

Mr. Deputy-Speaker: The question

"That clause 38 stand part of the Bill"

The motion was adopted

Clause 38 was added to the Bill

Mr. Deputy-Speaker: The question

"That clauses 39 to 47 stand part of the Bill"

The motion was adopted

Clauses 39 to 47 were added to the Bill

Clause 48—(Penalties.)

Mr. Deputy-Speaker: May I remind the House that we have to finish this Bill by 3 o'clock? Therefore, if any particular amendment is desired to be moved, I may be intimated Otherwise, I will put the whole thing

Shri V. P. Nayar: I beg to move

Page 29,

after line 22, insert—

"(aa) in the case of the contravention of the provisions of sub-section 2(a) of section 5, with imprisonment of either description which may extend to three years or with fine which may extend to twice the amount of pugree or deposit taken or demanded,

"(aaa) an offence under sub-section 2(a) of section 5, shall be a cognisable offence."

Mr. Deputy-Speaker: We can discuss amendment No. 86

Shri Narayanan Kutty Menon: This amendment is regarding pugree The whole intention of the Act is, and this principle has been recognised that penal provisions will have to be introduced to stop the practice of giving the dubious sum called pugree when houses are to be rented That purpose has been accepted in the original Act. But, because any offence committed by this taking of pugree is not made a cognisable offence, we do not consider

[Shri Narayanankutty Menon]

that any useful purpose will be served. Because, a tenant who is in need of a house and wants to get a house, voluntarily agrees to pay this sum, because of his anxiety to get a house. We cannot later on expect him to go to a court after paying pugree because it is doubtful where he pays pugree whether the person who pays will not be an offender under that section. If at all the real intention of this clause is to be served, we, on this side, do not even have even the faintest hope today that even if the offence is made cognisable, the whole system can be prevented unless the situation is changed. But some appreciable change can be made if this particular offence is made a cognisable offence, whereby only a complaint need be filed and the police can take it up. Otherwise, the whole purpose of making the giving of pugree an offence will be lost and there may not be any case wherein the person who is compelled to pay pugree will later on go to the court, take all the difficulties, and also the cost of litigation and attend the court for a long time in order to see that the person who has accepted pugree is penalised. Therefore, I make an earnest appeal to the hon. Minister that, in furtherance of the principle that he has already accepted that there should be some penal clauses attached to this Bill in respect of this anti-social system, this offence should be made cognisable so that there may be some appreciable result. The hon. Minister in this case cannot have any difficulty as he has advanced in the case of the previous amendments, because the principle has been already accepted, and drafting difficulty is not there. He will agree that this is a social evil which is abhorred by all and we will have to put a stop to it to the extent possible. We consider that only by making this offence cognisable this evil can be minimised. I therefore appeal to him to accept the amendment.

Shri V. P. Nayak: In the Joint Committee the hon. Minister will remember

that this question of raising the punishment and making the offence cognisable was specifically put to the expert witnesses, namely the representatives of the houseowners' association. The representative of the houseowners' association of Delhi which claimed to have the largest representation here agreed that the punishment prescribed, namely three months and six months in the two sub-clauses here, may be raised to seven years, but his objection was that it should not be given over to the police for investigation. He was very much against anything being done by the police in the matter of investigation, and that itself suggested to the Committee that he was not very fair in answering our questions. We asked him what was wrong if it was to be investigated by the police, because it will be tried not by the police but by the judiciary.

In this connection, I remember the day before yesterday the hon. Law Minister, who is happily here, while speaking to us in the Central hall, extolled our judicial system and said that there was nothing in our judicial system of which we need be ashamed, rather it was something of which we could legitimately be proud.

So, if this offence is made cognisable and is tried by the judiciary which is held in such esteem by the Treasury Benches what is the harm? After all, the police who investigate do not return the verdict. It is to be tried in a court of law. There is no reason why this offence should not be made cognisable. This point has been stressed in the Committee too, it was stressed again when I spoke yesterday. If the Government have confidence in their police and in their judiciary, there is no reason at all which they can advance. Therefore, I once again appeal to the hon. Minister to make this a cognisable offence.

Shri Datar: May I point out that in the original Bill the maximum punishment was three months? Then, this question was considered, and the

point that the hon. Member has just now suggested was also discussed and examined in the Joint Committee. They came to the conclusion that the maximum punishment should be extended to six months. That has been done.

So far as the question of cognizability is concerned, let us understand that as far as possible, we ought to maintain the harmony of relations between the landlord and the tenant, and the law has to step in only to the extent necessary. If the offence is made cognizable, the police have to act on some information, and that information is likely to be conveyed in a mischievous manner either on behalf of the landlord or the tenant, whatever it may be. Under the circumstances, except where the highest interests of the society as a whole require it, we should not make an offence cognizable. That is the reason why I am afraid I cannot accept the amendment.

Shri V. P. Nayar: May I ask a question then? The hon. Minister said yesterday that this was provided as an offence even under the 1952 Act. Can he give us some indication of the number of cases which have ended in conviction for the offence of *pugree*, in the last five years so that we can know how effective it has been?

Shri Datar: I have not got the figures.

Shri V. P. Nayar: I do not want you to give exact figures. An approximate idea. Has there been a single instance?

Shri Datar: I cannot give any instance. We ought to be very careful in maintaining harmony.

Mr. Deputy-Speaker: The question is:

Page 29,—

after line 22, insert—

"(aa) in the case of the contravention of the provisions of

sub-section 2(a) of section 5, with imprisonment of either description which may extend to three years or with fine which may extend to twice the amount of *pugree* or deposit taken or demanded;

(aaa) an offence under sub-section 2(a) of section 5, shall be a cognizable offence;"

The motion was negatived.

Mr. Deputy-Speaker: The question is.

"That clause 48 stand part of the Bill"

The motion was adopted.

Clause 48 was added to the Bill.

Mr. Deputy-Speaker: The question is:

That clauses 49 to 57 stand part of the Bill.

The motion was adopted.

Clauses 49 to 57 were added to the Bill.

Mr. Deputy-Speaker: The question is.

"That the First and Second Schedules stand part of the Bill."

The motion was adopted.

The First and Second Schedules were added to the Bill.

Mr. Deputy-Speaker: The question is.

"That Clause 1, the Enacting Formula and the long Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the long Title were added to the Bill.

Shri Datar: I beg to move:

"That the Bill, as amended, be Passed."

Shri Narayanankutty Menon: One Point remains.

Mr. Deputy-Speaker: Would he conclude in five minutes?

Shri Narayananatty Menon: Exactly.

The point that I wish to stress now has been put before the House both during the first and second reading of the Bill, and it is regarding the absence of any provision for fixation of prices of land in relation to the rental values of the buildings.

The hon. Home Minister yesterday agreed that the prices of land not only in Delhi but in all cities are soaring high. There is no reason why the landowners who had the fortune to possess title to certain vast areas of land once upon a time should benefit themselves by the fortune that they are getting now. I should like the hon. Minister to examine the real values of these lands and the circumstances under which the values have been soaring.

The hon. Minister will agree with me that the land now owned either by private individuals or by the Government itself had a negligible value originally. In and around the big projects which are coming up during the Five Year Plan periods land values have been soaring high, not because of any contribution material or economic made by the landowner himself. It is because of the vast development that is taking place today under the Second Plan. When the nation invests a large amount of money in order to build a city or an industry in a particular place, the landlords in these places are benefited by the soaring prices just because they had got vast tracts of land for a song once upon a time. There is no morality behind this, the landlord getting a higher value without making any effort for it.

In a welfare state reasonable restrictions are introduced in order that the society may be benefited, but here we are not even taking away any

property by putting a ceiling on the land prices. Government should determine today itself, as far as this particular Bill and other rental bills are concerned, that there should be a ceiling on land prices.

14.59 hrs.

[SHRI BARMAN in the Chair]

Secondly, if the Government is prepared to tackle this housing problem on a national basis, they will have to act on these lines and forget the interests of the great landholders who are benefited for nothing, because the whole purpose of this legislation will be upset and negatived unless the Government put a ceiling on land, because in determining the fair rent or the standard rent, the high cost of the land enters into it as a part.

15 hrs.

This inflated price of land will certainly make the standard rent still further inflated. Therefore, I hope that even though it has not been possible in this Bill to incorporate any provision as regards a ceiling on land price, yet Government will take immediate measures to see that in Delhi where this Bill will be applicable, a ceiling on land price is put as soon as possible. Simply because Delhi happens to be the capital city to which a number of people are attracted, and where a number of people want buildings and other habitation places, a few landlords in the city should not be allowed to benefit by that to the disadvantage of the society as a whole.

So, I submit once again that immediate suitable measures should be taken by Government to bring forward another legislation to put a ceiling on the price of land. In the minute of dissent appended to the report of the Joint Committee, we

have made a suggestion that taking into consideration all questions of economics and also the morality behind it, the ceiling can be 400 per cent of the 1939 value; that will be a reasonable compensation for the inflated prices of all the other articles and also of land, and the landlord could very easily be satisfied with that. At the same time, this menace, as far as the land problem and the building problem are concerned, in the capital can be put an end to by this ceiling on land prices.

Shri Datar: This question was raised before the Joint Committee also, and this is what they have stated in their report:

"The Committee considered the question of including vacant land within the scope of the definition of premises with a view to giving relief to *amildars*. The Committee feel that the question of giving such relief to *amildars* should be separately considered."

On account of this, what has been done is that the Act of 1956 which will ordinarily lapse in February, 1959, will continue for one year in order to enable Government to consider the whole question and to see what can be done in this respect. Yesterday also, in his reply the hon. Home Minister made a reference to this point. Under these circumstances, what my hon. friend wants will be duly considered, and such action as is necessary taken.

Mr. Chairman: The question is:

"That the Bill, as amended, be passed"

The motion was adopted.

15.48 hrs.

INDIAN TARIFF (AMENDMENT) BILL

The Minister of Industry (Shri Manubhai Shah): I beg to move:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

As the House will appreciate, this Bill mainly seeks to amend the First Schedule to the Indian Tariff Act, 1934, in order to give effect to Government's decisions on certain recommendations of the commission. Hon. Members will have observed from the Statement of Objects and Reasons that the Bill seeks to continue protection beyond the 31st December, 1958, in the case of soda ash, calcium carbide, caustic soda, sericulture, aluminium, antimony, engineers' steel files and electric motor industries, and to discontinue protection with effect from 1st January, 1959, in the case of cocoa powder and chocolate, bichromates, bleaching paste and bleaching powder and artificial silk fabrics and cotton and artificial silk mixed fabrics as also steel rasps.

As the House, in several debates on the Indian Tariff (Amendment) Bills in the past, has always liked that Government should review the work of the Tariff Commission, whenever such Bills come up before the House, I would like to take the opportunity to briefly review the work of the Tariff Commission in the past.

Copies of the Tariff Commission's report on all these industries and of Government's resolutions on those reports have already been laid on the Table of the House, and notes on each of these industries have been circulated for the information of the hon. Members.

As the House is aware, early in 1940, Government announced that industries promoted with their encouragement during war-time might

[Shri Manubhai Shah]

feel assured that if they were conducted on sound business lines, they would, by such measures as Government might devise, be protected against unfair competition from outside. On the basis of this assurance, 43 industries were established during the war, and they applied for protection towards the end of the war. The Government, therefore, decided to constitute an interim tariff board to examine the claims of these industries for protection, pending the formulation of our long-term policy. An interim board was, therefore, constituted for a period not exceeding two years, by a resolution in November, 1945. Government subsequently reconstituted the interim tariff board for a further period of three years from 3rd November 1947. The term of office of the interim tariff board was further extended up to the date of setting up of a permanent tariff commission as recommended by the Fiscal Commission.

By the time the Tariff Commission was constituted in 1952, the First Five Year Plan, as the House is aware, had already been launched, giving a direction and a purpose to the industrial development of the country. By and large, the industrial policy of Government is governed by the policy statement of 1948 and the subsequent statement of 1956.

Another significant development that has to be taken note of is the adverse balance of payments position in recent years and the consequent need to regulate imports through quantitative restrictions. These restrictions have resulted in giving domestic industries effective protection by way of sheltered markets and, therefore, protection through tariff assumes a somewhat lesser significance in these days. It should not, however, be forgotten that as long as the primary use of quantitative restrictions is limited to correct adverse balance of payments domestic industries are likely to remain under constant threat

of insecurity unless adequately safeguarded through protective duties also.

There are, of course, certain categories of industries which can be developed during the early stages of their establishment only through the balanced mechanism of import control. And the GATT organisation has accepted this in principle in regard to the underdeveloped countries. The recent resolution of the General Agreement on Trade and Tariffs is also proof of this. However, it is generally recognised that regulation through import quotas cannot be a desirable form of protection as a long-term policy and is not in the long-term interests of any national economy. Therefore, all these measures have got to be under periodical review by the Tariff Commission. We have been able to establish and justify in the past our case for imposition of quantitative restrictions in favour of several indigenous industries by stressing the fact that the Tariff Commission gives careful thought and sympathetic scrutiny to this aspect of protection and reviews the effect of import control on the behaviour of industries as well as on the welfare of the consumers.

Reports of the Tariff Commission have brought to light all cases of irregular and insufficient nature of imports and their adverse effect on domestic production, quality and prices. The assistance rendered by the commission in providing an objective analysis of the effects of import control administration in the cases of protected industries, therefore, cannot be over-emphasised, especially for the reason that import control is in the hands of the administrative wing of Government, and it is in consonance with the democratic principles so cherished by this House that a periodical review by an independent body like the Tariff Commission is eminently desirable and necessary.

As stated earlier, there were 43 industries enjoying protection when the commission was constituted in 1952. The commission has reviewed the cases of these industries, and protection to 23 industries has been discontinued on its recommendations. I am stressing this point only because there is a general impression that always there is a case for protection, whereas the protected industries are not enabled to stand on their own feet, and de-protection does not take place. But it is not so. While protection to 23 industries has been discontinued on the recommendation of the Tariff Commission, protection to 17 new industries has been granted since 1952, while in the case of six new industries which were referred to the Tariff Commission, it did not recommend any grant of protection. So, automatically, *ipso facto*, simply because an industry has been referred to the Tariff Commission, it does not mean that protection would be given, unless the commission is satisfied that protection is necessary, no protection is recommended by the Commission.

There are at present 37 industries enjoying protection, of which artificial silk fabrics, bichromates, and cocoa powder and chocolate are sought to be de-protected from 1st January, 1959 as is indicated in the Statement of Objects and Reasons. That brings down the number of protected industries to 34, of which protection to the match industry is only of academic interest.

It may be mentioned that the match industry is subject to excise duty like other well-established industries, and for the past several years, no imports of matches have taken place.

The important industries enjoying protection at present are aluminium, caustic soda, soda ash, dye-stuffs, grinding wheels, machine screws, ball bearings, copper and aluminium conductors, ACSR conductors, bicycles, cotton textile machinery, power and distribution transformers, calcium

carbide, electric motors, automobiles and plywood and tea chest industries. All these industries have shown varying degrees of progress during the period 1952-1958. As a matter of fact, on the whole, all the protected industries have shown very considerable, accelerated, progress as far as production, quality and prices—that is, lowering down of the prices in the last several years—are concerned. The progress in the case of some of the industries has been really remarkable. The number of units for the manufacture of bicycles in the organised sector was 6 in 1952 with a total production of 1,97,000 cycles only. At present, there are more than 19 units in the organised sector and 45 in the small scale sector producing over a million bicycles in the current year, and may be much more, 1½ million, next year. The cycle industry is now well established in the country and is gradually developing an export market. I am glad to inform the House that recently a contract is under negotiation for exporting about 25,000 bicycles from India to the Middle East.

Another industry which has shown striking progress is the grinding wheel industry. In 1952, there was only one unit producing 386 tons. Now, there are 5 units with 1500 tons production in 1958. The ball bearing industry is another industry which has been able to increase its production from 6.48 lakh numbers in 1952 to 23.7 lakh numbers in 1958. There is only one unit in this industry. We are trying to get a few more established in the country.

Among the chemical industries, the production of soda ash has increased from 43,372 tons in 1952 to 73,000 tons during the last year. There are at present two units producing soda ash in the country. Plans for expansion of these two units are well in hand and two more units are to be established shortly, raising the total capacity of soda ash production to 2,30,000 tons per annum when the country is

[**Shri Manubhai Shah**]

expected to be more or less self-sufficient in this very industry.

While all this is highly gratifying—and I have enumerated before the House in a short manner most of the industries which have gone ahead—it must be admitted that the progress in regard to a few industries is not sufficiently satisfactory. To cite one example, mention may be made of the dye-stuff industry. In the case of this industry, the Government's plan for the manufacture of intermediates did not progress as much as desired. But till the manufacture of intermediates is established on a large scale, it is difficult to achieve satisfactory progress in the manufacture of dye-stuffs. The House will be glad to know that now intermediates production has been almost finalised and we are covering the full range of about 86 intermediates productions in the country and within the next three years or so, with German collaboration, the industry will be well-established as far as intermediates production is concerned.

Another industry where the progress appears to be somewhat slow is the automobile industry. Though assembly of motor vehicles to a very limited extent was started even before the war, specific real phased programmes were actually approved only in 1954-55. Therefore, while judging the progress of this industry, it has to be borne in mind that prior to 1954-55, the industry was more or less a pure assembly thing and it was only then that the Government insisted on a phased programme to bring up the indigenous content as fast as possible. If this factor is taken into account, it will be seen that the progress is not so unsatisfactory as it appears. All the producers of automobiles who have now been rationalised to only 6, have established capacities for machining components, while casting and forgings also are now made in the country by some of the other manufacturers. Partly Government have

also to share the blame for this delay in increasing the indigenous content which has taken place largely due to difficulties resulting from scarcity of foreign exchange. Till a few months back, we had not been able to release the necessary foreign exchange for tools, jigs and machinery for the automobile manufacturers for increasing the indigenous content. But now we have granted practically all their needs of foreign exchange for machinery, tools, and jigs and it is expected that by the end of 1959, in the case of two commercial vehicles and one car, 70-75 per cent of the components will be indigenously manufactured.

Shri V. P. Nayar (Quilon): Which is the car?

Shri Manubhai Shah: Hindustan

By 1960-61, all the vehicles in the country will have reached 80 per cent indigenous content, that is, practically all the vehicles, commercial vehicles, jeeps and cars, because now we have already licensed the capital goods, jigs and machinery required by all these units.

Sir, protected industries are expected to charge prices in fair relationship to costs. This has been a subject which has been causing anxiety to the House several times. Criticism is often heard that protected industries are taking undue advantage of protection and increasing the prices. The Commission is keeping a close watch over the prices of protected industries and from the available information, it is clear that this criticism is not always based on facts. The Commission has also stressed in its reports that while prices invariably tend to increase under conditions of scarcity of supply, the price trouble does not always start at the level of the producer but at the level of the intermediate distributor, and is aggravated to an increasing extent at the levels of retail sellers. All these ultimately point to the fact that it is impossible to keep prices at fair levels unless

Government create a vast force of enforcement officials with police powers. This is neither good nor desirable. The important point to be understood in this connection is that under existing conditions of general short supply of most commodities, when fully competitive economic forces are not in active operation, it would not be proper to lay the entire blame for high prices always at the doors of the producers.

At present, there are four consumer goods industries in the protected group. They are sago, buttons (studs and cuff links made of plastics), calcium lactates and bicycles. In the case of bicycles, there is keen internal competition and cycles of different makes are available at reasonable prices to the consumer. In the case of one popular brand, the price has come down from Rs. 161.50 in 1954 to Rs. 148.50 in 1958. We have not received any complaint to the effect that high prices are being charged for bicycles. In the case of calcium lactate, the manufacturer has reduced the price from Rs. 3.25 per lb in 1952 to Rs. 1.80 per lb in 1958—a very considerable reduction. The Commission has also not received any complaints in regard to the prices of buttons or sago.

In regard to other industries, the complaints are mostly from buyers in small lots in the market. Large-scale consumers have always been able to obtain their requirements from indigenous sources at prices in fair relation to the costs arrived at by the Commission. In cases where the domestic production falls short of demand, market prices have tended to go up only because of irregular and insufficient imports. Even so, those consumers who have been regularly obtaining their requirements from indigenous sources have not found difficulty in buying the products at reasonable prices. This has been revealed at the time of the Commission's public inquiries, particularly in the case of soda ash and caustic soda.

It is, therefore, unfair to wholly shift the blame for high prices to the industry. Naturally, malpractices do take place at different stages in the industry and in the trade and it will be difficult to stop such practices completely as long as shortages continue to last. Therefore, the positive answer is increased production, and more and more increased production. Hence all our energies are bent towards this objective in spite of severe handicaps of foreign exchange.

There are instances where manufacturers jointly and in collusion have attempted to exploit the situation sometimes. The Commission and Government have also been laying emphasis on remedying the evils arising from faulty distribution organisations existing in certain industries. For instance, in the case of the soda ash industry, the Commission has drawn pointed attention to the marketing system of one of the manufacturers and has shown its weakness. In response to complaints received from consuming industries, the Commission also undertook at the instance of Government, an investigation of the distribution system employed by the ball bearing industry which has just been completed. Gradual reductions in the whole-sale prices of certain protected commodities have also been noticed. I am glad to say that all these different healthy measures have led considerably to holding of the price line in several sectors, to which I will come presently, the important ones being sheet glass from Rs. 38.00 per 100 sq. ft. in 1952 to Rs. 29.00 in 1958, engineers' steel files (flat bastard—8") from Rs. 21.00 per doz. in 1955 to Rs. 16.50 per doz. in 1958; caustic soda from Rs. 34.69 per cwt. in 1955 to Rs. 31.00 per cwt. in 1958; soda ash from Rs. 22.56 per cwt. in 1952 to Rs. 19.50 per cwt. in 1958.

The prices of engineering goods such as electric motors, machine screws, cotton textile machinery, piston assembly etc. which were gradually going down have lately shown some

[Shri Manubhai Shah]

increase, mainly as a result of rise in the prices of steel and other basic raw materials. I would, therefore, appeal to the industry, trade and the consumers to fully co-operate with Government in holding the price line. Because legal action and governmental control and action alone cannot produce the desired results, though Government have always been ready, and have taken several measures whenever necessary, to hold the price line, and control the prices.

As the House is aware, the Tariff Commission and the Government have been continuously taking many steps to hold the price line in different commodities, particularly the manufactured articles and consumer goods and with much great success. The rise in the wholesale price index of manufactured articles has not been more than 108.9 points in 1958 from 1952-53 as a base year 100. The index was:

in 1953	..	98.6
in 1954	..	100.4
in 1955	..	94.4
in 1956	..	104.9
in 1957	..	107.9

in spite of the world rise in prices and scarcity of foreign exchange.

This shows that the general overall efforts of the Government, the industry, trade and the consuming public has been meeting with a great amount of success and the rise of the wholesale price index of manufactured articles has been only 8 points in the last 6 years.

The Commission has in all its investigations, laid considerable emphasis on the maintenance of quality in the products of indigenous industries, and has supported the efforts of the Indian Standards Institution to finalise standard specifications wherever possible. In all appropriate cases the Commission has recommended the adoption by industries of the

certification scheme approved by the I.S.I.

It is often said that protected industries make excessive profits. The Commission is regularly analysing the balance-sheets of protected industries and in its periodical reviews for continuance of protection also examines costs and prices to see whether any industry is making excessive profits. It is sometimes true that the balance-sheets of a few of the companies show relatively larger profits, but I may submit that the few companies where sometimes larger profits are shown are generally engaged in activities other than the production of the protected commodities.

For instance, the Delhi Cloth and General Mills which has various activities produces caustic soda which is under protection. It will be wrong to draw the conclusion that the caustic soda sector of that unit is making as good profits as the other sectors of this unit manufacturing other products merely by a scrutiny of the profit figure shown in its balance-sheet. Similarly, there are a number of other composite industries, as, for instance, Alkali & Chemicals and Rhotas Ltd., who have made good profits through their operations in a number of industries for which separate profits cannot be estimated. Nor is it true that protected industries are earning excessive profits; profit rates have varied sharply within industries as between different units, depending on the efficiency of the unit. In the paper industry, for instance, Titaghur Paper Mills and Orient Paper Mills have made high profits because of their greater efficiency. In the sugar industry, Godavari Sugar and Walchandnagar Sugar have made larger profits than most others for the same reason.

In shipping, the Great Eastern Shipping Company has made larger profits. Certain of the tea companies have made larger profits than the others;

and when one considers the profits earned by any of the companies mentioned above, one would think that profits in these industries have been very high. This is not the correct position

Shri V. P. Nayar: They are all cases outside the Bill

Shri Manshbhai Shah: I am generally touching upon the work of the Tariff Commission. The House has always been touching on other various aspects of the work of the Tariff Commission and, therefore, I am taking this opportunity to lay before the House the facts as already revised by the Tariff Commission. (Interruption)

This is not the correct position. The average rate of profits has been much lower. In the case of composite factories of the type I mentioned above, total profits cannot be ascribed to the protection enjoyed by any one of the products of the company.

In such cases, the net realisation of the company from the particular product has to be carefully determined before one arrives at the conclusion that the company is making high profits on the protected commodities. Secondly, in any industry where there are a large number of units, say like the plywood industry, where the quantum of protection is determined on the basis of a representative cost, it is bound to happen that the more efficient units will make larger profits than the marginal units.

This is a fact which is sometimes overlooked in judging the overall profits of the entire orbit of different industries in which, I can say with confidence, the quantum of profits has been rather very low or at the reasonable level. To take one or two units out of the whole orbit which has made a little more profit than others in a particular year and then to suggest that all the industries do likewise will not be a correct computation and assessment of facts.

If uniformity is enforced there will be no incentive to develop efficiency through internal competition which alone can largely help to bring down cost prices. In every industry and particularly in industries where there are a larger number of units, our objective has been to ensure that the general level of profits is not at all high.

From an examination of the balance-sheets of some major units which are primarily engaged in the manufacture of protected commodities, it is found that 7 companies failed to declare any dividend throughout the period 1952-56, 9 other companies failed to declare dividends up to 1954 but declared dividends in later years varying from 2.5 per cent to 10 per cent. In the case of 18 other companies, the rate of dividends steadily increased from 3 to 8 per cent in 1952 to 6 to 20 per cent in 1958. In the case of one company, the rate of dividends declined from 12 per cent to 7½ per cent and in the case of another two companies from 5 per cent to nil. Three companies showed fluctuating fortunes during the period.

A few general observations would be appropriate at this stage. When we want massive industrial development at an accelerated pace for our economy, the House will agree that it is necessary to create confidence in the industry that its legitimate interests will be adequately safeguarded. The confidence can be created only if an impartial body like the Tariff Commission examines its case for assistance. Further, the protection granted to an industry on the recommendation of the Tariff Commission enhances its position in foreign countries especially when it finds it necessary to apply for foreign technical and financial collaboration. The development of industries like bicycles, grinding wheels, A.C.S.R. conductors, electrical motors, transformers, dyestuffs, aluminum and a score of other industries would not have been possible had it not been for

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the protection and developmental assistance granted to all these industries. It has often been found that when once protection is ensured to an industry, foreign manufacturers take it for granted that Government would do everything to help the industry and that if they wish to retain any interest in the vastly expanding market it can be sustained only by helping domestic industry to develop within the country.

At this stage, I may also make a reference to the General Agreement on Tariffs and Trade, popularly known as the G.A.T.T. When the General Agreement on Tariffs and Trade was first negotiated, industries which were protected or were likely to be protected were kept out of the articles for which concessions were negotiated. At that time, however, it was not possible for Government to envisage the entire range of developments that were likely to take place after independence, with the result that we granted various tariff concessions under the impression that the manufacture of the articles concerned would not be developed in the country for some considerable time. It is now gratifying to see and it is now being realised that in the interest of our national economy, we have to obtain releases from our obligations to G.A.T.T. in the case of quite a few commodities. In such cases, an examination by the Tariff Commission strengthens the Government's hands to get early releases from such obligations. On the recommendation of the Commission, we have already obtained releases in the case of adaptor bearings and dyestuffs. The Commission is now examining the claim of the zinc and lead industry to protection which are also at present allowed free of duty and are bound under the G.A.T.T. These are some of the few general observations which I wanted to make in order to acquaint the House with the general work of the Tariff Commission.

Another aspect that requires special mention is the problem of newly established industries. In most cases when a new industry is under establishment, it will not be able to cater to the entire domestic demand. At times it starts with very low levels of output which may not meet even 20 per cent. of the domestic demand. In such cases, unless a fair relationship is established between domestic prices and imported prices, consumers will be put to great hardship. When balancing the several considerations in this regard, tariffs can play a significant role, and mention may be made of cases like caustic soda, soda ash, titanium dioxide, calcium carbide etc. where the Tariff Commission's determination of fair selling prices and the protective duties recommended by it have helped generally to stabilise the internal prices of these products. This much I have said about prices in view of the fact that in these commodities the holding of the price line is very vitally essential to the national economy.

Sometimes, it is also said that the protection given to industries did not often result in the benefits to the consumer and that the facts and figures maintained by Commission on the progress and performance of protected industries is not such as to ensure their compliance with ethical standards of conduct and business propriety. While it is true that the Commission has been given powers to call for statistical data and information from all....

Shri V. P. Nayar: Sir, I want to raise a point. It is very interesting to hear the hon. Minister whose knowledge in the various industries is also very well-known. But our difficulty is this. Only two hours have been allotted and he has already taken half an hour and he will take another half an hour. He has covered such a wide ground that it becomes absolutely essential that we should also give a reply.

Shri Manubhai Shah: I will not take more than ten minutes. It so happens that every time a complaint is received from the hon. Members that the working of the several aspects have not been mentioned before the House and it attracts adverse attention. (Interruptions)

I shall now deal with industries proposed to be deprotected from the 1st January, 1959. As the House is fully aware, I would not take more time of the House in dealing with Cocoa Powder, chocolate industry, bichromates industry, bleaching powder and bleaching paste industries and steel rasps industry, with which the House is fully familiar. I now turn to the artificial silk fabrics and cotton and artificial silk mixed fabrics industry. This industry was granted protection for the first time in 1934 as part of the scheme of protection to the artificial silk fabrics industry. It is now sought to be deprotected against which several protests have been heard in the country. In 1947, there were only 1,500 power looms registered with the Textile Commissioner for the manufacture of art silk fabrics. At present, there are about 44,000 power looms. Thus within a decade this industry has grown from 1,500 to 45,000 power looms. The volume of indigenous production has increased from 174.14 million yards in 1947 to 279 million yards in 1957. The industry is making every effort to improve the quality of art silk fabrics and increase the range of production. Since the 1st January, 1957, the imports of artificial fabrics have been banned but special imports are allowed to exporters of fabrics under the export promotion scheme. Such imports also enable the industry to know the trend of production, designs and styles in vogue in other countries. Our exports have been steady in the neighbourhood of 3.5 million yards. Government have taken steps to promote exports of art silk fabrics by grant of drawback of duty on imported yarn, refund of excise duty and

grant of import licences for yarn against corresponding exports.

Mr. Chairman: I want to make one observation. The point that has been raised is a good point. Generally in the amending Bills, we do not normally allow the hon. Members to go over the whole field of taxes or other measures. If the hon. Minister in his opening speech covers all the field of commerce and taxation and tariff policy, then other hon. Members can also claim to touch upon those points. So, if the hon. Minister confines his remarks to the material points in the amending Bill, I think he would be able to finish soon.

Shri Manubhai Shah: Now, only a few pages are there. I took more time this time particularly because of the observations that were made. (Interruptions)

Mr. Chairman: I was not speaking about this particular speech of the hon. Minister. I have only stated that we generally do not allow Members to tread over all the grounds in an amending Bill but confine their remarks to the particular amendment or amendments.

Shri Nath Pai (Rajapur) Sir: He wants to make an all-embracing speech. So, we would be grateful and we would be obliged—it is a very vital speech—that we should be granted extension of time so that those who want to participate can do justice to the points which the hon. Member is referring to.

Shri Manubhai Shah: As a matter of fact, two hours is a very short time but every time only two hours are granted.

Shri V. P. Nayar: You do not bring the Bill early enough and it is being pushed in like this. (Interruptions)

Shri Manubhai Shah: I shall conclude by urging upon this House at

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this stage that the industries which are sought to be deprotected have been carefully considered. The Tariff Commission has asked for protection of certain industries and the Government have accepted them. All the results are embodied in this Bill and I would be grateful to the House for its favourable consideration.

Mr. Chairman: Motion move:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

Shri V. P. Nayar: Sir, before I speak, may I enquire one point from you? It has happened on many occasions that the Tariff Bill was under discussion and I have been told that I can take fifteen minutes. Subsequently, there was no Member to speak. The hon. Minister has covered a very wide field and I request you to give me more time. I shall confine within the Act and yet try to answer the points.

It was undoubtedly a very interesting speech and as I was listening to him I was reminded of a colloquial saying that soda water is so-called because it contains no soda. The hon. Minister's speech covered a very wide field but did not touch on the industries which are sought to be protected in this measure. I think he has probably left that to me. We are not against tariff protection and in cases where indigenous production must be protected we are always for it. But we suggest that in giving protection certain other vital aspects of the industry as to who controls the industry, who distributes the protected article, who takes advantage of the protection—these are vital factors which, we must consider. The House which is called upon to extend protection for not one or two years but five years at one stretch should also be aware of the competence of the persons who undertake the enquiry and recommend to the Government

that this protection has to be extended for five years. I have no objection against any particular person of the Tariff Commission—whether member or secretary. I have also heard that the Secretary of the Tariff Commission is an extremely competent man although owing to the repetitions in these reports, there is something of a stereotype nature in most of them. But I want the House to consider these matters. Who has really gone and made enquiries? What are their qualifications to make an enquiry of the kind which they do? Take, for instance, this steel file industry—engineers' steel files. Should not one engineer be associated with it? If one does not know the difference between caustic soda and soda ash, would we not expect that one man who knew the chemistry of that should go and investigate. We find that the Tariff Commission has only four or five members

Shri Manubhai Shah: For the information of the hon Member, I may say that the whole of the Development Wing of the Government of India is at the disposal of the Tariff Commission and all its technical officers are associated with it as and when necessary.

Shri V. P. Nayar: In that case, it is absolutely unnecessary that these Members should go about from factory to factory? Is it only to claim travelling allowance? If that help is given by the Commerce Ministry, what is the use of their going from place to place? If he is a man who does not distinguish caustic soda from soda ash, I do not see the reason why he should go to the factory at Bangalore or at another place to see the factory unless it be that he wanted to get travelling allowance.... (Interruptions.) I am very much concerned about it because here is an answer to a question of mine.

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): Sir, I have

to raise a point of order. Is it fair to allege that anybody is going here and there merely for getting travelling allowance?.... (Interruptions.)

Shri V. P. Nayar: I did not allege; I am going to prove

Shri Jaipal Singh: You insinuate.

Shri V. P. Nayar: I do not make any wild allegation at any time. Unless a person knows the nature or the character of a particular industry for what purpose should he visit the unit of production unless it be for receiving travelling allowance?

Mr. Chairman: Does that 'person' refer to a Member of the House?

Shri V. P. Nayar: No, certainly not.

Shri Jaipal Singh: It refers to me, to you and to himself also

Shri V. P. Nayar: I was referring to a member of the Tariff Commission

Shri Jaipal Singh: What about the Members of the Public Accounts Committee and the Estimates Committee and the other Committees?

Shri V. P. Nayar: That is different and I will show that If the hon Member who is usually patient is patient this time also, he will understand it

As the hon Minister gave out the details of the Tariff Commission's work, I want to place certain facts before the House. The Tariff Commission being such a specialised body, is it not necessary that the members of the Commission should have specialised knowledge? Secondly, what is the basis of paying the members of the Tariff Commission? In answer to an Unstarred Question No. 1404, dated 18-3-1958, it was stated that of the four members now present, Dr. S. K. Muranjan gets Rs. 2,250 minus the pension which he draws from somewhere, Shri J. N. Dutta gets Rs. 2,250

—there are no comments against his name—another gentleman, Shri R. S. Bhatt gets Rs. 2,250 and I find from the marginal note that he receives only a pension of Rs. 400. In one case, the payment is made minus the pension and in the other case, it is clearly stated here that he is in receipt of a pension of Rs. 400 from the late Saurashtra Government. I do not know when he was appointed.

Shri Manubhai Shah: If such matters of detail are of interest to the hon. Member, I may say that he was a former servant of the Bhavnagar State and perhaps he might be drawing a pension, but his pay is already mentioned there.

Shri V. P. Nayar: According to me, such an old servant who gets Rs. 400 as pension would not have had a pay of more than Rs. 800 at the time of his retirement. You are giving him Rs. 2,250 here. The hon. Minister said that he is an old officer. That is precisely why I do not want him to be in the Tariff Commission; I want active young men like my very good friend, Shri Manubhai Shah (Interruption). And, as I submitted to the House the other day, the qualification of the Chairman as revealed by the biographical sketch in the *Times of India Directory* is that he has made a number of contributions to English and Tamil journals. On what subjects? Not calcium carbide, soda ash, engineers' steel file or caustic soda; his contributions were on classical poetry or music

Shri C. D. Pande (Naini Tal): He is versatile like you

Shri V. P. Nayar: I do not want him to be so

Mr. Chairman: I do not think it is right to go into personal matters here. When was he appointed?

Shri V. P. Nayar: This is according to information given in answer to a question here, and I am entitled to comment on that.

Mr. Chairman: Was the appointment a very recent one?

Shri V. P. Nayar: He has been given extension from period to period. He was first appointed in 1951 when he retired from the Imperial Bank as an officer.

Mr. Chairman: So I think the question as to whether his appointment was justified or not does not arise after such a long time.

Shri V. P. Nayar: His appointment was not for a specific term—and he is not within the term. His appointment has been extended from time to time. I think when the Tariff Commission has members like this, I am entitled to make this comment, the more so because these facts which I am now revealing have been placed before the House in answer to a question. I referred to the *Times of India Directory*—fortunately, we have a copy in the library

I want to know—because I will presently come to the methods of making an enquiry—whether there is a policy for the Tariff Commission I have got here the reports on various industries protection in respect of which is sought to be continued till the end of December, 1963. I find that there is no formula, no particular code of conduct in some industries. For example, all the members of the Tariff Commission go and visit one unit, in some industries they go along with the Cost Accountant, in another set of industries no member of the Tariff Commission goes, no Cost Accountant goes, but only the Secretary goes. I have got all the details here—I do not speak without arming myself with all the details. I do not want to go into all the industries, but take this case of soda ash industry. Only a technical director along with a cost accounts officer has visited the two units in soda ash—one is controlled by Tatas and the other by Dalmia Jain. In that case, the members do not go. It is surprising that even now we are told that the Cost Account-

tant's report is a confidential document and it cannot be revealed to the House. Sir, what is the sense in asking us to extend protection for a period up to the end of 1963?

Shri Manubhai Shah: I would like to correct the wrong impression of the hon. Member. We have already stated at the beginning of the last session that if any hon. Member or the Public Accounts Committee calls for any report of the Cost Accountant it will be made available.

Shri V. P. Nayar: I think it was *exactly at that time the hon. Minister* promised to me in the House that he will send them to me, but I have not so far received them

Shri Manubhai Shah: Unless he asks for it, how can I send it?

Shri V. P. Nayar: It must be made available to us. Why don't you put it in print? This is an important document. Take, for example, the aluminium industry. I can understand if Shri Manubhai Shah goes to the aluminium industry because he knows a good deal about it. But what is the purpose if a director of investigation goes there with no cost accounts officer? Sir, I am not submitting anything outside this report. Take the case of engineers steel files. The gentlemen who went there know little about engineers, much less about steel and nothing about files. Yet they go because the head office is in Bombay and the units are in Calcutta, Bangalore and other places. Therefore, what I ask is, what other inference would be possible? That is a very simple question I ask.

Then, take the case of calcium carbide industry. This is an industry in which I have also been taking some interest and I know the problems of this industry. Here Shri Muranjan goes. Shri Dutta visits the Birla Jute Manufacturing Company at Calcutta

all the way from Bombay and somebody else goes to Kerala. So you find that there is no particular rule laid down, and members of the Tariff Commission choose at random the factories which they visit. You will be surprised to know—it is rather amazing—that in order to assess the exact position of the sericulture industry—it is not so very highly technical how the cocoons grow, what is the role of the mulberry tree etc—three members went all the way to Jammu and Kashmir. At what time? At the best possible time to visit Kashmir—May.

An Hon. Member: Good show

Shri V. P. Nayar: They do not stop there. Another member goes all the way to Mysore and the report says that he visited the entire Mysore State—a big State—in two days. He reaches on the 5th and leaves on the 7th.

Sir, I am not against the Tariff Commission reports as such, but there must be something, some standard which should be laid down whereby a man who does not know about a particular industry should not go and, secondly, a Cost Accountant is also associated. A Cost Accountant must invariably be associated and he should visit these places. With all the skills and tools available with the Commerce Ministry's Development Wing—I know they present a very bewildering variety—I think those people who go without understanding the problems of the industry should not be asked to sign the report, otherwise it would only mean that it is signing on dotted lines—in fact, that happens to be so.

The hon. Minister then puts the blame on others. He says that the Tariff Commission has found out that the increase in cost of production is not due to producers. I do not want to take much time of the House, but I would like to quote here about the case to which he referred although he did not disclose the name. The Tariff

Commission's report gives an interesting story how the prices are manipulated. This is not the only case, if you will permit me, Sir, I can give other examples also. It is a long quotation, Sir, but the whole of it has to be read because the hon. Minister referred to one of the units in the production of soda ash not conducting itself properly in the matter of distribution. This is what the Tariff Commission itself says:

"There is another disquieting feature about the distribution system of Dhrangadhara Chemicals. Its sole buyers, namely, Dhrangadhara Trading Co., is a private limited company with six shareholders all of whom belong to the family of the managing agents."

I believe it is the concern of Dalmia Jain. The managing agents' commission is 10 per cent. Apart from the managing agents' commission of 10 per cent, it is distributed through a sole distributing company—a fiction of a company. Then, what principles are there? Let us see what the report says:

"Though Dhrangadhara Chemicals has claimed that the trading company is rendering valuable services," (same persons rendering valuable services) "we are not convinced that the actual services rendered by it are commensurate with the remuneration paid to it."

Can anything be more disquieting, and this is the sort of industry to which we want to extend protection up to the end of 1963. The report then goes on to say:

"As regards the distributors working under the 'sole buyers', it will be seen from the list given in Appendix VI, that there are three of them in Delhi, one controlling Punjab, Delhi and Hima-chal Pradesh, the second controlling Uttar Pradesh and part of Madhya Pradesh, and the third

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controlling part of Madhya Pradesh, parts of Bombay State and parts of Andhra Pradesh."

They seem to be building up a 'Central Government' here in the matter of distribution. As we have a Central Government for governing the country, they want to govern the distribution through an apparatus kept in Delhi and two of the distributors, namely, Meenakshi Chemical Agencies and Anantram Lachhmandas Aggarwal, are distinct from each other only in name. All the difference is, one company is known as Meenakshi Chemical Agencies and the other is known as Anantram Lachhmandas Aggarwal. If you have these two names, nobody would think of any relationship between the two, but the Tariff Commission says there are different only in name, but not in composition.

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

Shri V. P. Nayar: I would like to know how many other Members would like to speak. I do not at all want to go outside the industries listed here.

Mr. Chairman: Any other Member willing to speak?—None

Shri V. P. Nayar. Then I must be given some more time. I leave it there. In this connection, we would only mention that in our report of 1955 we had referred to the distribution system of Dhrangadhra Co., and the report recommended that the company should take suitable measures to improve their trading and marketing organisation so as to remove the complaints regarding the unsatisfactory working of the distribution system. Further, it said

"The company did not consider it necessary to make any substantial modification in its distribution system."

Then, I come to the most vital observation

"On the other hand, by a special Resolution, it has extended the period of contract with Dhrangadhra Trading Company for another five years"

They knew that the industry would be protected for five years. How else will they have the check to extend it for another period of five years, when the Tariff Commission said that they must change the system. The report continues to say:

"Our above observations are intended to bring to light a tendency, visible in quite a few protected industries, "

Then hon Minister said that there is only one case, but the Tariff Commission says

"tendency, visible in quite a few protected industries, "

After all, we do not have hundreds of protected industries, and this Commission itself says:

"visible in quite a few protected industries, to concentrate economic influence and monetary earnings arising from supply and distribution in the hands of partnership firms or private limited companies the constituent members of which are related to or associated with managing agents"

Further,

"This tendency breeds considerable dissatisfaction in trading circles"

What is the position of soda ash? The report on soda ash,—of 45 per cent of the country's production of soda ash—

Mr. Chairman: In spite of the defects, the Commission has done a lot

Shri V. P. Nayar: Perhaps its members did not. I am always eager to

give credit where it is due. Even if it be to the devil, I do not deny it. So, the effect of this monopoly, of this interlocking of producers, managing agents and distributors is this. It has created a very serious situation which not merely affects certain important industries which require soda ash as a basic raw material, but hundreds of dhobies in this country. Very few Members probably know that 45 per cent of the soda ash is consumed by dhobies. To them, it is in evidence, that the price charged in retail is sometimes 60 to 70 per cent. For the dhobies also it is a very, very essential raw material for washing purposes. Therefore, through a system which the Government wants to protect for another five years, the largest number of consumers are hit below the belt and the hon. Minister gets up and says that it has to be protected for five years. Are we not entitled to ask what the Government propose to do?

Even apart from that, I submitted that the industries are protected in such a way that the existing monopolies are given more monopolies and new monopolies are created in the place of old ones.

In the case of soda ash, a basic raw material about which the hon. Minister knows better than I do, there are two units Tatas and Dalmia-Jain. Whom do you expect the newcomers to be? One concern has been licensed for Birlas, and one again for Dalmia-Jain. The third which will never come into being is to an agent in Bombay called Bhiwandiwala and that firm seems to have been given a licence for 72,000 tons which will certainly swell up the installed capacity to over a hundred-thousand tons more than what is estimated as the requirements of the country in 1960-61 by the Planning Commission. If Bhiwandiwala also sets up a factory with about a capacity of 72,000 tons, what will be the position? The estimated demand in 1960-61, according to the hon. Minister, is 240,000 tons. This does not include the licensed capacity for Bhiwandiwala.

Even apart from that, out of 80,000 tons which is the annual import of magadi ash and light ash, you find that even the State Trading Corporation imports some quantity. This system is called canalisation. The distribution is canalised through four people—one of them is Tatas; the second, the ICI, the third, Shahu Jain, and the fourth is, Chemical and Alkali Distributors. Is this the way that we want to protect the industry? I am amazed at it.

I say that looking at the units of production in caustic soda, which is not different from this, there are also the same firms. I have some figures here. Four units, together, control about 92,000 tons out of a total of 115,000 tons. What is this? Yet, we are asked to continue protection. We want industries to be protected, so that there will not be any unfair competition to the ruin of the industries in India. Certainly, we are agreeable to it in principle and we have never grudged our support on that matter. But we do not want monopolies to be created by extending the protection for such a long period.

I want again to submit certain other aspects about this industry. I shall presently come to calcium carbide. Then I should like to take up sericulture and also aluminium. There are certain common points which I would like to bring out, because it is difficult in view of the shortage of time at my disposal to read out extensively from the reports to convince the hon. Minister that what he has preached to us today is not quite justified by facts.

Take the case of calcium carbide industry. Calcium carbide is an essential raw material for the production of various other chemicals. The calcium carbide industry has a unit in Kerala. It has a unit nearabout Calcutta. It has also another unit in the extreme south—in Talaivithu. The only factory which is now working, I presume, is the Birla concern, and

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every highly technical, chemical industry such as calcium carbide is owned by a jute manufacturing mill. Apart from this, I would like to mention one thing. The other day, I confronted the hon. Minister of Food and Agriculture with a specific question for which he gave an answer which confounds me now. In the last report of the Tariff Commission it was said that for an economic production of calcium carbide, a fertiliser known as calcium cyanamide was necessary. I would ask the hon. Minister what is the result of the researches made in the Indian Institute of Agricultural Research or at any other place about the use of calcium cyanamide as a fertiliser. The hon. Minister warned the peasants not to use it. He said it was dangerous to say that it should be used. It is said that our peasants have not acquired that standard of education regarding fertilisers and calcium cyanamide. Now, I want to ask the other question of the hon. Minister who knows everything about it. If he wants to have the chemical industry, what exactly is the programme for the manufacture of polyvinyl chloride, vinyl acetate, acetylene, butane, etc? Calcium carbide must necessarily be produced if we want to develop our plastic industry, and so what help do they give to the existing units? There is a unit in Kerala. The report of the Tariff Commission says that in relation to this unit and the unit at Calcutta, the locational advantage of a factory in Kerala is such that because of the cheapness of electricity alone, the production of the capacity of 10,000 tons unit in Kerala will have a clean profit of Rs. 8 lakhs, the production being through the use of electro-thermal heating of lime with a carbonaceous material. That is the process, and that process is not different in Calcutta from that of Kerala. But Kerala's electricity is so cheap that we can have a saving of Rs. 8 lakhs on 10,000 tons of the material. But I understand that although this is a protected industry, and though they have given all assurances, even

the mere request to have a bigger capital sanctioned has not been favourably considered. If the factory has to be installed, it can only be a public limited concern. The paid-up capital is Rs. 7½ lakhs. The Government have accepted a scheme which will cost Rs. 45 lakhs, and they asked for a capital sanction of Rs. 50 lakhs to Rs. 60 lakhs. Therefore, I want to submit that it is not enough to say that this industry is protected.

I have something more to say. Can I continue tomorrow?

Mr. Chairman: He can continue next time.

16 hrs.

DISCUSSION RE. EMPLOYMENT OF RETIRIED OFFICIALS IN PRIVATE COMPANIES

The Minister of Railways (Shri Jagjivan Ram): Mr Chairman, before the House proceeds with the discussion on this issue, as a sequel to questions and answers given in reply to Starred question No 405, I feel it would be better if I clarify the position in advance in regard to the ex-Chairman, so that the discussion may be based on a full knowledge of the facts.

I would request the House to recall the statement made by my predecessor, Shri Lal Bahadur Shastri, on the 24th September, 1954, when he had announced some important changes in the constitution of the Railway Board, which were to take effect from 1st October, 1954.

This officer's tenure in the Railway Board was consequently not renewed after the 30th September, 1954 and he, therefore, relinquished the charge of the office of the Chairman of the Railway Board on that date which was nearly a year before he was due to superannuate. From 1st October, 1954 he proceeded on leave and thereafter was not connected with the working of the Railway Board or any railway

administration in India. Had he not gone on leave, he would have reverted as the General Manager of a Zonal Railway.

While he was on leave, a call came from the Ceylon Government requesting that his services may be placed at their disposal under the Colombo Plan. This was agreed to and he was recalled and deputed to Ceylon to advise them regarding improvements in their railway working and organisation. During his deputation, he drew the salary of a General Manager and not that of a Member of the Railway Board.

He completed his assignment in Ceylon and again proceeded on leave from 28th April, 1955. While on leave he was addressed on 3rd May, 1955, a letter to the then Chairman, Railway Board and I think it would interest the House if I read out extracts from this letter

"I mentioned to the Railway Minister, and also to you that I intended to work outside the public sector for a few years in connection with increasing the pace of industrialisation in the country. I have also informed the Prime Minister and some other Ministers of this intention and have reason to believe that they approve of my plans. Also, under the rules applicable to me, I am entitled to adopt this course after retiring from Government Service. For my own guidance, however, I have fixed the following criteria in respect of my future employment:—

- (a) I would not accept a post for which suitable Indian younger than me was available
- (b) My future work must help in creating more gainful employment for Indians
- (c) My activities must be directed towards increasing the productivity of engineering industries

- (d) The organisation I join should enjoy the highest reputation and preferably be one with which I had not had direct dealings in my official capacity while on the Railway Board
- (e) If possible, I should replace a high level non-Indian national in an industrial organisation

After examining requests to join them from half a dozen reputable organisations, I have decided to accept an offer from Messrs Bird & Co to join their Board of Directors in August, 1955

I have not, of course, at any time during my official service had any official dealings with this firm and my choice is mainly influenced by the five factors referred to above."

This letter on receipt, was put up to the Railway Minister who asked the Chairman Railway Board to convey his approval to the ex-Chairman

I should now like to refer to the historical background of the Sakrigalighat and Maniharighat handling contract. The House may be aware that Sakrigalighat and Maniharighat are the two riverine transhipment points on the right and the left banks of the river Ganga, the former being under the charge of the Eastern Railway and the latter under the North-East Frontier Railway. The handling contracts for these transhipment points were given by the respective Railway Administrations under separate agreements to Messrs Ballabhdas Aggarwal. The contract at Sakrigalighat was given to them with effect from 1st August, 1949 and that at Maniharighat with effect from 15th August, 1947, and were originally valid for three years and five years respectively.

Consequent on the construction of the Assam Rail Link and the difficulties which arose in regard to transport of goods through Pakistan, the

[Shri Jagjivan Ram]

Sakrigalighat-Maniharighat route assumed special importance and the traffic grew tremendously. The contracts to Messrs Ballabhdas Aggarwal were extended by the respective Railway Administrations from time to time and suitable adjustments were made in the handling charges after negotiations with the contractor. Since these contracts had continued for a fairly long time, it was felt that the market might be tested by inviting open tenders from 1st April, 1954, but on further consideration this action was deferred for the time being. Finally, the then Deputy Minister decided on 20th April 1954 that the old contracts which had been in vogue for a very long time should be terminated and that the market should be tested towards the end of 1955 by the issue of a joint tender notice by the two Railways so as to appoint a single contractor for these points. Accordingly six months' notices of termination were served on Messrs Ballabhdas Aggarwal in September 1955 and tender notices were issued on 21st January, 1956 and the tenders opened on 2nd March 1956.

I hope this information will be helpful to the House for discussion.

Shri A. C. Guha (Barasat) Before initiating the discussion, I may just point out that whatever information the hon. Railway Minister has been pleased to place before the House now should have been circulated to us earlier, so that we might have prepared our points based on the information contained in the statement made just now. Anyhow, that is a thing of the past.

Sir, I raise a discussion on the policy of Government with regard to ex-Chairman and other ex-Members of the Railway Board, as also retired high officials of Government, seeking employment in companies which have extensive dealings and contracts with

the Ministries, in particular with reference to the employment in M/s. Bind & Co., of an ex-Chairman of the Railway Board from the date of his retirement. Here also, I would like to mention that when I gave the notice, I did not put in my notice any name of any particular individual or of any particular firm. My intention is not to discuss a particular case or the appointment of any particular individual. But my intention was to discuss the general policy of the Government and its implementation.

I know there is a general policy that officials on retirement at least for two or three years should not join any private service without the permission of the Government of India. We should consider what is the implication of this rule. It is apprehended naturally that officers in different Ministries have to deal with so many private firms in their capacity as officials of the Government. They might have to dispense some patronage, they might have given some contracts—and their subsequent appointment on retirement may not be influenced by any consideration of what the officers might have done at the time they were employed in the Government. The intention of this rule is to maintain the integrity of the services and to keep the services beyond any doubt or suspicion, so that the public may have full confidence in the integrity of the services. But what is it that has been happening now?

In the note which the Railway Ministry has given, I think they have mentioned only about four or five cases. But the Speaker directed that all the cases should be given. One hon. Member suggested from this side that all cases starting from the appointment of Mr. Bakhle should be given. But the Speaker intervened and said that a list should be supplied from a date even earlier than the appointment of Mr. Bakhle, of those who have taken private employment after retire-

ment from Government departments. All those lists should have been supplied. Even from the Railway side the list that has been supplied is not exhaustive. I know of several other cases of high railway officials on retirement having been appointed in private firms. But their names have not been published in this list.

Shri Jagjivan Ram: We have no information.

Shri A. C. Guha: As I have stated, I am not interested in any particular case. So, I do not like to mention those names. I am concerned with the general policy of the Government and the implementation of that policy. If the hon. Railway Minister so desires, I can give those names in private.

Shri Jagjivan Ram: I do not mean in private. Once a railway official retires, we do not know his whereabouts. We have no information at all. That is why I said we have no information.

Shri Srendranath Dwivedy: Then it is better to give it in public.

Shri C. R. Pattabhi Ramam (Kumbakonam): I take it that what the hon. Minister said applies only to people who come under the provident fund rules and not under the pension rules.

Shri A. C. Guha: Again, there is some confusion on that point. On 6th August, 1957 during the question time there was some heated debate over a similar matter. Then also several hon. Members rose and a number of supplementaries were put—I think near about 20 or something like that—and the Speaker had to intervene to stop the Members from putting more supplementary questions on that particular issue on 6th August 1957. I also had to put some supplementaries on that day, and in reply to certain supplementaries of mine the Railway Minister stated

"I have no information at present. I shall look into the matter."

I think this is an assurance to Parliament. I do not know whether the Railway Minister has implemented this assurance. The Minister of Parliamentary Affairs should look into this matter and see that any assurance given to Parliament is properly implemented.

Shri Jagjivan Ram: What was the assurance?

Shri A. C. Guha: On that day the Railway Minister stated: (Interruptions) I think I should be allowed to speak. Now you are simply taking my time. On that day, the Railway Minister stated

"I am not quite sure. But when they join a private firm they have to take permission. I think from the Railway Board, during the leave preparatory to retirement."

But on the other day 1st December, the Railway Minister said that no such permission under the existing rules was necessary.

Shri Jagjivan Ram: Again I will clarify that I said that permission was necessary during the period the officer is on leave preparatory to retirement, and I say that is correct.

Shri A. C. Guha: Yes, permission for joining a private firm is necessary. But on 1st December of this year the hon. Minister has stated that under the existing rules the members of the Railway Board, being not under the pension rules, are not required to take any permission from the Government for appointment in any private firm.

Shri Jagjivan Ram: Here again, I said after retirement no permission is necessary. But during the period they are on leave preparatory to retirement permission is necessary.

Shri A. C. Guha: Then, we have not got any list from other Ministries. There may be similar cases in other Ministries also. There was a demand in the House on that day, on 1st

[Shri A C Guha]

December this year, that the full list should be submitted I think Shri Feroze Gandhi made some demand like that But we have not got lists from other Ministries. So, we cannot say anything about them

Shri Braj Raj Singh (Firozabad)
We have got it from Commerce and Industry Ministry.

Shri Feroze Gandhi (Rai Bareli)
Shri C C Desai has joined the Birlas But no information has been given

Shri A. C. Guha: I think for the benefit of the House other Ministries also should have supplied the list of retired officials who have joined private firms, so that there might be a fuller and more useful debate in this matter As I have stated, I am not concerned with any particular appointment I am only concerned with the general policy and the implementation of that policy If the Government has formulated any policy, it is expected that that policy will be fully implemented in spirit But what do we find?

It is really regrettable that on a previous occasion the then Railway Minister rather extolled and congratulated the retired official and congratulated the private firm which appointed him just on the next day after his retirement Such congratulations from the Minister in charge of the Department will serve as an encouragement for the private firms to recruit officers when they are already in service and to negotiate with them and also will act as an encouragement for the officials to try to secure some other job after retirement in firms with which they might have dealt with in their official capacities I wish such congratulations from the hon Minister was not forthcoming on an occasion like that

Another regrettable feature is this According to the note that has been given to us, in practically all the cases these officials joined the private firms almost the next day after retirement This shows that while they

were in service they were negotiating with those private firms. I think my hon friend, Shri Tyagi raised the question whether it is permissible under the Government Servants' Conduct Rules for an official already in employment under the Government to negotiate for employment in private companies Even for seeking better employment in other Government departments an official has to go through the proper channel with the permission of the department concerned But in all these cases it seems these officials were given free scope to negotiate with private firms while they were holding responsible posts in the railways

I do not like to mention much about the particular handling contract. But yet I should say one thing. It has been said by the Railway Minister that the tender of Messrs Bird & Company was the lowest tender and so it was accepted But I am sorry this is not the correct position I have got here a copy of an affidavit filed by one Shri Anand Mohan—I think he is the Chief Commercial Superintendent of the Eastern Railway—in the Calcutta High Court There it is stated

"Subsequently monthly money value of the tenders were calculated on the basis of traffic figures shown in the tender papers and were found to be as follows:

Messrs Ballabhadas Agrawal	Rs 55,973-6-0
Messrs Bird & Co Ltd	Rs 57,858-2-0
Messrs Eshwardas & Sons	Rs 58,041-6-0
Sri Debi Prosad Tulsian	Rs 59,704-15-0
H C De and G K Agrawalla	Rs 61,815-2-0"

So, even according to this affidavit filed by the Chief Commercial Superintendent, Eastern Railway, Bird & Co's tender was the second lowest It was not the lowest tender.

There is one thing in the form of calling for tenders. There are some items in which the traffic is very heavy or in case of supply of articles some articles to be supplied are rather heavy, but there are certain items in which the supply or traffic would be negligible or nil. Here there is one item, No. 14, in which the traffic was shown to be nil. There Bird & Co., played the trick. They put their tender lowest. For the last few years there was no traffic under this item No. 14 and the traffic was shown as nil also in the Railway Board's papers. Bird & Co. put a very low figure for that. So calculating on that basis, their tender might have appeared to be lower, but in reality their tender was not lower if we considered this item No. 14 in which there would not be any traffic and so no payment would have to be made on that account. That is the trick which is sometimes played by the departments and also by the tenderers. Through that trick the tender of Bird & Co. might have appeared to be the lowest but in reality it was not the lowest as shown by the affidavit filed by the Chief Commercial Superintendent of Eastern Railway.

There is another thing. Both the Eastern Railway and the North Eastern Railway agreed to accept the tender of the other firm. I feel somewhat embarrassed to plead the case of another firm. In fact, when I gave notice, I did not know which was the firm interested or which were the firms who submitted tenders. I had nothing to do with it. But when certain things came to my notice, I thought it better that I should place them before the House. I am not pleading for any particular firm. The other tender was accepted by both the Railways and the Tender Committee of the two Railways also recommended the acceptance of the tender of the other firm and not of Bird & Co. But, suddenly one gentleman, Shri Kalyanaraman, Director (Traffic) of the Railway Board accepted this tender without assigning any reason and also without having the concurrence of the Department

concerned of the two Railways or of the Railway Board. I am afraid no financial concurrence was procured for the acceptance of this tender and just one gentleman of the Railway Board accepted this tender without assigning any reason.

The hon. Railway Minister has just now stated that this other firm which had this handling contract before Bird & Co., had been doing this job without proper tender and without the Railway Board having sounded the market. But why was this notice served only four days before the retirement of that gentleman. Shri Badhwar? Only four days before his retirement this notice was served on the existing contractor. To terminate their contract, six months' notice was necessary. This date is also somewhat intriguing.

As I have stated I do not like to mention any particular firm or any particular officer.

Mr. Chairman: None should be mentioned.

Shri A. C. Guha: I am not interested in that, but I shall like to mention some other things. When a policy has been enunciated, it is expected that the policy will be respected in spirit and not in letter. When it has been laid down that any officer after retirement should not seek employment in any private firm without the permission of the Government, it is expected that the Government will not issue permission without proper scrutiny. At the same time, it is also expected that when officers are in employment they are not to be under any obligation of any private firm in some other way. The officer may not be appointed after retirement, but his son or his daughter or his wife may be appointed in a high salaried post, almost sinecure post, which would put him under some obligation of that private firm. There have been several cases like this in the Government of India. I expect the hon. Home Minister will make a

[Shri A C Guha]

proper enquiry into this as to how many of the daughters, sons, wives and other near relatives of high officials of the Government of India have been employed by different private firms in high salaried posts, which can be called almost sinecure posts, such as consultants and the like

Shri Braj Raj Singh: Will you include Ministers in it?

Shri Surendranath Dwivedy (Kendrapara): Officials should include Ministers

Shri Feroze Gandhi: Son-in-law also

Shri A. C. Guha: I have mentioned near relatives. These cases also go contrary to the spirit of the rule which has been enunciated and I expect that there would be a proper enquiry into all these things. It has been laid down, I think, that officers should disclose their private fortunes and the private funds that they have accumulated

Shri Jaipal Singh: Ministers also

Shri A. C. Guha: Yes. If there are such cases, there should be some enquiry

Shri Surendranath Dwivedy: There must be some rule about it

Shri A. C. Guha: If this has gone into the highest level of administration, surely there should be some enquiry. When a responsible hon Member like Shri Jaipal Singh and others have been suggesting that, I think, the hon Home Minister may initiate an enquiry into such cases also

I have nothing more to say. I only wish that that rule may be respected not in letter but in spirit and permission should not be given lightly. Without a proper enquiry no permission should be given. If the members of the Railway Board or those who

are on the provident fund scheme, are not covered by this rule, I think that rule should be extended to cover such cases also

Mr Chairman: This is a discussion for 2½ hours

Shri Feroze Gandhi: It is too much. Two hours will be enough

Shri C. D. Pande: Two hours will be enough

Mr Chairman: It is for 2½ hours. Half-an-hour is gone. Two hours remain. I would first like to know as to how much time will the hon Minister take

Shri Feroze Gandhi: The hon Home Minister will be replying to it

Shri C. D. Pande: I think, six o'clock should be the limit

Shri Jagjivan Ram: I will not take long

Mr. Chairman: In the meantime I have got as many as nine names on the list, apart from others who will be thinking of speaking

Shri Keshava (Bangalore City): There are 23 names on the list

Mr. Chairman: I think ten minutes for each speaker will do

Shri Joachim Alva (Kanara): Preference may be given to people who asked questions on the last occasion

Shri Feroze Gandhi: May I know why the hon Home Minister is going to reply to it?

Shri Jagjivan Ram: I am going to reply to it. He may intervene if necessary

Shri Tangamani (Madurai) Sir, this discussion arose as a result of the reply given by the hon Deputy Minister of Railways on the 1st December, 1958, in that that the policy

of the Government with respect to ex-Chairmen and other members of the Railway Board as also the retired high officials of the Government seeking employment in companies enjoying Government patronage be taken into consideration.

I would like to say that soon after this discussion was raised, in the "Personal" column (Page 6) of The Statesman of December 13, 1958, an advertisement appeared. It read

"Ex-Indian Foreign Service Official, Economist, sound knowledge of International Trade, market surveys, company law, travelled abroad, secretarial experience, effective Government contacts seeks change."

This kind of an advertisement is now being legally allowed. There are several advertisements like this, but I would only mention this to give as a sample. We were given a list of four Railway Board Members and also six members from the Commerce and Industry Ministry. I shall come to them later.

Vigil a weekly which is published in Calcutta, in Volume IX No 44, dated December 6, 1958, had something to say about this. This is what it says

"This matter raises an important question of policy which, however not restricted to the re-employment of retired railway officials. It touches off many broader aspects. Not only officials of the Railways but those in other Ministries also handle transactions involving lacs of rupees."

It continues to say

"It has been found that many of such persons frequently accepted post-retirement employment with private firms. As a matter of fact, a leading political weekly had sometime ago listed the names of high-ranking Government servants

and their sons who had been employed in prime posts in private firms. The Government service Conduct Regulations require the previous permission of the Government when Government servants or their sons desire to take up such employment."

This is being adopted strictly only in the case of officials in the lowest rung. The Weekly which is referred to in this, I believe, is the New Age of 22nd June, 1958. I will come to this. On page 2, it gives a list of nearly nine persons, sons and sons-in-law of the Secretary General, External Affairs or ICS officers, etc. I won't read the names. I would only refer to that particular issue of the New Age of 22nd June 1958 page 2. It clearly gives the names of the officers, sons and sons-in-law, and where they are employed. It also gives a list of certain retired ICS officers who are now employed in those companies enjoying the patronage of the Government of India. I would mention certain names because it is published

Shri A D Gorwala who is employed in the Bombay Dyeing, Shri N Dandekar who is now in the Associated Cement Co. Having been a servant of the Government, after retirement, he writes a series of articles in the Forum for free enterprise, attacking the State Trading Corporation, and attacking the very policy of the Government through the State Trading Corporation. Then, of course, Mr F C Badhwar of whom much has been said by the previous speaker, Shri K C Bakile of the Tatas; Shri D S Bhakle who is now associated with the Bombay Mill Owners Association, Shri L P Mishra—somehow his name is not given in the list of Railway Board Members who have secured employment in private companies—he is in the Hindustan Motors

An Hon. Member Not in the Railway Board.

Shri Tangamani: He was in the Railway Board, he changed subsequently. Originally he started with

[Shri Tangamani]

the Railway Board. He is in the Hindustan Motors. You know how the Hindustan Motors is concerned in launching a big attack on the Defence Ministry for entering into contracts with other countries for the production of trucks. Then, Shri S. K. Sinha of Martin Burns, which is having the Light Railway also. Somehow, the nationalisation of the Light Railway is being delayed. Shri H. S. Malik, Shri S. N. Mazumdar, Shri N. Dandekar, an I.C.S. officer, who retired at the age of 43, is the best adviser of the Ahmedabad Mill Owners' Association.

I know that the Government of India, through the Home Ministry has sent a circular that Government permission is necessary for employment of near relatives of Class I officers of the Union Government, in private firms enjoying Government patronage. I would request the hon. Home Minister to see whether these 9 or 10 persons who have been listed out have got the requisite permission. This practice started, not after Independence, it had started even before Independence. I would mention one or two instances to show how this practice had started much earlier. There was Mr V. S. Sundaram, Indian Audit and Accounts Service, a retired man, who had done a lot of practice then—of course my hon. friend Shri C. R. Pattabhi Raman is laughing—he is a very big man in the Delhi Cloth Mills and through him some people are able to get some employment also. Then, Shri T. Bhaskara Rao Naidu, I.C.S., retired and joined the Birlas, Shri L. P. Mishra—he was also a Member of the Rajya Sabha—Shri M. A. Srinivasan, my friends from Mysore may know, a Mysore Civilian and the part he played in really securing a very inflated compensation for John Taylors I know from Madras, a Secretary of the Industry and Labour Ministry, Shri C. G. Reddy. He is now the Secretary of the South India Mill Owners' Association.

One important thing. Shri C. C. Desai, an I.C.S. officer, who represented

us not only in Pakistan but also in Ceylon, has now joined the Birlas and he is one of the Members of the L.I.C., as a nominee of the Birlas, not as a nominee of the Government of India. Such instances can be multiplied. One more point, which I would like to make is on the question of these four persons who have been mentioned by the hon. Minister of Railways. I believe Shri Vasist is one of them. He has been associated with Khambattas. What I would like to know is whether it is a fact that he has been receiving any representatives from the Khambattas when he was the Adviser of the Railway Board during 1956 and 1957. I request the hon. Minister to go into the Visitors books which are kept in the North Block and find out on how many occasions any representative or nominee of the Khambattas have been meeting him, before, of course, he left and ultimately joined the Khambattas. I would certainly beg of the hon. Minister of Railways and also the Home Minister also to go a little more into this matter. Because, I find that the present employee in the Railway Board the present Adviser of the Railway Board also has very much to do and is still having a lot to do with Khambattas. If details are wanted, I have got information and also I will be only very glad to supply it to the hon. Railway Minister. I find a certain person comes from America, who had nothing to do with Khambattas. Suddenly in a special chartered plane Khambatta comes right from Bombay to Delhi. A party is held where some of these ex-Members of the Railway Board and also the person who is now very much associated with the Railway Board also takes a very active interest.

Shri Jaipal Singh: Dry party?

Shri Tangamani: Dry party or wet party; anyway it was a party in which I do not know how Khambatta is interested. I know how persons who are associated with the Railway Board were interested.

I would like to know another point about the contracts which he has mentioned and the affidavit which was filed in the Calcutta High Court. I find on going through the records and proceedings of the Calcutta High Court that there was a view given by the General Manager. The General Manager's view was one thing and the Financial Adviser—his name I think, he also referred to—his advice is something different. Why has this difference of opinion arisen? That is what I would like to know. There is also a directive from the Judge of the High Court who says that in future cases, at least take the case of 3 or 4 people, go into them in some detail before you accept a particular tender. I would like to know why a particular person is left out and why Bird and Co or Peacock & Co, or whatever the Company is chosen or preferred in its place. Why I am saying this is, not in any way in derogation of these officials. What we find is this. Even in the first session of Parliament, our leader Shri S A Dange referred to this question how ICS officers, people who are high-ranking Government have always an eye to a private firm where they secure their job for what the private firm will get in the future or for services rendered. This is something which probably God only knows. We would also like to say that when the Government, particularly when they entrust a particular officer with a responsibility, they must also see that that officer is responsible to the Government and the Government policy and not easily accessible to those powerful vested interests. That is very easy. Can an ordinary employer be in a position to hire these men? Of course, not. When we find that they are hired by persons, who had always had links with the Government, who were certainly monetarily benefited from the Government it raises a serious question of policy.

What I have said about certain individuals is not probably exhaustive. There are many more. As my hon friend Shri Guha has pointed out, sometimes the wives of big officials

suddenly get certain appointments, and the announcement appears in the papers.

So, I request in all humility that this matter may be looked into and an assurance given that they will see to it that the department is really toned up, and that Government servants do not look for remunerative jobs after their retirement.

16.41 hrs

Shri Jaipal Singh. I regret I cannot be self-righteous like my hon friend from Barasat and my hon friend from Madura. I have been a service man, yes, an imperial serviceman in this country and abroad. I have served in Princely India, I have served with great credit in the private sector also. I feel this discussion is most unfortunate because this is not merely a question of the Railway Board. This discussion should have been a full-dress debate lasting about 20 hours. I do hope that my hon friend the Minister of Parliamentary Affairs will see to it, see to it from his proper seat, and if he cannot do it from his proper seat, then let him do it from the Prime Minister's place. I will have no objection so long as he succeeds, that next session we have at least a full-dress debate lasting 20 hours, because this is a national problem.

This is something that does affect merely the Railway Ministry. It affects the Ministers, it affects, may I remind Members of Parliament, Members of Parliament and their behaviour, it affects MLAs, provincial servants everybody else. We are raising a matter of policy, a question of principle, and let us not be loose-tongued in our utterances.

Shri Feroze Gandhi. We have never been in imperial service.

Shri Jaipal Singh: No. I wish my hon friend would participate in that 20-hour debate. I can give him an

[Shri Jaipal Singh]

information or two that would be educative as to the dangers a discussion of this sort might lead to

I am in a way welcoming this discussion because I do hope it will lead to a further, bigger and more extensive discussion of this very very vital problem

I have been a Member of Parliament for a good few years I hear stories in the lobby, in the streets of New Delhi and elsewhere about our own conduct or misconduct, behaviour or misbehaviour I hear plenty when I go back to my own State of Bihar about Ministers and others I hear about Central Ministers I think it is high time we faced facts

The point is this, it is very easy for us to throw mud In this particular case certain names have been involved All of them I know intimately They were my contemporaries during their university career I have known them through their service career There are plenty in the Railway Board in other services whom I know intimately well Now the Railway Ministry have given dates as to when they had to leave whether they had the permission of Government or not what they did what they wanted to do I ask hon Members of Parliament to show a greater sense of responsibility in criticising others Service conditions being what they are do we expect in all honesty, in all fairness that a Government servant getting the meagre pension that he does should be honest that he should sit idle

Shri Mahanty (Dhenkanal) What about a High Court Judge?

Shri Jaipal Singh Some time I know of a High Court Judge in my own State who is practising today He is allowed to practice There is the famous case of Shri P R Das who is today practising in the Patna High Court and everywhere else

An Hon. Member: Not now

Shri Jaipal Singh: I am not concerned with High Court Judges What about Governors, what about anybody else? Now that I have been challenged on this point, how do I know that I am not feathering my nest for something in the future, lest I do not get returned in 1962? I am glad I am doing it I shall do it honestly I shall be honest about it and not be self-righteous in trying to think that nobody else should do it That is my whole point

We must remember that we in this country are committed to a mixed economy Here, today, in this particular discussion we have been talking of a one-way traffic of Government service men government servants going to the private sector I would like to point out to Government and to this House that there must be two-way traffic At the present moment in this country we are confronted with a very serious problem and that is the other-way traffic

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha) The hon Member is not speaking from his seat

Mr Chairman The hon Member in his enthusiasm was standing in the aisle leaving his seat

Shri Jaipal Singh May I humbly submit this for the education of my hon friend, the Minister of Parliamentary Affairs, that under the House of Commons convention, I am entitled to go there and address the House? I can do that He may not know it That is another matter But if you ask me to speak from my seat I am willing to do it

Mr Chairman Let us follow our convention

Shri Jaipal Singh The point is this Under our pattern of mixed economy there has to be a two-way traffic.

Now, Government servants with their experience have to retire, and we have to retire them; otherwise, we cannot absorb the traffic of our younger men to get to the higher places, hence the necessity of their having to be retired. It is not because we want to get rid of them but because younger men cannot be held back and they must come up that these senior people have to be retired. If they have to be so retired, and if they are technical men, as in these particular instances are they going to be a dead loss to the country? Is that the intention of Members of Parliament, or of this House or of this country? Is that what we want?

Shri Bimal Ghose (Barrackpore)
Do not give them pension

Shri Jaipal Singh. Very well. Pension is of no consideration to the particular instances that have been mentioned here.

I want to warn my hon. friends over there in the Treasury Benches that there is an instance—only one instance I shall quote—where the traffic has been the other way round where from a private concern, Government have taken over one particular individual. I shall not mention his name. In this country, if my hon. friends are not very careful over there, if they listen kindly to his advice, I do not know what will happen.

Before he left the private concern he came forward to our Ministers there and told them 'Look, I know all about this tremendous international concern I can give you all the secrets I can save you millions and crores of rupees' and so on and so forth, and he got employment. Today he is enjoying the rank of a Joint Secretary.

From time to time, we in this House are taken into confidence and told, 'Look, we are discussing gas here, a little bit of oil there and the like'. So, the hazard is not only on one side. In

this particular discussion, unfortunately, we have been thinking merely of our senior service men wanting to work when they come to the end of their service. Well, we know what it is *Aaraam haraam ha*: I can think of many of my friends who would agree that *Aaraam haraam ha*. This House would be well advised really to congratulate our senior people that when they leave service, they are available in the private sector just as we want people to come to the public sector because the public sector today is starved of technical personnel. I am tired of getting more and more nationalised concerns which cannot run by the normal type of service men. And why?

An Hon Member Get rid of them

Shri Jaipal Singh. You may go anywhere you like, whether it be the DVC or the Hindustan Steel or anything else. Why are they not being run on commercial principles? We should have imported more personnel from the private sector.

As I say, I do hope this House will insist on my hon. friend the Minister of Parliamentary Affairs that next session there should be a serious debate on this point. But today, I am only concerned with the fact that we are attacking people who have followed all the rules and regulations of Government service. They are not here to defend themselves, and not only the hon. Minister here, but his predecessor and his predecessor—there are so many of them—are not in a position to satisfy this House whatever explanations they may give. Many Members here seem to have made up their minds that officers while they are in service do nothing but prepare for their future. If we want to get any service from our government servants, this is an attitude we must give up.

An Hon Member It is not our attitude.

Shri Jaipal Singh: It is the attitude. The essence of this discussion is that government servants all the time are

[Shri Jaipal Singh]

unpatriotic, that they are letting us down while they are sitting in their gadi and they are helping themselves . . .

Some Hon. Members: No, no

Shri Jaipal Singh: helping private firms with a view to get some quid pro quo I say, far better men are available I want to say that as far as the private sector is concerned, it is run on commercial principles and a man has a price, a market price It is not like government service where a man sticks to his job, whether he is good, bad or indifferent He hangs on by sheer seniority he has over others That is not the case in the private sector

Now, I come to the question of contracts As I said in the TTK controversy, it is wrong for us to drag in any officers Drag in the Minister, if you find him at fault, hang him here on the floor of the House (Interruptions)

Some Hon. Members: No, no

Shri Braj Raj Singh: They are committed to non-violence

Shri Jaipal Singh: The point is that this is not the appropriate forum for discussing individuals This is the forum where the Ministry is responsible I stressed this when the TTK business was being debated on the floor of the House I said that we cannot discuss individual officers It is just not right It is not the parliamentary convention Here we must go for the Ministry as such But what have we done?

My hon friend, the hon Member for Barasat, did not bring in names But in the agenda, the name of the firm is mentioned My hon friend, the Member for Kanara, the other day in the external affairs debate in his usual verbose exuberance, told us that he had been to Bird and Company in Calcutta—I hope he had been there—

and found a huge list with so many names Evidently, he was searching for Indian names and he found couple of them by some . . .

Shri Joachim Alva: I saw with my own eyes the list in Bird and Company I do not make a statement which is not true

Shri Jaipal Singh: Unfortunately, he belongs to Kanara and I belong to a place nearer Calcutta I can assure him that if he had examined the list of Indian employees who are now holding senior posts—whether their name-plates are at the doors or not is immaterial to my point—he would have found out the facts The point is that when we make an irresponsible statement like that, I feel we are not doing our duty by the private sector, which in its performance, may I remind this House has to its credit something greater than what the public sector has (Interruptions)

Shri C. D. Pande: Why why?

Shri Tangamani Can an hon Member refer to another hon Member's statement as irresponsible?

Shri Joachim Alva: Before you call upon the next speaker may I point out, with your permission, that here is an hon Member saying 'I do not know whether the hon Member for Kanara has ever been to Calcutta'? The other day I made the statement that I went to the office of Bird and Company and in the huge board there, there were not enough names of Indians mentioned therein

Mr. Chairman: He has already said that

Shri Vidya Charan Shukla (Baloda Bazar) I thank you for having given us an opportunity to discuss this question of high government servants joining private firms after retirement, private firm with whom they have

been dealing while in government service and giving large orders

I will not try to say anything about the lame defence put up by Shri Jaipal Singh of such officers, nor will I be apologetic about mentioning the particular contract out of which this discussion arose. As my hon friend, Shri A C Guha, has said, almost all the government officials on retirement and in average good health would definitely like to join some good company to be busy to do something to earn their livelihood. But why all the competent and good officers of the Railway Board do not find employment but only a few of them find employment with big firms? Can it be assumed that only such officers as have been mentioned in the statement—four officers of the Railway Board—who have joined big companies like Martin Burn, Bird & Co, Cambatta Industries and the Tata Industries are the only efficient officers who have retired from the Railway Board. Were all the other officers of the Railway Board who have retired not competent and efficient enough to be taken up by these companies?

Shri Jagjivan Ram. How does the hon Member know that other persons have not found places in business?

Shri Vidya Charan Shukla: There are lots of competent and efficient government servants who have retired. Not all of them have been provided with jobs in firms. Probably, their integrity and honesty during their term of office comes in the way of their getting employment with these big firms. (Interruption) Even to a man of ordinary common sense it would be clear that these government servants who got employment with the private firms got them by favouring these private firms while in service.

The Deputy Minister of Railways (Shri Shahaawat Khan): They got service because they were efficient.

Shri Vidya Charan Shukla: Do you mean to say that all the other retired government servants who did not get jobs are not efficient?

An Hon. Member: The converse is not always true

Shri Vidya Charan Shukla: Let me come to the contract about which this question arose and the bigger question is being discussed in this House. First of all, I seriously object to the way in which information has been supplied to the House, the technical data, the technical prices about maundage and the various figures regarding maundage, haulage etc to Sakrigali Ghat and Manihar Ghat. They have been given as though we would work out the whole thing and come to our own conclusions. It is not possible for an average Member—for myself or some others—to work them out and find out what the real facts are.

My hon friend Shri Guha mentioned that the Railways are in possession of the worked figures which show that the lowest contract was of the particular contractor who was asking for Rs 55,000 and the next bid was that of Bird & Co for Rs 57,000. Those are the monthly figures.

Apart from that, there was item 14 in the tender list which was not taken up for consideration while working out these figures. That particular item was used later on to make the bid of Bird & Co, less.

Shri Jagjivan Ram: I would like to know what he means by "later on". I would like to have a clarification. Does he mean after the opening of the tender?

Shri Vidya Charan Shukla: Yes. In the tender it was shown as nil. Later on while calculations were made by the Tender Committee it was not considered. Even the General Manager of the North Eastern Railway suggested that the railway administration should negotiate with the lowest tenderer and then they should come

[Shri Vidya Charan Shukla]

to a conclusion. The General Manager of the Eastern Railway recommended that the lowest tender should be accepted. When these recommendations came to the Railway Board at Delhi and when these figures were demanded from the administrations of the North Eastern Railway and the Eastern Railway, the Eastern Railway administration refused to give the figures because they did not have any figures compiled for Sakrigali Ghat and Manihari Ghat. But the North Eastern Railway gave some figures. I do not know from where they got the figures and how the figures were obtained because..

Shri Jagjivan Ram: From the claims of Vallabhdas Aggarwal.

Shri Vidya Charan Shukla: These figures were not maintained at the ghats. That is borne out by the document in my possession. They were supplied later on. I do not know what is the basis of that information. I will be obliged to the hon. Minister in charge if he gives me the basis on which these figures were obtained and calculations made by which very calculations this particular tender of Bird & Co., was said to be the lowest.

17 hrs.

Sir, it is for anybody to judge how all these things came about, and I would definitely like the hon. Minister to place on the Table of the House the considerations he promised to give us while replying to a question. In the paper that has been circulated to us I do not find any mention of those considerations or the basis on which these figures of the tenders were calculated.

Shri Jagjivan Ram: Sir, again I am being mis-quoted. On that occasion I said that the only consideration was that it was given to the lowest tenderer.

Shri Vidya Charan Shukla: According to the affidavit filed by the Chief

Commercial Superintendent the lowest tender appears to be that of Vallabhdas Aggarwal. Later on these calculations were made. I want to know how these calculations were made and how these figures were obtained.

Then, the Tender Committee negotiates with various tenderers whenever there is doubt about any particular tender being the lowest or not being lowest. Whenever there are chances of the lowest tender being accepted and the lowest tenderer has not quoted for one item or the other, the Tender Committee recommends negotiation. As a matter of fact, the Tender Committee did recommend this for negotiation. No negotiation took place in this case.

I may mention that there were other lowest tenders opened more or less during that time and which were negotiated by the railway authorities. In those cases the tenders were not given to the highest or the lowest, but after negotiation they were given to the person who gave the most reasonable figures after negotiation. I may say, Sir, that such tenders which were negotiated related to the goods handling contract at Howrah Station.

Another very pertinent point about this is, recently I asked a question in reply to which Shri S. V. Ramaswamy said that it has come to the Government's notice that this contract of Manihari Ghat, Sakrigali Ghat and Sahib Ganj has been sub-let by Messrs. Bird & Co., to another firm and this sub-letting is absolutely against the terms of the handling contract. He said that they were making investigations and after completing the investigations we shall be told about that.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): I never said that. I said that it was under consideration and investigation.

Shri Vidya Charan Shukla: I can quote his very words. This is what he said "It has come to notice that labour for the work is to be supplied on a piece-rate basis while the firm will provide for necessary staff for supervision etc. The action of the contractor in relation to the agreement and what further action is to be taken by the Railway Administration are under examination."

Shri S. V. Ramaswamy: That is right—do not mis-quote me

Shri Vidya Charan Shukla: This was said in answer to an unstarred question. This sort of sub-letting is not in consonance with the terms of the contract, and it is not possible for such a huge foreign concern as Messrs Bird & Co to supervise all the work that they take. They are managing agents to 40 concerns in India and secretaries and agents to over 37 concerns.

Shri Shah Nawaz Khan: Is that any argument why the contract should be given to Vallabhdas?

Shri Feroze Gandhi: Is he the same as Ishardas Vallabhdas? Throw him out

Shri Vidya Charan Shukla: I am sorry I object to the insinuation because I have nothing to do with anybody in this matter. I am only speaking on the facts.

Mr. Chairman: That matter is being investigated. I think the hon. Member should conclude.

Shri Vidya Charan Shukla: There has been another complaint by the labourers who are working under this contract by Bird & Co. They complained that although Bird & Co has been charging extra money for the extra lead which they are handling, the company has not been paying a single pie to the labourers. Not a single pie has been paid to the labourers working there, for the extra lead, while the company has been charging extra money for that.

Mr. Chairman: That relates to the contract of Bird & Co

Shri Vidya Charan Shukla: I am saying that this complaint has been made to the Railway administration, and the Labour Department of the Railway made investigations into the matter. I say that a copy of that investigation report should be placed on the Table of the House, because the labourers are being cheated. They are not being given what is due to them, although the contractors charge for all the things.

Mr. Chairman: I think I should call the next Member

Shri Vidya Charan Shukla: I just want to appeal to you that some enquiry must be made into these matters so that these things are not repeated in future.

Shri Harish Chandra Mathur (Pali): I am one of the signatories to this motion and as such I wish to make it absolutely clear that when we tabled this motion, there was no intention to condemn any particular officer or to discuss the merits or demerits of this particular contract in which we are bogged down unnecessarily. As a matter of fact, there are only two parties to this contract, though, as a matter of fact, there are four or five or six names which have been put in—Bird & Co, Vallabhdas Aggarwal etc. in one shape or the other.

We here are not concerned at all as to whether this contract has been properly given or not. We are only concerned with the general policy of the Government which should guide the Government and the conduct of the Government officers. But because a lot has been said about this, I wish that all the hon. Members of this House would take all that has been circulated to us with a little pinch of salt.

[Shri Harish Chandra Mathur]

I got a bulk of papers last evening, giving all the details as to how this contract has been or has not been properly given. As a matter of fact, I was carried away by that impression initially, but here, I had an occasion to discuss with other Members of Parliament and as I got down to it, I found that I must say my views of the matter. I do not want to take much time of the House. The hon. Minister will be in a better position to explain the matter and he will be able to tell us that the contract could not have been given anybody else but to the firm to which it has been given and if it had been given to Ballabhdas or the other fellow.

Shri Punnoose (Ambalapuzha) Sir on a point of order. Is it proper that the name of a contractor should be brought in? Valuable time of the House is taken by saying that instead of one particular contract some other contract must be given. All that may be done outside the House not inside

Shri Harish Chandra Mathur That is exactly what I started upon, and that is exactly my point. We should not get bogged into the merits or demerits of the individual contract. Because it has been mentioned and an impression has been created in this House I shall make it clear that the picture is not as has been painted before us. I hope I will not myself go into it very much. I would like to leave it to the hon. Minister and he will be able to tell the House how if the contract had not been given as it had been given the Government would have lost round about Rs. 5 lakhs. But that is absolutely beside the point.

My complaint as a matter of fact is against the Government. I would like to invite the attention of the Chair and particularly of the Home Minister to a recommendation made by the Estimates Committee in 1954—paragraph 41—where they have said in connection with the employment of

retired government servants in business and have pointedly drawn the attention of the Government, to a particular aspect of this question which we are discussing today. The Estimates Committee wanted the Government to frame certain rules which would apply not only to the Government servants who are pensioners but also to those who get only gratuity as in the railways. If that had been done it would not have been possible for the hon. Minister of Railways to say that he has got no information. As a matter of fact further to this recommendation of the Estimates Committee in the Rajya Sabha, a question was asked of the hon. Home Minister as to what he was doing to give consideration to this recommendation and the hon. Home Minister assured us in 1954 that he was looking into the matter and that they might revise the rules. I do not know if since 1954 these rules have been revised and made applicable also to those persons who retire with gratuity instead of pension as in the case of the railways.

Apart from that Government have already certain very good rules in this particular matter as to what is the criterion before the Government in granting permission to such retiring employees who seek private employment. These rules lay down the policy perfectly well. All that has got to be done is that they should be made applicable also to the other services. In these rules which were there and which have been possibly renewed on 19th January 1951 it is clearly laid down

Criteria for grant of permission to accept private or commercial employment. It may be noted that requests for permission to accept commercial employment after retirement or other private employment during leave preparatory to retirement are ordinarily decided by the application of the following criteria:

There are five sets of criteria which have been laid down properly and I do not think we can very much improve upon them. One is:

"Will his commercial duties be such that his official knowledge and experience would be used to give the employer an unfair advantage? Will his duties be such as might bring him into conflict with Government?"

Certain cases are pointed out in which it is said that there will be conflict. Here is a case where we might say that these concerns in which they are employed are such that they are the regular contractors of the Government and the Railway Ministry in particular. I do not think it is advisable for the Railway Ministry to give permission to their officers to get into those firms particularly which have constant dealings with the Railway Ministry, because one might not have anything to do with a particular contract, but his indirect influence is always there.

We find that these officers are headquartered at Delhi all the time. I think the present officer also is headquartered at Delhi. Bird & Co.'s office is not in Delhi; their main office is in Calcutta. But these high-salaried officers are kept in Delhi, so that it is much easier for them to get in touch with the Ministries, obtain information and unconsciously, subconsciously, without any intention to help that particular firm, an officer who is dealing with his ex-chief boss will certainly be influenced to that extent.

I think the hon. Home Minister would do well to amplify these criteria which he has set for the guidance of the Ministries, so that when we accord permission, we would take care to see that permission is given for re-employment only in such firms which have no dealings with the Ministries, where the officer might have influence.

17.14 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

Nobody would have any objection if this gentleman was employed by a textile mill, because they have not got very much to do with the railways. It is only on these principles that we have thought it necessary to bring this motion. We wish that the rules should be further extended to apply to all employees retiring with pension or gratuity. This should have been done much earlier. We wish that the Cabinet discusses the application of these rules. My main complaint against Government is that there has been great indiscretion in granting this permission to these officers. As we go through this list of railway officers before us, I find that most of them have been employed particularly in such firms which have direct dealings with the Railway Ministry itself. I think it would be advisable, because this discussion is not only intended to raise the moral conduct of our officers but also to see that the Government servants and our administration inspire greater confidence in the public mind. Otherwise, there is no other purpose. It would be certainly unwise to quote the incidents here; it would be unwise and unfair to both parties and to the officers, if we quote ten incidents and say we have got more sketchy information about them, I think it is bound to have a great demoralising effect. It would not be proper to quote them. It would be unwise and unfair to quote particular instances about which we have ourselves not got the fullest information and about which the Ministry has not got the fullest information.

But this is a very important subject and it does require greater attention from the Home Minister as well as the entire Cabinet. They should look into the entire matter and see that permission is given only in such cases and in such manner that it is above suspicion.

At the same time, I would like to say that we cannot ignore the other

[Shri Harish Chandra Mathur]

aspect of the question. As a matter of fact, this discussion particularly forcefully brings us the burning question regarding the superannuation age. A very good friend of mine just now mentioned about High Court Judges. The High Court Judges, let us remember, retire at the age of 60. The High Court Judges also can practice in other High Courts.

An Hon. Member: Now they cannot.

Shri Harish Chandra Mathur: As a matter of fact, there is a big agitation that the officers should be permitted to go up to 58. In fact, one Government has done it in spite of the opposition of the Central Government—for instance, Uttar Pradesh. But if for certain reasons we cannot raise the superannuation age, in spite of the advantage of the mature experience of the officers, if we cannot utilize their ability for the developing economy in the national interest, I wish to emphasise the other point, and that is the individual's own right to work. How can you deny a healthy person his right to work? How can you enforce upon him idleness and staleness? I think this aspect can never be ignored and we must see that the officers with their mature experience are allowed to work and are given permission very freely, but when we give the permission very freely this criterion has got to be tightened in the direction in which I have indicated.

Shri Mahanty: Mr. Deputy-Speaker, I do not find my hon friend from Ranchi here. I admire him for many of his qualities, one of which being to confuse the issue. We have so thoroughly confused the issues involved that it will be my first effort to extricate those issues from the debris of confusion to which it has been consigned. The issues are clear. No 1, the propriety of railway officials joining a private firm, No 2, the propriety of the contracts which the Railway Ministry had entered into with Messrs

Bird and Company, and No. 3, the larger question, the propriety of high retired officials seeking employment in private firms. These three issues have to be considered on their own merits without importing extraneous considerations, instead of trying to go to one side, as it was sought to be done by my hon friend from Ranchi.

When we come to the propriety of the railway officials joining the firms, it is inter-linked with the latter question, the propriety of the contracts. The documents which have been circulated to us by the Railway Ministry showing the comparative rates quoted for various tenders for handling works in Manihari Ghat and Sakrigali Ghat indicate, according to my opinion, that there was no propriety in this matter. For instance, 16 items have been enumerated in this list and for these 16 items of work as many as 5 tenderers had submitted their tenders. I find from an analysis that for 11 items of work there was a firm, Sri Debi Prosad Tulsian which had given the lowest tender.

If we go by this document which has been circulated to us, on eleven items of work Debiprosad Tulsian had submitted a tender which was lower than that of Messrs Bird & Co. Only on six items Messrs Bird & Co had given lower tenders. Therefore, the hon Railway Minister owes us a reply as to why on those eleven items of work, Messrs Bird & Co have been given the contract. That forces us to infer that because these two railway officials, members of the Railway Board, after their retirement had joined Messrs Bird & Co, they could get these contracts easily even though their tenders were higher than that of the firm which I had just now mentioned.

Then we come to the larger question of retired Government officials seeking private employment. It has been said that they are very capable officers. They cannot content themselves with the paltry pension that

they might be getting. What are we going to do about it? What about the High Court judges? It is well known that High Court judges at least are more competent than many of the public servants, who today adorn the secretarial offices. Here are the High Court judges, who cannot practice after retirement and willy nilly have to fall back upon the meagre pension that the Constitution guarantees. I maintain—and I very strongly maintain—that unless our ICS and IAS officers—they occupy a very special position even under our Constitution in view of the fact that there are so many provisions to guarantee their service—maintain a propriety—it entails on them—both while they are serving and after their retirement, it cannot be one-way traffic. It must be a two-way traffic. I have got any number of instances to quote how the wives, daughters, sons and son-in-laws of the officers even while they are present incumbents, have been getting any number of jobs under the private concerns.

I have got a statement of the Commerce Ministry. I would like to ask the hon. Home Minister: What about officers belonging to the Commerce Ministry, who were subsequently taken away to the External Affairs Ministry and as soon as they retired from the External Affairs Ministry were taken away by the leading business houses of this country? This is nothing short of a scandal. We are almost faced with a scandal. Why do I say so? I say so because of the fact that these high officers have got a fraternity of their own. As soon as these private business houses get hold of the services of these officers, they can jolly well manipulate to get all their business interests satisfied through them. This House will know that at the beginning of the Second Five-Year Plan the foreign exchange allocations went more into the private sector than in the public sector. Why? The reason for that is that these high officers, who were Secretaries in the Commerce and Industry Ministry and were subsequently taken away to the

External Affairs Ministry, as soon as some suspicion was thrown around them, as they retired from the External Affairs Ministry subsequently joined these private firms. Therefore, I am of the opinion that a code of conduct must be laid down here and now. It is high time that we drew up a code of conduct wherein we ensure that such officers who enjoy special positions under the Constitution and for whom special provisions have been made in the Constitution, who enjoy many such other facilities, after their retirement do not join any private firm. Let us not be told about the private sector and the public sector. That controversy is irrelevant and immaterial. I am not prepared to believe that this country is so denuded of intelligence that it cannot be run without retired Government officials.

When I come to Messrs. Bird & Co., I say so with a sense of responsibility to expose merely the *modus operandi* of these firms, particularly of Messrs. Bird & Co. Messrs. Bird & Co. not only employ retired Government officials but also hon. Ministers' sons. In my State Bird & Co., because they have got large mining interests, first appointed the son of a Minister. As soon as that Minister was thrown away in the election that officer was also thrown out. He was the Public Relations Officer. He was thrown out. Then who was appointed? Another person, who is now, of course, an hon. Minister in the Centre. Why I am saying so is not with any sense of irresponsibility or to make any broadsides against my political opponents, but to see that administrative purity is maintained and that these kind of things in the private firms do not go on at the cost of administrative purity. We can cite many such instances. But, you will immediately pull me up to order because they will not be relevant at this moment.

Mr. Deputy-Speaker: I am doubtful about what has been said also.

Shri Mahanty: Even though I disagreed with what Shri Jaipal Singh

[Shri Mahanty]

said, I am referring to the *modus operandi* of Messrs Bird and Co. It is not merely confined to the appointment of retired Government officials in the Railways. It goes still further and that should be stopped. I would not take more time of the House. Before I conclude, once again, I repeat, let not the hon. Home Minister try to defend that which is indefensible. If we look at the statement of the Commerce and Industry Ministry, you will find that one Mr Malhotra has been discharged from service, because he did not seek permission. May I ask the hon. Home Minister to state if one particular officer, whom I have obliquely mentioned as belonging to the External Affairs Ministry, who on retirement, joined Bird & Co. obtained the permission of the Government. If it is not so I would like to know from the hon. Home Minister why go on penalising the small firms, these babies of corruption, while the grandfathers of corruption are carrying on jolly well. Therefore in all humility, I once again plead, let there be a code of conduct laid down by Parliament so that no high Government official after retirement joins a private firm, which vitiates and which perverts the administrative purity in the position in which we are placed today.

Mr. Deputy-Speaker Is it possible for me to call all those names that are there, more than 20?

Shri Braj Raj Singh Anybody, you choose

Shri Joachim Alva The issue is a very narrow one. I do not know whether we can bolt the stable after the horse has run away. The retired officials have taken their present jobs with the full permission of the Government. Whether Parliament can go behind this permission is a matter to be debated. However, there are many large considerations, human and otherwise, and it is on these considerations that we must judge future issues. What has happened about the

past is a thing which perhaps we will have to ignore. What the Government could do is to draw up a questionnaire and ask the officers concerned, what connection they have had in the past with these firms, what decisions they have passed in their favour in the past. If such a questionnaire were drawn up and then permission was given, then, we could not blame either the Government or the officers who joined private firms. We have on the one hand small people drawing Rs 100, Rs 200, Rs 300 or Rs 400 as salaries, who cannot buy fruits for their children who are living in one room—a family of seven persons—who cannot get extension of service. Why should, on the other hand, people drawing Rs 3,000 and Rs 4,000, not only get extension of service, but ready with jobs going abegging for them?

Here is Bird & Co. whose accredited representative Sir Edward Benthal gave any amount of trouble to Mahatma Gandhi at the Round Table Conference. He demanded the pound of flesh. I shall have 30 per cent representation for my European community.

Mr. Deputy-Speaker Why say that which is irrelevant?

Shri Joachim Alva: Why I am saying this is the plums of our contracts are going to these firms when there are Indian firms. I take no part about Vallabhdas or this or that. I join no contractors' quarrel. It is a contractors' paradise outside this House. What I mean to say, is, the Government owes a duty to this Parliament that these contracts may be only given to Indian firms, under Indian control, with Indian money, under Indian management and not to firms who have hundreds of years of standing, not to firms who are colliery owners, who have the might of the British Raj behind them. This is the problem. We pass away these contracts to Bird & Co. who have big machinery. Why are Bird & Co.

interested in ordinary coolies for transhipment? Why not give the work to Indian firms and save them from the mouth of starvation? You will forgive me if I narrate a small episode. I have made it a point, with the permission of the drivers of railways, to travel with engine drivers in the Northern, Southern, Eastern and Western Railway. I am not merely satisfied with that, but on account of my interest in civil aviation, I sit in the cockpit of big aeroplanes in India and foreign lands.

Shri Nath Pai (Rajapur): That is very dangerous, you should not do it.

Shri Joachim Alva: I am coming to my point, please hear me. Even in Soviet Russia, when permission was first refused to me, I somehow or other managed on a smaller route to go into the cockpit. That I do because I want to know what are the difficulties of the engine driver. If you give me a lakh of rupees, I shall not be able to be an engine driver, or to dig coal from the pit. I would like all MPs to get permission and sit with the engine driver and know his difficulties.

Take the Frontier Mail. One thousand passengers and their safety are in the hands of the driver. I asked the driver: what are your difficulties? He said: I want warm clothes in the cold season, I want something else for winter. There was the Indian naval exercise from Cochin to Bombay and there were big officials from the Railway Board. It was in October 1953 and I told one of them about the difficulties of the Frontier Mail driver and said: give him an overcoat. He said: I cannot give it, it is not available, it is not given in England. That gentleman was no other than Shri Badhwar. Today I would not have participated in this debate but for that reply, which I have neither forgotten nor forgiven.

We want our officials to have a human outlook, to understand the difficulties of workers. If others'

daughters are considered as their own daughters, if others' children are considered as their own children, then there will be a better world.

Here is Bird & Co., I had gone down to Bird & Co. in 1951. I was the first Member of Parliament to raise the matter of Indian executives in foreign firms. I black listed 13 firms, and one of them was Bird & Co. I go down to this Bird & Co., and what do I see? I see a big board of 100 names, and out of the 100 names only two Indians were there. One was a retired ICS officer and another was someone else. Now I find Shri Badhwar suddenly becomes, subject to correction, the first Indian managing director of Bird & Co. How does Shri Badhwar become the first Indian managing director of the company? What were the inducements held out, and what were the past associations? I shall make no comment, but I want to know why Bird & Co. could not find a competent man like, say Shri Lal who has been made Chairman of Imperial Chemicals. He was an accountant. An accountant is always a good man, a competent man, and he has been made Chairman of the company. The British magnates have not got today a sub-manager or an accountant as an Indian. The New York City Bank has got one Indian as a sub-manager. You must go into all these points, why these firms do not entertain Indians, why dogs and other things and Indians also are treated alike and only some Indians are admitted. Then an Indian gets out of his big office, and he is admitted.

Shri Shahnawaz Khan: Hon. Member ought to be happy about it.

Shri Joachim Alva: Then there is one larger question about the services, about other officials. I want to know, since we attained independence how many ICS officers have retired, and how many of them have offered to do public service. If they want to do public service, they want to become Ministers straightforward, they do not want to come up the hard way. I

[Shri Joachim Alva]

want to know whether even five per cent of the retired ICS, with all their great training, ability, courage and character, have devoted themselves to public service. We have heard of the great Netaji Bose and we have heard of four gallant friend Shri Kamath, who have flung away their careers and taken to public service. I take my hat off to them, but I want to know how many retired ICS men have tried to serve the Government in a free capacity. Here are the Railway Board Members travelling in saloons, in the highest luxury, inspecting the lines, and we MPs have to go to our constituencies taking lunch at 4 o'clock and dinner at 2 o'clock in the morning. We are asked to do *pad yatra*. We are also officials with the credit of national service. Officials have no place in our public life unless they are attuned to the needs of national service, unless they are attuned to the needs of the new India, but if officials go along with us, we shall achieve the best, we shall take them as partners.

The days of the past service are gone, the days of the big service, with servants quarters and everything else are gone. We want people to serve the public. The House should know the figures as to how many ICS men have retired, how many are working for public service. One ICS man retired and took a very good job in the Bharat Sewak Samaj, as if there were not enough others Congressmen, to do it. These are important matters which should be conveyed to this House.

There is another point I wanted to know from the hon Minister what the amount of provident fund drawn by each of these officers was. Now, if I retire from Parliament, or if you retire from Parliament, I wonder whether we are fit for Rs 20 pension, or whether we will even get Rs 20 pension. Even when we are asking for bare amenities which are essential for your convenience and for my convenience, they are denied. I am one of

those who have been saying—I am speaking as a very impartial man—that Members should be given the bare amenities, otherwise, they cannot fulfil a national job. It does not matter if four hundred Members misuse them, but one hundred Members, if they are given the amenities, will do a good job.

I had demanded figures as to the provident fund drawn by these officers. If, after having drawn several lakhs of rupees, these officials are not satisfied, God save us. The figures supplied to me by the Ministry are as follows. In the case of Shri I S Puri, pensioner, his account has not been settled. In the case of Shri K C Bakhle he drew Government contribution or bonus of Rs 62,915, then, he drew special contribution to provident fund or gratuity of Rs 25,000. Shri F C Badhwar drew Rs 81,507-9-0 as Government contribution or bonus, and Rs 25,000 as special contribution to provident fund or gratuity. Shri Vasist drew Rs 87,921 58 as Government contribution and Rs 35,000 as special contribution to provident fund or gratuity. Their own contribution to provident fund has not been included in this item. I do not grudge their being paid. They can have as much as they like. But what I grudge is that all the plums are going to them as a result of policy settled outside this Parliament. I submit that in that case, it is time that we took stock of this situation. It is time that we lay down healthy rules. It is time that those rules were applied to them and to ourselves, and not that as Shri Jaipal Singh says we draw a line between MPs and Ministers, let all the rules apply to us. We shall be parties to them also. But it is time that Government drew up rules about their prized officers carrying away the plums of office in foreign firms which have in the past strangled Indian nationalism.

The Minister of Home Affairs (Pandit G. B. Pant): I do not think

it is necessary for me to deal with the merits of the particular case, out of which this discussion has arisen. I may, however, mention briefly that the officer concerned served the Government loyally and honestly for more than thirty years.

Shri Braj Raj Singh: The British Government?

Shri C. D. Pande: The Government of India.

Mr. Deputy-Speaker: Whatever it was. He served the Government for thirty years.

Pandit G. B. Pant: The Government that was connected with the railway system in this country, and that was in charge of the transport system. He served the Government with integrity and honesty. He was, so far as I am aware, recognised by all as a very efficient and able officer. This Government also, in recognition of his services, gave him a special award.

Before his taking up this job, many months before that, perhaps, a year before that, he wrote a letter I would like just to refer to some of the words which he has used in his own letter. I would quote them. "I mentioned to the Railway Minister . . .

Shri Braj Raj Singh: That has been quoted already.

Pandit G. B. Pant: If that has been quoted already, then I should have thought that that would have proved to every Member of this House that so far as this particular officer is concerned, his conduct had been perfectly honourable, that he had taken more than due care to inform the Government and others concerned, of his intention of taking up private employment; and though the letter has been quoted, I would like to remind the hon. Members of some of the conditions which he had imposed for himself.

"My future work must help in creating more gainful employment

for Indians. My activities must be directed towards increasing the productivity of engineering industry".

"The organisation I join should enjoy the highest reputation and preferably be one with which I had not had direct dealings in my official capacity while on the Railway Board. If possible, I would replace a high-level non-Indian national in an industrial organisation".

Then he follows it up by saying:

"After examining requests to join them from half a dozen reputable organisations, I have decided to accept an offer from Messrs. Bird and Co. to join their board of directors in August 1955".

So many months before he joined this firm, he gave due notice to Government about his intentions and he also informed the Government as to the principles which he had kept in mind in making his choice. It was many months, perhaps nearly a year or more, thereafter that the question of the contract that was given to Bird and Co. arose and tenders were invited. So, so far as this particular officer is concerned, I hope the House will agree that there has been nothing to which any reasonable man can take any objection. He has not only behaved scrupulously but throughout acted with a very high sense of honour, decency and dignity. (Interruption) I have no desire to enter into unnecessary controversy. But I do not want officers, through whom this Parliament has to function, to get the impression that however scrupulous and careful they may be, there will be no word of appreciation for them and whether they are good or bad, whether they have performed their duties honestly, efficiently, loyally or otherwise, Parliament will condemn all indiscriminately. I do not want the officers outside to get that impression. For after all, we have to

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function, whichever Government be in power, through some agency, and that agency will consist of paid, salaried officers and men. And they all belong to our country and will continue to belong to our country.

So we are here not merely to find fault wherever anything wrong has been done. Of course, Government can be taken to task and they should be taken to task when they do anything wrong. But where the agents of Parliament are concerned, who function as well as any other individual could have done, they should be encouraged and heartened by what Parliament says about them. So far as this particular case is concerned, in fact I had no intention of dealing with it even as briefly as I have.

I would like to invite the attention of hon. Members to some of the wider and larger aspects of the question which have to be borne in mind when we consider matters of this character. Here we are concerned only with officers whose connection with Government has come to an end. So long as an officer is serving directly under Government, he is governed by a code which has been prescribed—and I think a sufficiently strict code of conduct for him. But so far as that goes, we are not at the present stage considering that question or making any reference to the very serious restrictions and conditions that have been imposed for the due and efficient and honest discharge of duty by government servants.

The point is this. How far are we going to interfere with and restrict the liberty of a government servant after he retires from service? A government servant is just like any other citizen. He is not disqualified simply because he had the privilege of serving under the patronage of Parliament. That is an additional qualification for him; but it should not be his disqualification.

Similarly, we have to keep in view this fact too that in our country we want to make the best and fullest use of all available talent, experience and knowledge. So far as government servants are concerned, they have opportunities of studying public problems throughout their life. When they retire, should they have some opportunity or not of giving the community the benefit of their knowledge and experience?

So far as this question goes, I hope there will be no two opinions that, whether a person has been an official or whether he has been a non-official, the country especially when it is trying to forge ahead and to march forward in economic advancement and in building society of a socialist pattern should have the co-operation of all who can be of help to the public and who can assist the Government after retirement or who can assist other persons who are engaged in productive agencies, then full use should be made of them.

As I said, government servants are just like other citizens.

Shri Mahanty: May I know about the High Court Judges? Are they not also public servants?

Pandit G. B. Pant: The High Court Judges, I think, after retirement do practice.

An Hon. Member: No

Mr. Deputy-Speaker: They are forbidden to practise only in the High Courts where they have been judges and not in other High Courts.

Pandit G. B. Pant: I do not know if the hon. Member wants to place commercial firms on the same footing as High Courts. If that be so, then, he should have lesser objection to their joining such firms, because the pedestals of justice cannot be sullied by people who may be even a little

below the standard, and if they are up to the standard, then, they would raise the standards of justice too. But, that is by the way

I think they are free to do what they like. They cannot take part in politics so long as they are in government service. But, after retirement they can take part in politics

Shri Braj Raj Singh: Let them take part

Pandit G. B. Pant: I am glad you have no objection

Shri Braj Raj Singh: But how many are they who have taken part in politics?

Pandit G. B. Pant: If they are to take part in politics, then, they can criticise the policies of government and they can also support the activities of those who are engaged in industry, trade or commerce. There would be no bar, they would not be asked to say ill of us and ill of everyone though it seems to be the rule with some of us here

The point reduces itself to this, whether government servants, after retirement in this country, should or should not be allowed to do some good and useful work

Well, so far as other countries are concerned, as hon. Members are aware, in the United States, for example, there is a regular inter-change between the industrial concerns and the branches and wings of government service. Men from the industry are appointed as government servants and those from government are appointed in industries. Also, so far as Russia goes there is no distinction between the two, they are expected to do everything. (Interruption) I have no quarrel about that. As I was reminded, I thought that I may be accused of partiality if I did not refer to Russia. Well, in England too people are allowed to join private service. To give some of the recent examples,

Sir John Woods who has permanent Secretary to the Board of Trade a few years ago was allowed to retire prematurely and join the Boards of an English electric company and of certain other companies. Sir James Halimor, Secretary in the Ministry of Supply was allowed to join a banking firm. Sir Leslie Rowin, one of the ablest officers of the Treasury, joined Vickers only last month. So, other countries do trust their men

What sometimes makes me sad is the feeling that every person in this country is lacking in honesty and integrity, and much more so if he happens to be associated with public service. We are sometimes told that there is a crisis of democracy, I say it is often a crisis of confidence. I think we must have greater faith in our people. When a man has worked honestly for 30 years, and after that he with the permission of Government joins a firm, then to condemn him for doing something as if it is mean and ignoble is hardly correct.

Then, you have also to see other aspects. You want the foreigners in the foreign-owned firms to be replaced by Indians. Well, there are men in all grades in these foreign firms. There are managers at the top who have been in the firm for 30 years, there are others who have been there for 20 years. If they are to be replaced rapidly, other people must be available to replace them

An Hon. Member: Government servants alone have experience

Pandit G. B. Pant: Government servants have experience. They have a good reputation. Even foreigners believe that they can be of assistance to them. What of foreign firms alone, we are receiving requests for our men from U.N.O., from UNESCO and from various other international bodies. Our services have earned a reputation which has spread even beyond the borders of our own country. I do not thereby mean that all of them are white without any spot anywhere, nor

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that there are no blacksheep in the fold. But generally, I think, we should all agree that our high placed and responsible servants and officers have earned a good name for themselves. So, if other firms wish to employ them that is but natural, we should appreciate that.

What we have to take care about is this, that the highest standards of morality are maintained in our services and, if possible, in our country. We should also see that government servants perform their duty impartially, honestly, without fear or favour. That is what we should all try to ensure. If a Government servant tries to show some favours to a firm in order that he may thereafter be given some job there, he is conducting himself in a dishonest way, and he does not deserve any sort of sympathy. But, if a Government servant discharges his duties well and impartially, and after that he seeks the permission of Government, what is to be done? And you also know that the health standards are going up. The average longevity is going up. In other countries, the age of retirement is very high, in our country it is mostly 55 only. They are quite in vigour of mind and body when they retire in most cases and after that, they should not remain idle. They should do some work. I would welcome those who throw themselves into public service selflessly and do not want any remuneration whatsoever. But that would be, I think, not a hope which would be realized fully in the case of everyone who retires, some may do so, but all cannot. So, there is a rule already that Government servants of the Central Services, the All-India Services, cannot join any firm within two years of their retirement except with the permission of Government.

That is a safeguard, but so far as this particular case is concerned, the officer had not earned any pension, because in the Railways, they did not at least grant any pension. He got his gratuity and provident fund, and he

was not required to seek any permission from Government. But he did. So, so far as that goes, there is already a rule.

My friend Shri Mathur was pleased to observe that so far as the rules go, they are all right. So, the question is, of the administration and application of those rules. If there is anything wrong in any case, then I am to blame, the Minister concerned may be to blame, but the officer concerned is not. He has had my permission and I have given him permission to join the firm, and I look into the matter as fairly as I can. If a man of 55 wants to render further service and also to help himself, then, unless something comes in his way which would conduce to the raising of the standard, we should tell him that he should keep aloof, but, if otherwise there is no objection, I do not see why his talents should not be utilised.

As to the advice given by the Estimates Committee, action was taken on it, and these hon. Members who have seen the report of the Estimates Committee for 1956-57 must have noticed that the Estimates Committee have themselves said that several steps had been taken. Then, on the advice of the Estimates Committee, we have imposed a similar restriction on all engineers. Firstly, it was confined to Class I alone, and on the advice of the Estimates Committee that it should be extended to Class II also, we have imposed that ban on Class II,—that all engineers need not join any contractor and they should not act as contractors to Government except with the special sanction of Government.

18 hrs.

Similarly, for income-tax officers, we have the rule which I hope will be issued shortly, that they will not be allowed to practise before income-tax officers, so that having served in the same department, they may not

again practise before the people who have been perhaps their subordinates and who may have had dealings with them previously. It is also a rule that permission should be given to officers to serve only in firms with which they had no dealings in their official capacity. So, that is another safeguard and it is now applicable not only to those officers who get pension, but also to those officers who do not get any pension, such as the railway officers, who get only gratuity and provident fund. That was another recommendation of the Estimates Committee that those officers who get only gratuity and provident fund also should be brought within the purview of this.

For them it has been provided that while we have no control over them because they do not get any pension, they should be asked to give an undertaking that after they have retired, they will not join any commercial or industrial firm for two years without the permission of the Government.

Then, certain other observations have been made by the Estimates Committee and we have again addressed the Ministries here in order to find out if anything more can be done. I am just reading out from a memorandum which we have circulated to the various Ministries:

"A review should be made by all the Ministries to determine to which of the Class II posts under their control orders similar to this Ministry's Office Memorandum No. should be extended keeping in view the need to maintain a high reputation for moral standards; and, whether non-pensionable officers holding all such posts would also be asked to give a suitable undertaking when they are paid their gratuity or provident fund."

There are also certain other suggestions made. So, these questions are constantly under review and we are

as anxious as any hon. Member of this House can possibly be that our public standards should not deteriorate. If possible, we should raise them still further. And, that is but natural. In a free country we have to trust our people and we have to see that they are also given opportunities for work and at the same time that the present great undertaking in which we are engaged, of raising our production still higher and higher, does not suffer because of any artificial handicaps want only introduced or imposed. That too is one of the considerations which we have to keep in view.

So, while I would welcome any suggestions for achieving the common objective, for enabling us to work better and in a more efficient way, and to see that not only integrity, honesty but not a shadow of any suspicion about any Government servant's incorruptibility can ever arise, I would also like hon. Members to be a little generous to them and also to those of us who have to act in association with them.

Shri S. M. Banerjee: I want to ask one question. The hon. Home Minister has stated that the retirement age is only 55. May I know whether there are no instructions under which re-employment can be given to these officers when they are physically fit in the public sector itself?

बी बी राज सिंह : अध्यक्ष प्रदीपदय, इस वाद-विवाद के लिये मैं उन माननीय सदस्य का जो कि रांची से आये हैं और गृह मरी जी को दो बातों के लिये बन्यवाद देना चाहता हूँ। जो माननीय सदस्य रांची से आये हैं उन्होंने सुझाव दिया कि इस समस्या पर २० बड़े तक वाद-विवाद हो। कम से कम मैं उन का समर्वन करता हूँ कि इस पर २० बड़े तक वाद-विवाद हो। उस उद्देश्य के लिये नहीं जिस

[भी जब राज सिंह]

हे बारे में भी जयपाल सिंह जी ने कहा बल्कि बूसरे उद्देश्य के लिए कि हम यह जानें कि हमारे मुक्त में जो हमारी स्थायी सेवा है उन में और जो हमारी जनता पारा कुशी दुर्ई सरकार है, जो हमारी जनता के चुने हुए प्रतिनिविष्ट हैं, दोनों में क्या सम्बन्ध हो। और अपने गृह मंत्री जी को मैं इस लिए अवधारणा देना चाहता हूं कि वह चाहते हैं कि हम अपने देश की सर्विसेज में विश्वास करें, उन के लिये अपने अन्दर विश्वास पैदा करें। मैं उन को विश्वास दिलाना चाहता हूं कि इस देश का कोई नाशकारी, जिसका पक्षिक की सेवा से कुछ भी सम्बन्ध है, कभी यह नहीं चाहता है कि देश की जो मंदायें हैं, जो सर्विसेज के लोग हैं उनके लिये कोई अविश्वास पैदा हो। हमारी कर्तव्य यह मंशा नहीं है। लेकिन मैं अपने गृह मंत्री जी को इस खतरे से आगाह करना चाहता हूं कि जिस तरह से वे हर उस कार्रवाई का, जोकि पक्षिक सर्विसेज की तरफ से दुर्ई है, चाहे वह गलत ही क्यों न हो, समर्थन करते हैं, वह ठीक नहीं है। वह तरीका नहीं है जिस से देश की जनता में इन सर्विसेज के प्रति कोई विश्वास पैदा हो सके। बल्कि यह तो विलकूल उल्टा ही तरीका है। जब भी कोई ऐसी बात आये तो यह कहा जाय कि 'श के लोग क्या यह नहीं चाहेंगे कि जो अनुभव प्राप्त लोग जो तजुब्बेकार हैं, उन की सेवाओं का फायदा उठाया जाय, यह ठीक नहीं है। ऐसी बात नहीं है, कोई नहीं कहता कि उन से फायदा न उठाया जाय। हम चाहते हैं कि उन के अनुभव से फायदा उठाया जाय। लेकिन फायदा तब ही उठाया जा सकता है जब उन को ४,००० रुपये की तन्त्रवाह मिले, उस के बाद पेशन हो, वह कोई देश में आगे बढ़ने का तरीका नहीं है। हम 'श में समाजवादी ढंग का समाज बनाना चाहते हैं, इस तरह का ढाँचा बनाना चाहते हैं कि जिस की दुहाई बार बार सरकारी बैंकों की तरफ से दी जाती है कि हम 'श का निर्माण कर रहे हैं और देश के नव निर्माण के लिये हमें उन के

तजुब्बें की ज़रूरत है। मैं जानता हूं कि हमें उन के तजुब्बें की ज़रूरत है, लेकिन क्या उन में से ऐसे कोई साहब नहीं हैं जो सिर्फ अपनी पेशन लेकर ही देश की सेवा करने को तैयार हों? निर्माण करने और उत्तराधिन को बढ़ाने में हमें योग सकें? मैं निर्वेदन करना चाहता हूं कि ऐसी बात नहीं है।

Shri Harish Chandra Mathur: Might I inform the hon. Member that last month an officer has retired, who was offered Rs. 8,000 from two countries outside and a firm from here another Rs. 8,000 and still he has accepted the job for Rs. 2,900 for the benefit of Rajasthan.

Shri Braj Raj Singh: He must be appreciated.

मैंने शुरू में कहा कि हमारी कोई मंशा नहीं है। अब भी हमारी तरफ से कोई ऐसी मंशा नहीं है कि हम पूरी सर्विसेज को डिनाउस करे, उनको बदनाम करे। जब भी यह कहा जाता है कि हमारी सर्विसेज के लोगों की मांग यू० एन० एंड० से आती है, बाहर के दूसरे मुक्तों से आती है, तो हमारा सिर चा हो जाता है। हम चाहते हैं कि इस तरह की मांग बराबर आये क्योंकि इससे हमारी प्रतिष्ठा बढ़ती है। लेकिन जो इस प्रकार के लोग हैं, उन के लिये हम नियम भी बनाने के लिए तयार न हो, यह बहुत अफरोज़ की बात है। मैं निर्वेदन करना चाहता हूं कि यहां दिल्ली में ही कुछ ऐसे लोग हैं जोकि सी० पी० डब्ल्य० डी० में काम करते हैं और उन्होंने रिटायर होने के बाद ट्रिएम्प्लायमेंट लिया। सी० एस० एस० यानी लिस्टी लैड काइरेंस

में। इसी तरह से एक साहब है, मैं उन का नाम नहीं लूँगा, वह भी सी० १० डल्लू० ३० में एक आफिसर थे, लैकिन उन्होंने रिएम्ब्लाय-मेंट लिया तीरथ राम एंड सन्स में, जो कि एक कंस्ट्रक्शन कम्पनी है और गवर्नेंट बिल्डिंग के टेके का काम करती है। उन्होंने एक बिल्डिंग ऐमी बनाई कि दूसरे साल ही उसका एक बड़ा भाँी कमरा गिर गया।

इसी तरह की और भी बातें कही जा सकती हैं। मैं पूछना चाहता हूँ कि क्या इस तरह की बातों को सुधारने की हमें जरूरत नहीं है। क्या यह नियम बनाने की जरूरत नहीं है कि जिन लोगों का सम्बन्ध उस विभाग से हो जिस में कि उन्होंने सर्विस की ही उस में उन को न जाने दिया जाय। उसी विभाग से सबंध रहे होने के कारण उन को ही काम दिया जायेगा। मैं कहना चाहता हूँ कि यह कोई निर्माण का तरीका नहीं है। उत्पादन का काम इस तरह नहीं होगा कि इंस्ट्रुमेंट रोड में एक बड़ा भारी दफ्तर रखका जाय और उस पर हजारों रुपये सबंध किये जायें बहुत शान के साथ। हाई गवर्नेंट आफिशल्स जो हैं, उन से उनका सम्बन्ध हो और उन लोगों में सम्बन्ध कम हो जो दूसरे लोग हैं, यह उचित नहीं है। मैं इस लिये अपने गृह भंडी से निवेदन करना चाहता हूँ कि जो आशय वह अच्छत करना चाहते हैं अपने भाषण में वह आशय उन के भाषण से पूरा होने वाला नहीं है। उन्हें ऐसे लोगों से आगाह रहना चाहिये जो इस उद्देश्य को पूरा नहीं करना चाहते, बल्कि उस की पीठ में छुरी भोंकना चाहते हैं। उसे असफल करना चाहते हैं। यहां पर इस तरह से बहस करने के लिये हमाँ यह भंशा नहीं हैं कि हम हर एक अधिकत को बदनाम करना चाहते हैं, हर एक को दिनांक करना चाहते हैं और ऐसी घटना पैदा करना चाहते हैं कि इस जनत में ऐसी सेवाओं के लिये कोई स्थान नहीं है। स्थान है। मैं यह मानता हूँ कि कोई भी सरकार हूँ इन सेवाओं की

जरूरत पड़ेगी, हमें उन की जरूरत पड़ेगी। लेकिन जहाँ पर कोई सैप्लाय होती है, कमियां होती हैं तो क्या हमें उनकी तरफ सरकार का ध्यान दिलाने का अधिकार नहीं है और यह कहने का अधिकार नहीं है कि उन ग्रामियों को दृस्त किया जाना चाहिये? मैं निवेदन करना चाहता हूँ कि इस तरह उस उद्देश्य की पूर्ति नहीं हो सकती जिसकी पूर्ति हमारे गृह भंडी महोदय चाहते हैं। गृह भंडी महोदय अपने सुन्दर भाषण में उद्देश्यों और प्रश्नों को, समस्याओं को मिश्रित करके कहना चाहते हैं कि जहाँ बाहर हमारे लोगों की प्रतिष्ठा होती है, वहाँ हम उनकी प्रतिष्ठा नहीं करना चाहते। ऐसी बात नहीं है। मेरे निवेदन करने की मंशा तो यह है कि हम इस तरह के नियम बनायें जिसमें सब कुछ बिल्कुल साफ तौर पर हो। गृह भंडी जी ने कहा कि वे लोग दो साल तक कहीं काम नहीं कर सकते। यहाँ दो साल का तो सवाल ही नहीं है, जैसे हाई कोर्ट के जजों के लिये किया गया है, जैसे ही इन लोगों के बासे भी होना चाहिये कि जिस डिपार्टमेंट या विभाग से वे लोग सम्बन्धित रहे हों, जिसमें उन्होंने सेवायें की हों, कम से कम उनमें वे कोई सेवा बाद में न ले। हिन्दुस्तान में निर्माण का काम चल रहा है, बहुत बड़ा क्षेत्र पड़ा हुआ है, उसमें वे काम कर सकते हैं। जो चाहें करे। यह नहीं मूलना चाहिये कि हमारे देश में सेवा की बड़ी अच्छी परम्परा रही है। सर्विसेज से कहना चाहिये कि रिटायरमेंट के बाद बाणप्रस्त आधम शुरू हो जाता है, आप उसके बाद आइये और मूलक की सेवा कीजिये। हमारे यहाँ हमेशा से बिना पैसे के सेवा करने की परम्परा रही है और उनको भी ऐसा ही करना चाहिये। सेवा करने के लिये कहा जाय कि पेंशन दीजिये, फिर ऊंची तरफाहे दीजिये, उसके बाद सेवा हो, यह हमारे मूलक की परम्परा नहीं है। इस लिये मेरा निवेदन है कि इस

[श्री बबू राज तिहा]

समस्या पर हमें गठनीरतापूर्वक विचार करना है। अगर किसी विभाग का किसी विभाग से सम्बन्ध रहा है तो वह उस विभाग में सेवा नहीं करेगा, दूसरी बागह करेगा।

जहाँ तक निर्माण का सवाल है, निर्माण में योगदान, उत्पादन में योगदान, बड़ी सूखी की बात होगी, लेकिन जिन आदमियों के सम्बन्ध में बार बार चर्चा की गई है, जिन का सम्बन्ध बड़े ऐह कल्पनी से था, नह नंबरी जी ने भी कहा, टेलके बंती महोदय से भी कहा कि वे उत्पादन बढ़ाने के काम में लगता चाहते हैं, मे जानना चाहूँगा कि इस बड़े कल्पनी के द्वारा कितना उत्पादन बढ़ा है उनके बहा आने से। बड़े कल्पनी का उत्पादन कितना बढ़ा है जिससे मूल्क की बहुबी हुई हो? मे किसी आस व्यक्ति का नाम नहीं लेना चाहता, मेरी मंथा यही है कि जिस उद्देश्य को आप प्राप्त करना चाहते हैं, उसकी पूर्ति के लिये जो भी आवश्यक हो वह काम करना चाहिये। अगर उसके लिये रिटायर्ड आदमियों की जरूरत पड़ती है तो ऐसा नियम किया जाना चाहिये कि जिस विभाग में उन्होंने काम किया हो, प्राइवेट एन्ट्रप्राइज मे जा कर उससे सम्बन्धित कार्य वे न करें। इस बीज में हमें बड़ा लक्तरा विलाई पड़ता है कि ऐसे लोग जिनकी सेवायें करते हैं, वे सब दिल्ली में करते हैं। अगर वे कोई आफिल कायम करें तो दिल्ली में कायम करेंगे। यह लोग दिल्ली में इत्तिये रहते हैं कि दिल्ली में रह कर उनके कुछ पुराने सम्पर्क चलते हैं और उनके जरिये वे ऐसे काम करा लेते हैं, जो कायद वैसे न हो पाते। यह सावित करना कि वह नाजायज काम वे, यह हमेशा आसान नहीं होता। लेकिन अगर ऐसे काम किये जाते हैं तो लोगों में दुर्मिला पैदा होती है। इसको जात्य करने की कोशिश की जानी चाहिये।

अगर यह कहा जाय कि ऐसे वही लोग रक्षे गये हैं, जिनके पास अनुभव है, जिनको ऐसे कामों का तजुर्बा है, जो अच्छा काम कर सकते हैं तो मैं निवेदन करूँगा कि भाज देश में ६६ फी सदी ऐसे लोग हैं जिनका राज्य से सम्बन्धित किसी कार्य से सम्बन्ध नहीं है। कोशिश कर के उन ६६ फी सदी आदमियों में से जाहे वे राजीतिज्ञ हों, जाह वे सेवा करने के लिये आये हों, जाहे जिस क्षेत्र से आये हों, आप आदमियों को ले सकते हैं। हमारे मूल्क में आदमियों का कोई अकाल नहीं हो गया है। हमारी बीरों को पैदा करने वाली भूमि है। उसमें दूसरे भी अच्छे लोग निकल सकते हैं। हम उनको भौका न दें और कहें कि हम उन लोगों से फायदा नहीं उठा सकते, यह ठीक बात नहीं है। अगर वे सेवा करना ही चाहें तो सेवा करने के और तरीके हो सकते हैं, सेवा का एक यही तरीका नहीं है।

मे आशा करता हूँ कि सरकार इस बाद-विवाद से कम ते कम यह सबक लेगी कि जो गलत बातें हो रही हैं उन पर ध्यान रखेगी और यह भी प्रयत्न करेगी कि जो नियम हाईकोर्ट के जर्जों के लिये लागू हो सकते हैं वह नियम कम से कम आई० सी० एस० और ऊपर केडर के लोगों पर भी लागू हो और इस तरह के काम न हों, जिससे लोगों में दुर्मिला फैलते हैं और सरकार की दबनामी होती है।

Shri Jagjivan Ram: Sir, I have not much to say now, after what has been said by the hon. Home Minister. Most of our officers in the Railways are serving the Railways according to an agreement executed between the officers and the Government and in the case of officers who are serving for the past so many years, the agreements were executed on behalf of the Secretary of State and the officers. The basic difference between other

Government officers and the officers in the Railways is this. Whereas in the other departments, the officers hold pensionable posts, on the Railways, the services of an officer can be terminated by six months' notice given to him by the Government, or he can give up his work by giving six months notice to the Government of his intention to give up the Railway job, and do something as he likes. I am sure, at least my hon. friend Shri A. C. Guha is aware of these rules, because he had to deal with these matters first. He cannot claim that he has no knowledge of these things. After having firsthand knowledge of these things, to raise these objections was not quite charitable to the officers or to the Government. He was repeating whether in their case a two year period or a three year period was necessary or not. I am afraid he was himself confused when he was trying to confuse what I had said on a previous occasion in this connection. The matter is quite clear and quite simple. Once a Railway officer or official completes his period of work or superannuates, and once his provident fund and gratuity has been finally settled, we have no hold on him. He is as good a citizen as any other citizen and he is free to engage himself in any avocation that he likes.

In the case of this particular officer, as I have stated, before the discussion started, he took ample precaution to inform the Government well in advance and to seek the permission of the Minister concerned and the permission was given. So, there was no lapse on his part though he went out of his way to seek permission where it was not necessary even to seek. We cannot blame him.

I need not go into the question whether after retirement, a man's administrative or technical experience should be utilised in the country or not. That has been very ably and very illuminatingly dealt with by the hon. Home Minister himself. We are short of manpower, especially of experienced administrative and

technical manpower and their service has to be utilised. If the Government do not, due to certain considerations that come in the way, grant them extension or re-employ them, the question is whether their talent should be wasted or it should be utilised in the private sector. There are occasions where we extend the service of the officers or give them re-employment. But, there are other occasions when we could not do so, not because we do not find the officer efficient, but we feel that there are officers below him who can reasonably fill the gap and if we do not retire the person concerned and promote the people below him, perhaps, discontent may be caused in a number of officers who may look for promotion in the chain of one retirement. These considerations come in our way. Where an officer may deserve extension on account of his ability and efficiency, these considerations make us retire him. If these persons are to be utilised either in the private sector or in the public sector, I think it will be good for the country and to the benefit of the country. And it is to the credit of the Railway Board and Railway officials that practically all the Members or Chairmen of the Railway Board who have retired have been taken for running commercial or industrial undertakings either in the private sector or in the public sector. None of them today is sitting idle. They have been taken either by the public sector or by the private sector.

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): Perhaps we have to ask for one more

Shri Jagjivan Ram: The Minister of Commerce and Industry says that he has to ask for one more from the Railways. That goes to the credit, efficiency, ability and technical skill of the officers who have been in the Railway Board either as Members or as Chairmen.

Shri Braj Raj Singh: What about past contacts?

Shri Harish Chandra Mathur: Will you not recognise their right to work?

Shri Jagjivan Ram: As regards their past contacts, the Railway Ministry or the Railway Board does not function in a vacuum. It has to deal with businessmen in this country. They have to come in contact with them, not only because they are our contractors or suppliers, but I say that any person who deals with anything in this country either in the matter of trade or commerce or industry has to deal with railways. They have to deal with the railways, and if hon. Members think that there will be parties available in this country who will have no dealings with the railways, I am afraid they are not appreciating the reality. Everybody in this country who counts in trade, commerce or industry has to deal with the railways in one way or the other. They cannot function without the railways, and therefore they have to see high officers, either the General Manager or the Com- may not be in connection with some mercial Superintendent or the Chief Operating Superintendent who in time may come to the Railway Board as Member, Transportation or Commer- cial, and they have occasionally to see the Members To see the high officers, contracts or some supplies, but in con- nection with their own difficulties

Shri T. B. Vittal Rao (Khammam).
For adequate supply of wagons

Shri Jagjivan Ram: May be for adequate supply of wagons, may be for quick transport of certain goods which may affect certain industries in Hyderabad or even Kerala. So, they have to have their contacts, and if my hon. friend Shri Braj Raj Singh thinks they will not have their contacts, I am afraid that he is not appreciating the real working of the railways

Shri Braj Raj Singh: They must have contacts.

Shri Jagjivan Ram: Then it will be wrong to connect the question of contract with the officer concerned. It will be unfair. I have placed before the House the sequence of the dates when the Officer relinquished office and when the contract was awarded.

In addition to that I may say that at no stage had this officer anything to do with any contract of this sort. In the Railway Board we have different portfolios for different Members. It functions on a functional basis, and this particular officer had not to deal with the commercial side in the Rail- way Board. That was to be dealt with by the Member, Transportation and, of course, the Financial Commissioner.

As has been said, tenders were invited. Certain extracts have been quoted by my hon. friend Shri Guha from some affidavit given by the Chief Commercial Superintendent of the Eastern Railway. The figures which he has quoted were on the basis of the basic rates given by the various contractors or tenderers. When the calculations were made on that basis, of course Vallabhdas Agarwal's was the lowest. That is what he wanted to make out. Then, my hon friend Shri Mahanty has also quoted certain particulars to show that the quotations for certain items in the tender from other tenders were lower than Bird & Co. That is correct. But calculations were made on the basis of all the items taken together, and on the quantity of goods to be handled. When that calculation was made, the figures quoted by Vallabhdas Agarwal were the lowest, and those of Bird & Co were the second lowest; and those of the three other parties were much higher than they. When the question of lead factor was taken into consideration,—that was a very important factor, it is true that for the past years on the Eastern Railway, they had not figures of the lead factor, but on the North-Eastern Railway, they had the figures of lead factors of the previous years; and after examination in the light of that—it was found, as it is clear from the statement that was placed on the Table of the House and also circulated to the hon. Members, that the rate of lead given by Bird & Co was considerably lower than that of Vallabhdas Agarwals's. When the lead factor in the light of the previous figures was taken into considera- tion and examined.....

Shri A. C. Guha: What payment has been made on the lead factor during these last two years, under the contract of Bird & Co?

Shri Jagjivan Ram: I am coming to that also. It was found that Bird & Co's was the lowest

Shri Sinhasan Singh (Gorakhpur) In the specification of the tenders invited, was the lead factor given any quantum? Was any quantum of property taken on the lead factor?

Shri Harish Chandra Mathur: It was shown as nil

Shri Jagjivan Ram. I must admit that it was by mistake that in the tender they had shown it as nil, because under no contingency was the lead factor going to be nil

Shri Sinhasan Singh. If it had been given as nil, then fresh tenders should have been invited giving that lead factor to the other contractors also

Shri Jagjivan Ram. As I said, it was a mistake. But the tenderers were wiser than the administration, and they knew that there was going to be lead, and therefore, they quoted for the lead

Shri Vidya Charan Shukla: In the tender

Shri Jagjivan Ram: I am not yielding

Mr Deputy-Speaker. If the hon Minister is not yielding, then the hon Member must yield

At 6-30 pm we have another discussion. If the hon Minister's statement is not complete, then he may lay it on the Table

Shri Jagjivan Ram: No, I have no statement to lay on the Table

I was saying that when the lead was taken into consideration, it was found that Bird & Co's was the lowest, but it has been substantiated further in the light of the experience for the past two years, after the contract has been given. Calculation has been made that on this basis, for the last 29 months, on the traffic handled, taking

into consideration the lead factor also, the amount paid to Bird & Co is Rs. 23 lakhs. If the Ballabhdas Agarwals's tender had been accepted, taking the lead factor into consideration, the amount that would have been payable to them would have been Rs. 28, lakhs. So, there is no doubt that the lowest tender was accepted after due consideration in the Railway Board

My hon friend Shri A C Guha was not properly informed when he said that it was decided by one officer only, namely by Shri Kalyanaraman. Of course, he deals with that. But it was decided with the concurrence of the Director of Finance and with the approval of the then Deputy Minister

About Ballabhdas Agarwals, I shall not say much. Perhaps, many Member are aware of his credentials. So the less said the better

Shri T. B. Vittal Rao (Khammam) The less said the better

Shri Jagjivan Ram: Many Members are aware of his credentials

Shri A. C Guha: I have never pleaded for any particular firm

Shri Jagjivan Ram: I do not mean that Shri A C Guha spoke about any particular firm

Shri Narayanan Kutty Menon (Mukundapuram) Anybody who has travelled by trains will remember him for his life-time

Shri Jagjivan Ram: Then, my hon friend Shri Vidya Charan Shukla raised a point about certain sub-letting and labour troubles. I may inform him that I have received certain complaints about Sakrigali and Manihari ghats, and about Shalimar. I am looking into both of them. The fate of both contracts will be decided in the same way. I may assure him that it will not in any way be discriminatory

I think I have covered all the points. As regards this officer, I will repeat,

[Shri Jagjivan Ram]

in addition to what has been said by the Home Minister, that he has served the railways and the country with honesty, integrity and efficiency.

Shri T. B. Vittal Rao: Let us take him into Hindustan Steel.

Shri Jagjivan Ram: At no stage had he to deal with this contract at any time. It will be unfair or uncharitable to connect him in any way with this contract. This contract was decided purely on merits and was given to the lowest tenderer.

Mr. Deputy-Speaker: The discussion is over.

Shri S. M. Banerjee: My question has not been answered.

Mr. Deputy-Speaker: It has been answered as far as it was possible to answer.

Shri S. M. Banerjee: It has not been answered.

***TUNGABHADRA HIGH LEVEL CANAL**

Shri Nagi Reddy (Anantapur): I rise to discuss a problem which is a life and death problem to millions of people in Andhra Pradesh. It is the problem of the Tungabhadra High Level Canal which has been included in the Second Five Year Plan, but which even after three years has not yet been sanctioned. It mainly covers the most famine-affected areas of Rayalaseema—Bellary, Anantapur and Cuddapah districts—and it is for that reason that the Project has been undertaken, even though it does not come up to the standards of general irrigation projects.

After three years of the Second Five Year Plan, we were told by the Central Government that the project was not being taken up in full for two reasons. One, of course, is the reason given to me in October when I was told the Project was not being taken

up in full because it did not come up to the standards of productivity generally accepted by the Irrigation Ministry. Last month, we were told that the project was not being taken up for immediate construction for the reason that there are not enough funds. They say that it is for this reason that they have planned a self-contained Project which is smaller and which will naturally irrigate not even half the acreage originally planned. I hope within the ten minutes I hope to have, I will be able to convince Government of the necessity of this Project in the interests of the Government themselves and the people.

To say that the Project is not productive enough, and, therefore, it is not being taken up in full, is an argument which reminds me of one thing. If the Government go through the history of Rayalaseema, especially of these three districts, they will find that this is a tract which is subject to famines very often. As a matter of fact, the monograph of rural problems in Madras published in 1947 by the Government of Madras says of this tract

"One good year is being followed by two or three bad ones. The principal famine area of this province is this area. Nowhere is it more true that agriculture is a gamble".

It was for this reason that the people of that area have been fighting for this Project for the past 50 years, and it is unfortunate that even after independence—ten years of independence—we have not yet got this High Level Canal. The Project itself was started in 1945. The dam is constructed, the Low Level Canal is there. But the High Level Canal which is necessary for this particular famine area, which is characterised as an area where agriculture is a gamble, is being refused sanction. It is said that in 16 out of 23 years, rainfall in

*Half-an-hour discussion.

Anantapur district has been below 20 inches, and in 10 years out of these 16 years, the rainfall has been below 16 inches, and that too not in time. Therefore it was that this particular project was first of all included in the Second Five Year Plan. Now to say that it is not productive enough and, therefore, we cannot take the project is not proper.

The second reason that has been given is the paucity of funds. Is not the Government aware that every year the peasants are being given revenue remissions which go to lakhs? Is it not a loss to the Government? Is not the Government aware that in 1952-53, they had to spend crores of rupees—if I remember aright, it was about Rs 4 crores—just for the sake of providing people with gruel through gruel centre and just for the sake of providing people with enough work through famine relief works and give them wages, at the rate of 6 annas for a hard day's labour—that is, for breaking the stones for road construction? If the Government thinks that it is not productive enough and if the Government thinks that there is paucity of funds, probably Government is waiting for another serious famine of the type for them to spend much more as more waste than on this most important project which would give not only relief to the people but also give a certain amount of relief to the Government so that they may not spend as they had been spending in the past.

I have been told by a good number of friends that that there was a time in 1952-53 when this House itself reverberated with Rayalaseema. It was a time when great men came to Rayalaseema and tried to just to soften the misery of the people of those areas by kind words. Even our Prime Minister came over to that area when all of us met him and I myself told him in person that all the great men have come there and every one of them had been requested that this project should be taken up so that this

most miserable scene need not be seen in future.

We were promised at that time by the Prime Minister himself that it is a project which has to be taken into consideration and constructed very fast. I had told him at that time that 'if you too come and go without giving the most needed relief which our people want naturally, you will also be forgotten even though you are the greatest leader of the present day'. But unfortunately to this day we are seeing that this has not been done.

I must remind the Government that according to the report of the Enquiry into the Rural Indebtedness in Madras State in 1946, this area has the "lowest rainfall in the Madras State" and this area got "the lowest per capita income". According to that report it is "more heavily indebted than any other area in the whole State".

If the Government is incapable of giving relief to that particular area I cannot understand how Government is going to function to increase the per capita income of the people in general. Therefore it is that the Famine Code Review Committee constituted in 1939 speaking about the Tungabhadra project gave this opinion:

"State intervention has till now been largely confined to measures designed to save life and mitigate suffering. A bolder policy is now wanted which we trust will not only be of incalculable benefit to the people by creating the much-needed power of resistance but, in the long run, save the resources of the State from the existing drain."

Therefore, we appeal to the Government to take immediate steps to see that the whole project is constructed. But the Government says that they will construct it in stages. That, I find, is the most dangerous thing that Government is trying to do.

[Shri Nagi Reddy]

Government says that new estimates will have to be prepared for this new stage, that is the first stage. For that, the *Times of India* in its editorial has given a review of what would happen. It says:

"The Union Government has asked the Mysore and Andhra Governments to submit a joint report and detailed estimates for the first phase which will presumably be followed, as is usual in such cases, by a scrutiny by the Planning Commission and the Union Ministry for Irrigation. These processes can very well drag on till the very end of the Plan period."

It is quite natural because to prepare the whole scheme, the Andhra and Karnataka Governments had to come together and had to have very prolonged negotiations for many years and they came to a particular agreement. Now that agreement will have to be scrapped and a new agreement arrived at, for which estimates will have to be prepared. Naturally, this will drag on for many years. At the rate at which Government is now proceeding I have no hopes that they are going to make a beginning at least to construct this in the very near future.

Shri Narayananikutty Menon: They rely on a possible disagreement

Shri Nagi Reddy: Therefore it is that they ended by saying:

"The whole affair makes non-sense of the repeated official calls for stepping up agricultural production"

I hope Government will take note of this particular thing.

Secondly, Sir, we have been told that 1,83,000 acres will be irrigated. But the important point is, where is it going to be done and how is it going to be done. If it is according to the

original plan, this 116 mile canal—then the Andhra area will not get more than 80,000 acres. If we have to divide the waters that are now going to be given by what is called, "self-contained project," as per the ratio of 35—65, then the trouble will be that Mysore will not get more than 60,000 acres and Andhra area will not get more than 1,20,000 acres, not even half of what these areas should get. Therefore, it is going to create greater problems between the two States, it will create bitterness between the two States as far as these calculations are concerned. The Government instead of solving the problem is going to create a new problem, for which it will be responsible, not only between the people of two States but between the Governments of these two States.

In the end, Sir, I would only like to appeal to the Government in one respect. The Government does not probably remember the sentiments of the people of the south. I am glad that for once at least one of the papers in the south, *The Mail of Madras*, writing about Tungabhadra waters in its editorial said:

"Not to carry out that project in its entirety will be tantamount to wasting precious water, and involving unnecessary expenditure."

It ends up by saying:

"It almost seems another case of discrimination against the south."

—Andhra, in particular. Therefore, Sir, I would request Government to give final approval to the whole scheme at once, and I request them to begin work simultaneously for the Mid-Pennar and Gandikottah projects which are parts of the whole scheme of the High Level Canal. I also expect, Sir, the Government to give me, the people of Rayalaseema and the Government of Andhra a guarantee that this project will be finished by the end of the Third Five Year Plan.

Shri T. B. Vittal Rao: Otherwise, they will be defeated in the election

Some Hon. Members rose—

Shri Nagi Reddy: Sir, I finished early so that Shri Rami Reddy, who has also given his name for initiating this discussion, will also have ten minutes

Shri Rami Reddy (Cuddapan): My name is also there along with the name of Shri Nagi Reddy

Mr. Deputy-Speaker: That is true, but he cannot be given ten minutes now. He may say a few things in five minutes

Shri Rami Reddy: Mr. Deputy-Speaker, Sir, the previous speaker, Shri Nagi Reddy, said that the Deputy Minister last time stated that because this does not come up to the level fixed in regard to standards of productivity for an irrigation scheme it need not be taken up. I submit that this point has been already answered by the Deputy Minister himself on 18th November, 1958. He said then

"The advisory committee thought that it did not come within the standard fixed for the productivity of irrigation schemes. But, taking into account the fact that this scheme will benefit the famine areas of Rayalaseema, they have now accepted this scheme."

Again, while answering a similar question in the Rajya Sabha yesterday the Deputy Minister stated

"The joint project report of T.B.H.L. Canal submitted by the Governments of Andhra Pradesh and Mysore have been technically approved."

Therefore, in regard to the standard of productivity of the scheme there is no question. The Technical Committee has now approved the scheme. The scheme has, therefore, been found to be one which would yield sufficient results.

The only question now appears to be about finding sufficient resources. Even in November while answering a question in this House the Deputy Minister stated:

"It is not a question of the Central Government being adamant. It is a question of finding sufficient resources. Perhaps the hon Member knows that the spillover in respect of Andhra Pradesh from the Second Plan to the Third on irrigation is going to be Rs 70 crores. So we have also to look to the financial resources available."

Again, yesterday in the Rajya Sabha he stated

"However, in view of the limitation of funds and possibilities of achieving benefits earlier, the State Governments were advised to develop the project in two stages."

Therefore, the only point now is about the resources. The State Government has been pressing on the Central Government to take up the whole scheme costing about Rs 20 crores, but the Ministry has been saying that the State Government may not be able to find Rs 20 crores or Rs 22 crores for executing this scheme. If the State Government could find sufficient resources, it has been stated that they may not have any objection to take up this scheme.

In respect of this matter, I want to submit one point of importance. The Deputy Minister stated that the spillover in respect of Andhra Pradesh on irrigation is Rs 70 crores. Nagarjunakonda project is one of the schemes that is included in the Second Plan and it is being executed. The Tungabhadra project was thought of even before the Nagarjunakonda project was included in the Second Plan and before it was sanctioned. Even at the time when the Nagarjunakonda project was sanctioned and this project was being considered, the people of Rayalaseema expressed the fear that if

[Shri Ramu Reddy]

the Nagarjunakonda project was taken up before the Tungabhadra high level canal was sanctioned, later it might be said that sufficient funds may not be available to take up this scheme. Therefore, it was said that on that account the Tungabhadra high level canal might be postponed. Then, both the representatives, of the State Government and of the Central Government, gave an assurance that such a thing would not happen and that the Tungabhadra high level canal would not be postponed on that account.

Now, the Deputy Minister has said that the spillover in respect of irrigation would be Rs 70 crores. This spillover of Rs 70 crores is mainly on account of the Nagarjunakonda project, because the Nagarjunakonda project's first stage is sanctioned, and it costs about Rs 87 crores. Only Rs 32 crores is provided in the second Plan. Therefore, the spillover in respect of the Nagarjunakonda project alone is going to be Rs 55 crores. Hence, the spillover in respect of other projects would be only Rs 15 crores. The taking up of the Nagarjunakonda project cannot be considered as if that project is a State project. It is not a State project at all because in the case of Hirakud, Bhakra Nangal and similar major projects they were all included in the Central sector and not in the State sector. Unfortunately, when the question of Nagarjunakonda came up it was included in the State sector, and now to avoid this high level canal being taken up, it is said that the spillover is going to be Rs 70 crores, and therefore the resources may not be available.

In regard to this matter one more point may be submitted. My learned friend on the other side has pointed out the famine conditions and the fear expressed in Rayalaseema about this matter. In that connection, I want to add only one thing. As originally contemplated, this high level canal project was estimated to cost Rs 26 crores and it was expected to irrigate an ayacut of over 41-lakh acres.

Then it was reduced to a Rs 22-crore scheme. Correspondingly, the ayacut was also reduced. Now, the Central Government is advising the State Government to take up the first stage that costs about Rs 12 crores and irrigate about 1,80,000 acres. The result is that the Cuddapah district is totally being neglected now. Now, if the first stage alone is taken up, apart from the Gandikota Weir, the only two canals that are going to benefit the Cuddapah District, namely, the Cuddapah north canal and the Cuddapah south canal would be omitted. If the first stage alone is taken up, the Cuddapah district would be totally neglected and this is the most backward area in Rayalaseema.

Mr. Deputy Speaker: The hon Member should conclude now. He should leave some time for the Minister.

Shri Ramu Reddy Only one minute more Sir. The allotment was reduced from Rs 26 crores to Rs 22 crores. The ayacut also was totally cut out correspondingly from the Cuddapah district alone. Now when the scheme is reduced from Rs 20 crores to Rs 10 crores and when the first stage is being taken up it is the Cuddapah district again that is being totally neglected. In view of this the matter was taken up by me and after my question was answered on the floor of the House on the 18th November I have been receiving a number of representations and according to the leading papers in Andhra and elsewhere they have been very much distressed over this problem.

An Hon Member The House is also distressed.

Shri Ramu Reddy. The House is also very anxious. All the proposals for execution of the whole scheme are ready and they just need a helping hand from the Minister. So, I request that the hon Minister would be kind enough to extend a helping hand.

Shri T. Subramanyam (Bellary): Is it a fact that the area of Mysore State and the adjoining Andhra State through which the highlevel canal flows has been subject for a long time to acute and frequent famine conditions? We are now in the third year of the second Five Year Plan and although this was included in the Second Five Year Plan, there has been no progress, although the development of the low-level canal has been going on much more satisfactorily in similarly situated projects in other States. So, may I ask Government to take up this project urgently and see that it is completed expeditiously, so that the benefits of this project may be utilised to the maximum extent?

Mr. Deputy-Speaker: That is a speech, not a question

Shri T B Vittal Rao As one intimately connected with the progress of the Tungabhadra project belonging to the former Hyderabad State, I know that the project envisaged an irrigation potential of 50 lakh acres and this high-level canal is only a part of it. If at this stage when we are at the end of the third year of the Second Five Year Plan, if you are asked to submit a fresh scheme, then that scheme has to go to the CWPC. They will examine it for six months and finally it will come to the Hathi Technical Committee. So we do not know when the project will be executed. There are so many irrigation projects for which amounts have been sanctioned, but which have been neglected. For instance, the Vamsadhara project has been neglected and so many other projects also have been neglected.

Mr. Deputy-Speaker. This is not a question. Then I may have to ask the hon Minister to lay a statement on the Table.

Shri T B. Vittal Rao: So, why could not they take up at least this high-level canal immediately? They

have Devnoor project for which Rs 2 crores have been earmarked. So, at least that amount should be utilised. So, I request the hon Minister to take up this high-level canal immediately.

Shri Venkatasubbaiah (Adoni): Is it not a fact that the Tungabhadra reservoir is designed to serve both the low-level canal and the high-level canal schemes and the full benefits of that reservoir cannot be achieved if this entire scheme is not sanctioned? Otherwise, the water in the reservoir will go to waste.

The Deputy Minister of Irrigation and Power (Shri Hathi): Hon Members have shown anxiety about a project which is going to irrigate the famine-stricken areas and which need irrigation. In the reply that I gave the other day in this House, I said that although the project did not come within the prescribed standard of productivity taking into consideration the fact that this project is going to benefit this area, the Technical Committee has approved it. It is not only this particular project but there are a number of such projects which are not coming within the prescribed standard. But even then, having regard to the needs of the particular area where irrigation facilities are needed most, that standard is waived in many cases. So, there is no question of this project being not finally approved on the ground that it does not come within the productivity stage. The real apprehension which has been voiced here, I could appreciate is that in case now this project is not wholly approved as it is, it may perhaps be that later on when the second stage is to be taken up fresh project report might have to be prepared, fresh estimates might have to be prepared and also the agreement between the two States might have to be entered into and that might take a long time. I fully appreciate that point of view. Therefore I want to make it very clear that there is no

[Shri Hathi:]

question of any agreement to be made between the two States. The proportion that has been prescribed, namely 65 and 35, will remain the shares of the two State Governments and the distribution of water will also be in that proportion.

I may say that the project as a whole has been technically approved. Therefore, there now remains no question of having any correspondence between the States with regard to the sharing of water. As the whole project has been technically approved, I think there should be no apprehension on that ground. It is not a part of the project but the whole project that has been approved by the Government. So, there need be no dismay or apprehension on that score.

With regard to the areas that are to be irrigated there are two stages of development, and Mysore in the first stage will get 68,000 acres and Andhra 120,000 acres that means in all 188,000 acres. During the second stage Mysore will get 136,000 acres and Andhra 252,000 acres.

Then it is better to go on constructing canals and getting the benefits and developing the area. Instead of doing that after the whole project is over, it would be better if we stick to a particular portion, get the benefits and then go on adding to the benefits. But that does not mean that there is any intention—and there need be no apprehension on that score—to shelve the second stage and so the question of any agreement between the two States will not arise. The project as a whole has been technically approved and so it will not be necessary now to go to the technical committee for the scrutiny of these details.

Shri Nagi Reddy: On a point of information Will the canal that is going to be constructed in the first stage have the capacity to carry 4,000 cusecs of water or will it be reduced?

Shri Hathi: That we shall see when the whole project is approved. So far

as the canal is concerned, it forms part of the whole project.

Shri Ramji Reddy: May I ask one question?

Shri Hathi: Let me first finish. Then if there is any question, I will reply.

A point was made that the waters that will be required in the first stage and second stage may not be in the same proportion and there might be some dispute again. But I may tell you that the water distribution will be in the ratio of 35 and 65, as agreed upon by both the States. So, there should not be any apprehension on that score.

The only other point is about finding financial resources. When I said that the Planning Commission has technically approved the whole project it does not include the financial resources for the project. We are giving money as and when it is necessary. For instance for Nagarjuna Sagal project we provided Rs 55 crores. They wanted more. So we gave them Rs 15 crores more. That is only a question of financial resources. There should be no apprehension on the part of the Members that the project report as a whole is not approved. Much of the misunderstanding that arose is with regard to the delay in coming to the agreement by both the States and so perhaps Members thought that a new project report will have to be prepared again which I should like to clarify.

19 hrs

Shri Ramji Reddy: What is the harm in sanctioning the whole scheme though the execution might be done in stages?

Shri Hathi: I said so. The whole project has been approved. Only the execution will be done in two stages.

Shri Dasappa (Bangalore): May I know when the whole project will be completed?

An Hon Member: Nobody knows

Shri Dasappa: Is it in the womb of the future or is there some target fixed or is there any schedule of execution?

Shri Hathi: It would not be possible to give any target date as to when the whole project will be completed

Shri T B Vittal Rao: Why not?

Shri Nagi Reddy: At least by the end of the Third Plan?

Shri Hathi: But I can say that we have provided money even for this year, i.e., 1958-59

Shri T B. Vittal Rao: How much?

Mr. Deputy-Speaker: The House stands adjourned till Eleven of the clock tomorrow

19 01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 18th December, 1958

[Wednesday, 17th December, 1958]

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1718	Oil Sardine Shoals	5524
1719	Fisheries	5524-25
1720	Fisheries in River Valley Schemes	5525
1721	Transport of Fish	5525-26

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U.S.Q. No.	Subject	COLUMNS
1722.	Death of Indian Seaman on Board of Glasgow Freighter	5526-27
1723	Forest Research Institute Diploma	5527
1724.	Shahganj Mau Railway Line	5527-28
1725.	Railway Schools	5529
1726.	Electrification of Punjab	5529
1727.	Falling of Wagons in Brahmaputra River	5530
1728	Sale of Food Packets between Delhi and Howrah	5530-31
1729	Howrah-Delhi Air-conditioned Tram Service	5531
1730	Claims of N.I. Railway	5531-32
1731	Supervision of Ticket Checking Staff	5532-33
1732.	Contracts	5533
1733.	Tonsukia-Makum Express Road	5533-34
1734.	Oak Grove School	5534
1735.	State Trading in Food-grains	5534-35
1736.	Potatoes	5535
1737	Tourist Lodge at Gauhati	5535-36
1738	Report of Educational Ad- -sents on R. Way Schools	5536-37
1739.	Multipurpose Schools	5537
1740	National Highway No 6	5537-38
1741	Burdwan Station	5538
1742.	New Station between Majdia and Bagoola	5538
1744.	Assistance for various Agricultural Schemes	5539
1745.	Examination for Recruitment of Clerks in the Telephone Revenue Office (U.P.)	5539-40
1746	Roads in Delhi and New Delhi	5540
1747.	Taps at Charkhi Dadri Station	5540-41
1748.	Theft of Consignments	5541
1749.	Family Planning	5541-42
1750.	Re-modelling of Cuttack Railway Station	5542

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U.S.Q. No.	Subject	COLUMNS
1751.	Apprentice Scheme for Train Examiners	5542
1752.	Eye Crafting	5543
1753.	Sugar Factory in Himachal Pradesh	5543
1754	Demarcation Work in Himachal Pradesh	5544
1755	Agricultural Marketing Scheme in Himachal Pradesh	5545
1756	Bee-Keeping in Himachal Pradesh	5545-46
1757	Shahdara-Saharanpur Light Railway	5546-47
1758	Competition between Buses and Railways	5547
1759	Colliery Siding	5548
1760	Railway Station at Rainavaram	5548-49
1761	National Cooperative Marketing Federation	5549
1762	Damaged 'Skymaster' Plane	5549-50
1763	Late running of G.I. Express	5550-52
1764	Over bridge between Miller Ganj Area and Lajolia Town	5552
1765.	Lubricants	5552
1766	Level Crossing on Bhikaner Section of Northern Railway	5552-53
1767.	Telephone Machinery	5553
1768	Hassan-Mangalore Rail Link	5553-54
1769	Electricity Dues from Pakistan	5554
1770	Running Staff on Railways	5554
1771	Construction of Culverts and Bridges on Railways	5555
1772	Rest Houses on the Road to Badrinath and Kedarnath	5555-56
1773.	Damage to Foodgrains	5556-58
1774.	Hermaphrodite Persons	5558
1775.	Indian Railways	5558-59
1776.	Diesel Engines on Railways	5559
1777.	Central Board of Irrigation and Power	5560
1778.	Farmers' Mandals	5560

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QUESTIONS—contd

U.S.Q No.	Subject	COLUMNS
1779.	Tourist Traffic Advisory Committee	5560-61
1780	Railway Concession for Students	5561
1781.	New Insecticide "Citicide"	5561-62
1782.	Vestibule Trains	5562-63
1783.	Missing Sailing Vessels	5563
1784.	Methods of cultivation	5563
1785.	Cases of theft and robberies on E. Railway	5564-65
1786	Sobhasan Station	5565
1787.	Rice for Kerala from Foreign Farms	5565
1788.	Assam-Tripura Road	5566
1789	Traffic Officers on Central Railway	5566
1790	Calcutta-Delhi Road	5567-68
1791.	Sugarcane	5568
1792.	Lx-Oudh Trishut Section of N L Railway	5568-69
1793.	Bridge across Gandak River	5569
1794	Non-payment of Officiating Allowance	5569-70
1795	Community Development work in Mysore State	5570
1796	Railway Wireless Office, Bikaner	5570-71
1797.	Refrinement of Daily Paid Staff of Indian Agricultural Research Institute	5571-72
1798	Theft in Goods Train	5572
1799	Divisional Headquarters at Khurda Road	5572-73
1800	Special Multi-purpose Tribal Blocks	5573
1801	Projects and Works on Railways	5573-74
1802.	Government Aid to Mission Hospitals	5574
1803.	Outdoor Patients in Railway Dispensaries	5574-75
1804	Braches on Tuni-Waltair Section	5575-76
1805.	Unhygienic Conditions in Krishna Nagar	5576
1806	Thefts at Gorakhpur Junction	5576-77
1807	Car Sheds at Kharagpur Station	5577
1808.	Fly Catching Device	5578

WRITTEN ANSWERS TO
QUESTIONS—contd

U.S.Q No.	Subject	COLUMNS
1809	Procurement Drive	5578
1810	Selection for Class IV posts in Bikaner Division	5579
1811	Capturing of Goods Train	5579-80
1812	Development of Cambay Port	5580
1813.	Theft of Goods at Raxaul Station	5580-81
1814.	Expansion of Mahendraghat Station	5581-82
1815	Grand Trunk Express	5582
1816	Ticket printing and issuing Machines	5583-84
1817	Rail Link from Berhampur to Durgaprasad	5584
1818.	Railway Lines in Orissa	5584
1819	Irrigation Schemes in Manipur	5585
1820	Hindumalkot Bhatinda Section	5585
1821	Railway Arrangements for Puja Festival at Calcutta	5585-87
1822	Unauthorised Vendors on Railway Stations	5587
1823	Vaccines	5587
1824	Rural Water Supply Schemes	5587-88
1825	Rice Mills in States	5588-89
1826	Through Traffic between Tidanga and Nimita Station	5589-90
1827	Overwork by Engine Drivers	5590
1828	Central Dairy Scheme for Kerala	5590-91
1829.	Animal Husbandry	5591-92
1830	Railway Tickets	5592
1831	Santhal Paharia Seva Mandal Bihar	5592-93
1832	Bridge over Ranganga	5593
1833	Bogus Police Warrants	5593-94
1834	Theft of articles	5594
1835.	Electrification Scheme for Manipur	5594-95
1836	Artificial Insemination Scheme	5595
1837.	Sale of Fertilizers in Manipur	5595-96
1838.	Purchase of Trucks for Manipur Administration	5596-97

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U.S.Q. No.	Subject	COLUMNS
1849.	Loan for Manipur	5597
1840.	Cooperative Societies in Tripura	5597
1841	Locust Control	5597-98
1842.	Cheating in Freight Booking	5599
1843.	Accidents at Level crossings	5599
1844.	Grants for construction of Roads	5599-5600
1845.	Rail Reservation Indicators	5600-01
1846	Rail Coaches and Wagons	5601-02
1847	Train Collision	5602-03
1848	Irregular Train Services on Poona Lonavalla Section	5603-04
1849	Konkan Railway	5604
1850	Prices of Foodgrains	5604-05
1851	Jamsar Railway Station	5605
1852.	Purchase of Land	5606
1853.	Bridges on Rivers in Orissa	5606-07
1854	Damage Due to Floods	5607
1855	Caterers on Northern Railway	5608
1856	Tractor Testing Station	5608
1857.	Overbridge on Rohtak Road	5608-09
1858.	Development of Fisheries in Manipur	5609
1859.	Fisheries in Manipur	5609
1860.	Forests in Manipur	5610
1861.	Spleen and Blood Survey in Manipur	5610
1862.	Leprosy in Manipur	5610-11
1863.	Land Revenue Department in Manipur	5611-12
1864.	S S. "City of New York"	5612
1865.	Community Development Blocks	5612-13
1866.	Derailment of a Goods Train	5613-14
1867.	Facilities on Stations on N.E. Railway	5614-15
1868.	Advisory Committees	5615
1869.	Post & Telegraph Buildings	5615
1870	P. and T. Building at Secunderabad	5615-16

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U.S.Q. No.	Subject	COLUMNS
1871.	P. & T. Building at Salem	5616
1872.	P. & T. Building at Jaipur	5616-17
1873.	Building for D.T.O. Calcutta	5617
1874.	Telegraph Staff Quarters at Kozhikode	5617-18
1875.	Community Development Work in Madras	5618
1876.	Slum Clearance	5618-19
1877.	Milk Colonies in Delhi	5619-20
1878.	Team to study Agricultural System in China	5620
1879	Telephone Facilities on India-Tibet Road	5620-21
1880.	Transport in Himachal Pradesh	5621
1881.	Transport in Himachal Pradesh	5622
1882.	Repairing of Shops	5622-23
1883.	Team of Advisers	5623
1884.	Hingoli-Khandwa Rail Link	5623-24
1885	New Flag Station	5624
1886	Railway Siding	5624-25
1887	Missing of Press Machines	5625-26
1888	Sleeping accommodation for Second Class Passengers	5626
1889.	Sugarcane	5626-27
1890.	Ravalgaon Sugar Factory	5627
1891.	Homeopathic Enquiry Committee	5627-28
1892.	Telephone Receivers	5628
1893.	Employment in Merchant Vans	5628-29
1894	Dharamsala out-agency	5629
1895	Master Plan for Exploration of Water Resources in Kerala	5629-30
1896.	Acquisition of Land for a cooperative Society	5630-31
1897.	Tourist Cars	5631-33
1898.	Ayurvedic and Unani Tibbia College, Delhi	5633
1899.	Water Supply for Delhi	5633-34
1900.	Loans for purchase of Foodgrains	5634
1901.	Ticketless Travelling	5634-35
1902.	Filtration plant at Rohtak Road Delhi	5635

WRITTEN ANSWERS TO
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U.S.Q. No.	Subject	COLUMN
1903.	Lower Selection Grade in Posts and Telegraphs Department	5636
1904.	Amenities at Stations	5636-37
1905.	Amenities at Stations	5637-38
1906.	Electrification of Stations	5638
1907.	Passenger Guides	5639-40
1908.	Camping Coaches	5640
1909.	Extra Departmental Staff of Posts and Telegraphs Department	5640-41
1910.	Rate prices in Madras State	5641
1911.	Amenities at Stations	5641-42
1912.	Bungalows for Officers	5642
1913.	Nurses in Railway Hospitals	5642-43
1914.	Barhan Ita Railway Line	5643
1915.	Electrification of Quarters at Dum Dum Airport	5644
1916.	Chowkidars in Civil Aviation Department	5644-45
1917.	Staff Quarters at Aerodromes in Tripura and Assam	5645-46
1918.	Service Code and Recruitment Rules of Civil Aviation Department	5646
1919.	Passenger Amenities	5646-47
1920.	Thefts on Goods Wagons	5647-48
1921.	Air Accidents	5648
1922.	Posts and Telegraphs Colony Madurai	5649
1923.	Telephone Exchange Madurai	5649-50
1924.	Practice of Surgery by Vaidas	5650
1925.	Postage Payments Post Offices	5650
1926.	Ministry of Irrigation and Power	5651
1927.	Straits Settlements/Karachi/Persian gulf Conference	5651
1928.	Train Derailment	5651-52
1929.	Food Production	5652-53
1930.	Drain from Kalapur to Brahmapuri River Orissa	5653
1931.	Fashions Film	5653
1932.	Co-operative Movement	5654
1933.	Railway Stations	5654
1934.	Railway Time Tables	5655

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMN
1935.	Kottayam Head Post Office	5656
1936.	Trunk Calls	5656-57
1937.	Roads in Hunsarai Pradesh	5657
1938.	Purchase of Railway Engines and Wagons	5657
1939.	Drinking Water for Krishnarupu, District Faridabad	5658-59
1940.	Recruitment of Supervisors for Railway Works Department	5659
1941.	Pay Scales of Teachers in Railway Educational Institutions	5659-60
1942.	Search of Passengers by J.R.C. Officers	5660
1943.	Sugar Cane	5661
1944.	Indigenous System of Medicine	5661
1945.	Private Schools in South Indian Railway	5662
1946.	Siadar Control Officer	5662-63
1948.	Tube Wells in Orissa	5663
1949.	Carriers on the South Eastern Railway	5664
1950.	Milk Supply Schemes in Tripura	5664-65
1951.	Erosion of Khowai River	5665
1952.	Reclining of Rida Sagar in Tripura	5665-66
1953.	Post and Telegraph Employees	5666-67
1954.	Electric lighting of Railway Lines	5667
1955.	Indian Railway Officials in Pakistan	5667-68
1956.	Doubling of Line	5668
1957.	Roads in New Delhi	5668-69
1958.	Termal Building at Jorhat Airport	5669
1959.	Farmers Planting	5669-70
1960.	Hukud Dam	5670
1961.	Thefts on North Eastern Railway	5670-71
1963.	Thefts on Railways	5671-72
1964.	Poultry Farming in Hunsarai Pradesh	5672
1965.	Fruit Canning Industry in Hunsarai Pradesh	5673
1966.	Diesel Cars on Northern Railway	5673

WRITTEN ANSWERS TO
QUESTIONS—contd

U.S Q No	Subject ,	COLUMNS
1967	Pakistani Seamen	5674
1968	Hindi Translators and Assitants	5674-75
1969	Contract for Manufacturing Wagons	5675
1970	Bombay Agra Road	5675-76
1971	Manmad-Nardana Indore Railway Line	5676
1972	Handling Contracts at Gauhati	5676-77
1973	Nagarjuna Sagar Project	5677
1974	Embezzlement	5677-78
1975	Division Headquarters at Olavakkode	5678
1976	Revision of Seniority in Assistants Cadre in Railway Board	5678
1977	Road from Roorkee to Badrinath	5679
1978	Wood and Construction of Gilders	5680
1979	Scarcity Conditions in Punjab	5680
1980	Community Development Projects in Himachal Pradesh	5681
1981	Orchards in Punjab	5681-82
1982	Cashewnut Cultivation in Punjab	5682
1983	Corruption Cases	5683
1984	Railway Bridges damaged during Rains	5683
1985	Waiting Rooms	5684
1986	Purchase of Coarse rice by Madhya Pradesh Government	5684
1988	Ropeway between Jammu and Srinagar	5684
1989	Temporary Employees in Bikaner Division of Northern Railway	5684-85
1990	National Highway between Hyderabad and Bangalore	5685-86
1991	Railway Tickets	5686
1992	Train Accident	5687
1993	Oil Sardines	5687
1994	Goods Train Collision	5687-88
1995	Labour Camps in Delhi	5688-89
1995-A	Mantri Type Schools in Tripura	5689
1995-B	Fair Price Shops in Bihar	5689-90

WRITTEN ANSWERS TO
QUESTIONS—contd

U S Q No	Subject	COLUMNS
1995-C	Floor Price of Jute and Mesta	5690
1995-D	Export of Grapes and Mango Pickles	5690-91
1995-F	Elephant Equipment	5691-92
1995-F	Recovery of Agricultural Loans	5692
1995-G	Stray Cattle in New Delhi	5692-93
PAPERS LAID ON THE TABLE		
The following papers were laid on the Table —		
1	A copy of Notification No B/1/P/24 56/57-8 dated the 26th November, 1958 under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939, making certain amendment to the Motor Vehicles Rules for Manipur 1941 published in the Manipur Gazette	
2	A copy of the Audit Report Defence Services, 1958 (including Report on the Appropriation Accounts of Defence Services and the Commercial Appendix thereto for the year 1956-57) under Article 151 (1) of the Constitution	
3	A copy of the statement containing reply to a memorandum received from a Member in connection with Demands for Grants (Railways) 1958-59	
REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS PRESENTED		
Thirty-third Report was presented		
CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE		
The Deputy Minister of Civil Aviation (Shri Mohiuddin) laid on the Table a statement regarding the programme for the development of airports at Bombay, Calcutta and Delhi for reception of Jet aircraft		

5694-95

COLUMNS

BILLS INTRODUCED

5695-96

- 1 The Delhi Land Reforms (Amendment) Bill
- 2 The Delhi Panchayat Ra (Amendment) Bill

REPORT OF COMMITTEE OF
PRIVILEGES ADOPTED

5696—703

Sixth Report was adopted

BILLS PASSED

5703—84

- 1 The Minister of Revenue and Civil Expenditure (Dr B Gopala Reddy) moved for the consideration of the Appropriation (No 5) Bill 1958. The motion was adopted. After clause-by-clause consideration the Bill was passed
- 2 Further clause-by clause consideration of the Delhi Rent Control Bill as reported by the Joint Committee concluded. The Bill was passed as amended

BILL UNDER CONSIDERA-
TION

5-94—5814

The Minister of Industry (Shri Manubhai Shah) moved that the Indian Tariff (Amendment) Bill be taken into consideration. The discussion was not concluded

DISCUSSION RE EM-
PLOYMENT OF RETIRED
OFFICIALS IN PRIVATI
COMPANIES

5814—81

Shri A C Guha raised a discussion on the policy of Government with regard to the question of the ex-Chairman

COLUMNS

DISCUSSION RE EM-
PLOYMENT OF RETIRED
OFFICIALS IN PRIVATE
COMPANIES—*contd*

and other ex-Members of the Railway Board, as also retired high officials of Government, seeking employment in companies which have extensive dealings, and contracts with the Ministries, in particular with reference to the employment in M/s, Bird and Co of an ex-Chairman of the Railway Board from the date of his retirement

The Minister of Railways Shri Jagjivan Ram replied to the debate and the discussion was concluded

HALF AN-HOUR DISCUS-
SION

5881—86

Shri Nagi Reddy raised a half an hour discussion on points arising out of the answer given on the 18th November, 1958 to Starred Question No 44 regarding Tungabhadra High Level Canal

The Deputy Minister of Irrigation and Power (Shri Hathu) replied to the debate

AGENDA FOR WEDNES-
DAY, 18TH DECEMBER,
1958

Further discussion on the motion to consider and passing of the Indian Tariff (Amendment) Bill and consideration and passing of the Cinematograph (Amendment) Bill