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Vaisakha 8, 1881 (Saka)

LOK SABHA DEBATES

(Seventh Session)



(Vol. XXX contains Nos. 51—60)

LOK SABHA SECRETARIAT
NEW DELHI

62 nP (INLAND)

THREE SHILLINGS (FOREIGN)

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13673

13674

LOK SABHA

Tuesday, April 28, 1959 Vaisakha 8,
1881 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

“Kucha” Irrigation Wells in West Bengal

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*2074. { Shri S. C. Samanta:
 { Shri Subodh Hansda:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 38 on the 18th November, 1958 and state what further progress has been made as regards the ‘Kucha’ Irrigation Wells in West Bengal?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): Another set of observations was carried out on two wells of the design of Shri Iyengar in district Bankura, West Bengal, during 27th November to 1st December, 1958. The results obtained are disappointing. These observations were examined by a Committee of Government of India experts. They do not consider this proposal to be any improvement on the existing design of wells now in vogue. The resultant benefit is considered disproportionate to the estimated cost. The Government of West Bengal have since reported that they are not interested in the construction of wells of Shri Iyengar's design.

Shri S. C. Samanta: May I know whether it was experimented in north Bengal?

Shri M. V. Krishnappa: It was experimented in Bankura District.

Shri N. R. Munisamy: May I know whether it is not a fact that even from 1956 onwards the Government of West Bengal are expressing regret of not taking sufficient interest in this scheme as it does not satisfy the soil of the land?

Shri M. V. Krishnappa: Yes, Sir. The West Bengal Government from the beginning were opposed to this design of wells to be constructed in West Bengal. Still, Shri Iyengar came to Delhi and approached the Ministry. We felt that there must be some professional prejudice in this matter. When a new scheme is considered on a experimental basis, we thought that we must try again. We tried to have them in Bengal and we are trying in Delhi State also.

Shri S. C. Samanta: Why only in one place was it experimented? Why was it not done in different districts?

Shri M. V. Krishnappa: These two wells were dug in Bankura District when Shri Iyengar was Collector there as a test relief measure. To dig another well it costs nearly Rs. 50,000 for which the West Bengal Government was not prepared.

Shri N. R. Munisamy: May I know the opinion of the technical experts in this regard and how far their opinion conforms to the present construction near about Delhi?

Shri M. V. Krishnappa: All expert opinion on this matter has been very adverse to Shri Iyengar. Still we want to pursue the matter and try it. In Delhi State, they have dug only 10 feet in depth. We have asked the Delhi State authorities to associate themselves and report it to Shri Iyengar. As the work proceeds we

want to see that Shri Iyengar is kept in touch

National Policy for Transport Development

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 *2075 { Shri Ram Krishan Gupta:
 Pandit D. N. Tiwary:
 Shri Damani:
 Shri Hem Barua:
 Shri Elayaperumal:
 Shri Harish Chandra Mathur:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 601 on the 4th December, 1958, and state at what stage is the question of evolving a national policy in regard to the development of different means of transport, including road transport?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): It has been decided to set up a Committee to advise the Government in regard to the principles on which a national transport policy of the country may be formulated. The composition and functions of the Committee are being finalised.

Shri Ram Krishan Gupta: May I know whether this question has been discussed with the State Governments concerned so far?

Shri Raj Bahadur: It would be discussed as and when the principles for the formulation of the policy are evolved by the Committee.

Shri Ram Krishan Gupta: May I know whether it is a fact that some of the States have refused to nationalise road transport? If so, what are the names of those States?

Shri Raj Bahadur: There is a programme of nationalisation which is determined by the respective State Governments on their own. I am not aware that any decision in a collective manner has been taken by the States. I do not think any such decision has been taken by any of the State Governments.

सेठ गोबिन्द दास क्या इस कमेटी के टर्म्स ऑफ रेफरेंस में यह बात भी रक्खी जायगी कि ऐसे राज्यों और ऐसे क्षेत्रों में जो कि अभी भी पिछड़े हुए हैं, उनमें हम पालिसी को बनाने के समय विशेष तौर पर ध्यान रक्खा जाएगा ?

श्री राज बहादुर राष्ट्रीय नीति निर्धारण के समय में जो क्षेत्र पिछड़े हुए हैं उनका ध्यान रक्खा जायगा, ऐसा अनुमान लगाया जा सकता है।

Shri Harish Chandra Mathur: What are the circumstances under which this Committee is being appointed? What initiated the appointment of this Committee—whether it was in connection with certain inland

Shri Raj Bahadur: As far back as 1950 the Motor Vehicles Taxation Enquiry Committee recommended that we should have for our country a national transport policy. This recommendation was repeated by the Transport Advisory Council held in 1951. The Study Group in Transport Planning also made a similar recommendation. Finally, in their Sixtieth Report the Estimates Committee also have advised that the Government should announce formally their policy in regard to the development of different means of transport.

Shri Harish Chandra Mathur: May I know whether this matter had already not been discussed with the Planning Commission? What views were expressed by the Planning Commission? Are we going without a national policy so far?

Shri Raj Bahadur: We do not have a national transport policy as such. There is no doubt about it. But we do go by certain broad principles which may be beneficial to all the various forms of transport. At present there is no pre-determined or concrete policy as such.

Pandit D. N. Tiwary: When the Committee is being formed, may I

know whether representation to the States will be given?

Shri Raj Bahadur: It will be a high level body of experts and economists I think that at the moment we should confine only to a small committee which can go into the entire question and evolve the principles on which such a policy could be formulated

Shri Hem Barua: In view of the fact that Shri S K Patil said on a previous occasion that the policy of the Government has been neither national nor comprehensive may I know why is it that the Government have taken so long a time to evolve a national transport policy even after such a strong statement coming from the hon Minister?

Shri Raj Bahadur: So far as we in this country are concerned we are well aware that there is already ample scope for the expansion and development of various forms of transport It is only lately that we have thought it necessary that some amount of determination of the respective scopes and areas of expansion for each form of transport should be made and borne in mind or followed on the basis of certain well-defined principles It is on that account that we now feel more urgently the need for the evolution of such a policy

Shri Ramanathan Chettiar: Is Government contemplating to set up a National Transport Development Board on the lines of the National Shipping Board?

Shri Raj Bahadur: We have got a Transport Development Council which has got the hon Minister of Transport and Communications as its Chairman and the various Ministers of Transport in the various State Governments as its members

Shri Basappa: May I know whether the Road Transport Corporation in any part of the country has asked for financial help? If so, may I know whether the Government has taken any steps about it?

Shri Raj Bahadur: The question hardly arises, but various State Governments have required some loan assistance from us for the expansion of the nationalised sector of transport in their areas

Shri V. P. Nayar: May I know whether in view of the fact that this Committee is to decide upon a policy which is of vital consequence to the country, this House will be associated at least through one hon Member with this Committee?

Shri Raj Bahadur: That is a suggestion for action We shall bear it in mind That is all I can say I do not know whether we shall be able to do it or not

Shri Tangamani: May I know whether the Committee will also take into consideration the Nagpur Plan for the development of road transport or whether the Plan has been given up?

Shri Raj Bahadur: May I point out that this Committee will go in for the formulation of principles in respect of road transport and not road development Road development is different from road transport development

श्री रामसिंह भाई वर्मा जैमा श्रीमान्
ने बतलाया

Mr. Speaker: Hon Member does not give notice of a question What can I do? There are so many other Hon Members whose names appear in the list

Shri Ram Krishan Gupta: May I know whether it is a fact that the Planning Commission put forward certain proposals in this regard to the Punjab Government which have been rejected by the Punjab Government?

Shri Raj Bahadur: I do not think any such question arose because the question pertains to the evolution of a national transport policy and the Planning Commission

could not conceivably forward any suggestions in this behalf to the Punjab Government because that would hardly have been relevant or necessary.

श्री रामसिंह भाई वर्मा : श्रीमान् ने पिछड़े हुए क्षेत्रों के लिये बतलाया । क्या उनके ऊपर अधिक ध्यान दिया जायेगा और उन्हें प्राथमिकता दी जायेगी ?

श्री राज बहादुर : मैं आशा करता हूँ कि जो समिति बनेगी वह पिछड़े हुए क्षेत्रों की आवश्यकताओं को विशेष रूप से ध्यान में रखेगी ।

भारत व नेपाल के बीच डाक सम्बन्धी करार

*२०७६ श्री भक्त बर्शन : क्या परिवहन तथा संचार मंत्री १७ दिसम्बर, १९५८ के तारंकित प्रश्न-संख्या १११६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि भारत व नेपाल के बीच डाक व तार की संचार व्यवस्था के बारे में करार करने की जो बातचीत चल रही है, उसमें इस बीच क्या प्रगति हुई है ?

परिवहन तथा संचार मंत्री (श्री स० का० पाटिल) : बातचीत अभी जारी है ।

श्री भक्त बर्शन : मैं यह जानना चाहता हूँ कि बातचीत कब तक जारी रहेगी ?

श्री स० का० पाटिल : जब तक कि दोनों सरकारें आखिरी निर्णय पर नहीं आयेंगी ।

श्री भक्त बर्शन : क्या यह बताया जा सकेगा कि इस समझौते में जो यह देरी हो रही है इसके पीछे क्या परिस्थितियाँ हैं, और किन कारणों से इतनी देरी हो रही है ।

श्री स० का० पाटिल : परिस्थितियाँ तो हैं । नेपाल के पास पहले से ऐसी योजना नहीं थी । वह कोशिश कर रहे हैं योजना बनाने की । लेकिन इतना बड़ा आरगेनाइजेशन पी०

एण्ड टी० का तैयार करना कोई मामूली बात नहीं है । उसमें समय लगता है ।

श्री भक्त बर्शन : जब तक यह समझौता भारत और नेपाल के बीच नहीं होता है तब तक के लिए भारत से नेपाल जाने वाली चिट्ठियों, तारों, टेलीफोन आदि को पहुंचाने की क्या व्यवस्था की गयी है ?

श्री स० का० पाटिल : वही व्यवस्था है । हमारे एम्बेसी में पोस्ट आफिस है वह भारत के नेशनल्स के लिये और नेपाल वालों के लिए व्यवस्था करता है । वह सब के लिए व्यवस्था करता है ।

Shri Wodeyar: May I know whether the settlement will come under the Colombo Plan programme and whether any Nepalese are invited to India to undergo training in Postal and Telegraph communications?

Shri S. K. Patil: I do not think it will come under the Colombo Plan. It is a bilateral agreement. One will replace the other agreement between the two Governments. Some other Government might come in just like the U.S.A. so far as the wireless part of it is concerned. Beyond that, there is no other participation.

श्री प० ला० बाळपाळ : मंत्री जी ने चिट्ठी आदि के पहुंचाने की व्यवस्था के बारे में बतलाया । मैं जानना चाहता हूँ कि एक्सप्रेस डिलीवरी चिट्ठी के पहुंचने में क्या आडिनरी चिट्ठी से आठ नौ घंटे ज्यादा लगते हैं ?

श्री स० का० पाटिल : नेपाल और इंडिया की चिट्ठियाँ ?

श्री प० ला० बाळपाळ : सभी जगह की ।

श्री स० का० पाटिल : यह सवाल तो इससे उठता नहीं ।

This question relates to Nepal and India only, and the arrangement between them.

श्री ए० ला० बाबूपाल : मैं तो माल इंडिया की बात कर रहा हूँ ।

अध्यक्ष महोदय : नेपाल उत्तर दिशा में है, माल इंडिया दक्षिण दिशा में है ।

सेठ अचल सिंह : क्या माननीय मंत्री बताने की कृपा करेंगे कि जो एप्रोपेट हो रहा है उसके फाइनेन्शियल इम्प्लीकेशन्स क्या होंगे?

श्री स० का० पाटिल : इसके लिये खास नोटिस चाहिये । वह अभी मेरे पास नहीं है ।

Teak Cultivation in Orissa

*2077. Shri Panigrahi: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 194 on the 17th February, 1958 and state:

(a) whether Orissa Government have submitted any scheme to the Union Government for teak cultivation in Orissa State;

(b) whether the scheme has been considered by the Union Government; and

(c) whether any assistance is being given to Orissa for undertaking large-scale teak cultivation in the State during the Second Five Year Plan period?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa (a) and (b). Yes, Sir.

(c) A statement is laid on the Table of the Sabha

STATEMENT

In the 2nd Five Year Plan of Orissa there is a scheme for the plantation of teak and other valuable timbers. Under the pattern of central financial assistance for forestry schemes, this scheme is eligible for loans upto 100 per cent During 1956-57 and 1957-58 an amount of Rs. 48,000 and Rs. 85,000 respectively was sanctioned as loan For 1958-59 a total sum of Rs. 6,76,000 was sanctioned as loan for forestry and soil conservation schemes. In accordance with the revised financial

procedure it has been left to the State Governments to allocate funds for individual schemes out of the block amount mentioned above For 1959-60 a sum of Rs 98,000 has been approved by the Planning Commission for this scheme by way of loan.

Shri Panigrahi: May I know whether the original proposal of the State Government was to bring in more than 8000 acres under teak cultivation? May I know what progress has been made so far towards this end?

Shri M. V. Krishnappa: It was not 3000 acres, it is more.

Shri Panigrahi: 8000 acres.

Shri M. V. Krishnappa: It was 8000 acres We have approved nearly 5000 acres to be brought under teak cultivation in the Second Plan so far. Up till now, in the Second Plan, they are able to bring more than 3800 acres by spending Rs. 207,000 and the remaining portion will be covered in the remaining period of the Second Plan.

Shri Panigrahi: May I know whether the Government have any programme with regard to the total acreage of land which will be brought under teak cultivation during the Second Plan period throughout the country?

Shri M. V. Krishnappa: In the Second Plan period, as the hon. Member said, the Orissa Government wanted 8000 acres We approved of 5000 acres so far out of which more than 50 per cent have now been completed The remaining portion will be completed in the remaining period.

Shri V. P. Nayar: In view of such assistance being given to some States in the matter of developing teak plantation, may I know whether the Government have any idea to give financial assistance to States which already have grown teak in very large quantities and where the conditions are ideal for raising teak plantation like the Kerala State?

Shri M V Krishnappa: Yes, Sir. There is a plan according to which in the Second Plan period, we have to bring under teak cultivation 90,000 acres. Especially the area referred to by the hon. Member, Nilambur area is best suited for that and it is being grown there. One of the best teaks is grown, and help is being given.

Shri Ranga: Are any steps taken to see that the plantations are carried on? Is the progress being watched by any officer going from the Centre from time to time?

Shri M. V. Krishnappa: The States send fortnightly and monthly reports about the progress. Some of our senior officers of Forest go round and have a look at the various plantations.

Shri C. K. Bhattacharyya: What is the cost per acre of teak cultivation in Orissa, and what is the cost per acre in other States that the Government has taken up?

Shri M. V. Krishnappa: In Orissa it costs for 5000 acres Rs 2,40,000. In other States also, it depends upon the area, it costs almost the same amount.

Shri Tangamani: Out of Rs 67 lakhs which were sanctioned for the year 1958-59, how much has been spent by the Orissa Government?

Shri M. V. Krishnappa: It is too early to say what they have spent last year.

Third Class Tourist Cars

***2078. Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether any steps have recently been taken to provide additional 3rd Class Tourist Cars and Tourist special trains;

(b) if so, the number of third class Tourist cars ordered for construction, and the number of Tourist special trains arranged for 1959, and

(c) the parties with whom orders have been placed for manufacture of the third class Tourist cars?

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

(b) 36 Broad Gauge and 16 Metre Gauge 3rd Class Tourist Cars have been ordered for construction during the Second Five Year Plan. During the period 1959 to 1963, 20 Tourist special trains have been run—8 for foreign tourists, 8 for pilgrims, 2 for pilgrims and 1 for students.

(c) The 36 Broad Gauge Tourist Cars are being built by South Eastern Railway departmentally. As regards Metre Gauge, 10 have been built by M/s Kays Construction Company (P) Ltd., Calcutta, and the balance 6 by M/s Noorulla Ghazanaffarulla, Allahabad.

Pandit D. N. Tiwary: May I know whether the income from these Tourist specials covers all the expenditure or there is any loss?

Shri Shah Nawaz Khan: We do not work out the income and loss separately for each Tourist car. But, by and large, they serve the purpose for which they are made.

Mr. Speaker: He wants to know whether it is a profitable concern. They do serve the purpose of carrying passengers from one part of the country to another.

Shri Ranga: It serves tourism.

Shri Shah Nawaz Khan: They encourage tourism.

Mr. Speaker: He wants to know about the financial implications.

Shri Shah Nawaz Khan: We do not work out the financial implications separately for each compartment and that sort of thing. We work it out for the Railway as a whole.

Mr. Speaker: Special cars are run.

The Minister of Railways (Shri Jagjivan Ram): I may add, though it is not worked out separately, on the whole, we do not run these cars.

riages at a loss We see that it meets the cost of haulage and other things There is no loss on that

Shri D. C. Sharma: I find that special tourist cars for students have been as low as one May I know why it is so—why this number has been so low—whether the amenities provided to the students are not adequate to attract them?

Shri Shah Nawaz Khan: The hon Member probably missed my reply This was for the period from January to March, which is a very busy period for the students But, in other periods when the students have more leisure, we run more trams for the students The answer I gave was specifically for the period from January to March

Shri Bishwanath Roy: May I know whether the Government propose to increase the number of special trains for the tourists?

Shri Jagjivan Ram: There is no proposal because that will depend upon the number of tourist cars at our disposal

Shri S. M. Banerjee: May I know whether there are private agencies also which are running these trains in co-operation with the Railways? They pay some money to the Railway department and run special trams for pilgrims What is the amount that is paid by them? May I know whether such trains cannot be run by the Railways themselves and money derived from out of it?

Shri Shah Nawaz Khan: It is wrong to say that any private parties run trains because the actual running operation is by the

Shri S. M. Banerjee: Running means conducted by private agencies, like the KUNDU Special

Mr Speaker: The hon Member must be able to understand the question It is so simple There are Yatra specials coming almost every month during this season As soon as Spring starts, from Cape Comorin to

the Himalayas, Yatra Specials go round the country He wants to know whether they are not making any contribution What is behind the back of his mind is, if they are making contributions, why not the Railways themselves run these trains and make profit.

Is not the hon Minister aware of yatra specials?

Shri Shah Nawaz Khan: Of course, I am aware

Mr Speaker: There is a 'Ranga Special' also There is a kisan special by name 'Ranga Special'

Shri Shah Nawaz Khan: The House is fully aware of the concessions that we allow for trains carrying kisans, industrial labour and the students We do receive certain request from certain agencies who organise pilgrim specials, and sometimes even kisan specials, but the concessions which the railways allow to them are the ordinary concessions which are given to anybody

Mr Speaker: I am afraid the hon Minister has missed the question Is not the Railway Administration making a profit by running these specials in aid of the private agencies, and if so, why should the hon Minister hesitate to say whether their own specials are producing any profit or not? Apologetically, it is said by the senior Minister that at best it may be balancing Hon Members want to know why it should be so

Shri Jagjivan Ram: The position is this, that when we run ordinary specials ordinary fares and charges are charged It is only in the case of kisans, students, and recently in the case of industrial workers when the parties are sponsored by the State Governments concerned, that the standard concessions are given In no other case is the concession given

Shri S. M. Banerjee: There is a man called Kundu who runs a Kundu Special He is charging Rs 200 to Rs 300, and he is giving the worst type of food The pilgrims are most-

ly all widows; even my mother and others travel in this train and face this trouble. May I know why Government do not run such special trains?

Shri Jagjivan Ram: As is well known, some enterprising persons organise and provide certain facilities to the passengers travelling by these specials. When we provide these specials as I have said, for normal specials, normal fares are charged.

Mr. Speaker: The hon. Member only wants to know whether the Railway Administration itself may not start these pilgrim specials and provide good food for the pilgrims.

Shri Jagjivan Ram: We can provide the food, but it will be very difficult to organise them and collect about three hundred to four hundred persons. They advertise, collect persons and provide certain facilities. I do not think the railways will be in a position to undertake that.

Shri C. K. Bhattacharyya: May I know whether the attention of the hon. Minister has been drawn to complaints appearing in the newspapers from passengers in these specials that they are not provided with all the requirements that had been promised to them when their passage was secured? Complaints like these have appeared in the newspapers after the tours have finished.

Shri Shah Nawaz Khan: We try and provide all the amenities that we promise. Sometimes, it happens—the main complaint that has been received is—that the kitchen car has not been provided. Where we cannot provide a proper kitchen car, we attach a wagon in which there will be space for cooking meals. That is the only complaint that we have received. As regards the other complaints regarding water etc. we make arrangements everywhere in respect of those things.

Shri D. C. Shrama: Is there any truth in what the hon. Member has said that that special is only for widows?

Mr. Speaker: Order, order.

Shri Jaipal Singh: There should be bachelor specials also.

Mr. Speaker: The hon. Minister may consider the desirability of running a special for Members of Parliament for going round all over the country.

Shri Jagjivan Ram: It can be run. There will be no difficulty.

Rail-Road Competition

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*2079. { **Shri Harish Chandra Mathur:**
 { **Shri Ram Krishan Gupta:**
 { **Shri Morarka:**

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 988 on the 24th March, 1959 and state:

(a) whether the question of rail-road competition has since been examined in consultation with the Planning Commission and the Ministry of Transport and Communications;

(b) if so, the main decisions arrived at, and

(c) what steps Government propose to take to secure better returns?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). The matter is still under consideration.

Shri Harish Chandra Mathur: What are the problems posed by competition from road transport, and what is the Railway Ministry's attitude and what are their suggestions in respect of these?

Shri S. V. Ramaswamy: It was only on 4th March, 1959 that the hon. Member had tabled a similar question, and he was given the answer that the discussion was going on between the Planning Commission, the Ministry of Transport and the Ministry of Railways. It is too soon to expect any outcome.

Shri Harish Chandra Mathur: My question is different. What are the problems which have been posed by competition from road transport, and

what is the Railway Ministry's attitude in respect of these?

Shri S. V. Ramaswamy: The whole thing is under consideration I am sorry it cannot be disclosed now.

Shri C. D. Pande: May I know whether in certain outlying areas, the railway movement is so slow that the difference between road and rail transport is very great, and at times for covering a distance of 50 to 60 miles, there is a difference of three to four hours, and if so, whether Government will consider relaxation in such cases so that the people may not be inconvenienced?

Shri S. V. Ramaswamy: We are trying to do our utmost to speed up the trains

Shri Harish Chandra Mathur: May I know whether the Railway Ministry have examined the reasons and the deficiencies on account of which people give preference to road transport and if so whether they have taken any steps to remove those deficiencies?

Shri S. V. Ramaswamy: All those have been considered, and they are now under discussion, as I said before

Reorganisation of Forest Department of Andamans

*2080. **Shri Raghunath Singh:** Will the Minister of Food and Agriculture be pleased to state

(a) whether Government had deputed a retired IFS officer to Andamans about 3 years back on special duty,

(b) if so, the object of his mission,

(c) whether he submitted any report to the Government *inter alia* on the working of Andamans forests and the recurring losses and on proper reorganisation of the Forest Department for efficient and economic working and

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

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes

(b) To review the prescriptions under the existing working plan of the Andamans Forest Department so as to fit in with the colonisation scheme and incidentally to look into the working of the department and make recommendations for its improvement

(c) Yes

(d) He submitted his reports in a number of instalments on the various items referred to him. A statement showing the items referred and the action taken on each is laid on the Table of the Sabha [See Appendix VI annexure No 59]. The question of placing the report on the Table bearing on any specific item or items other than those relating to items 4, 5, 9 & 12 in the statement will be considered if a specific suggestion is made. The Special Police Establishment is conducting investigations on the basis of reports relating to items 4, 5, 9 and 12 and it is likely that the enquiries may be prejudiced if these reports are placed on the Table of the House

Shri Raghunath Singh: May I know when the working plan for the revision of the working of the forests will be completed?

Shri M. V. Krishnappa: The action is in hand, and the work has been started already, we cannot say when it will be completed

Shri Raghunath Singh: May I know what steps have been taken for the plantation of rubber trees in the Andamans and Nicobar Islands?

Shri M. V. Krishnappa: I have placed on the table the recommendations and the action taken thereon

Shri Raghunath Singh: But there is nothing in the statement about this

Shri Bishwanatha Roy: May I know whether any special attempt is being made for plantation of those trees which are wanted in India at present?

Shri M. V. Krishnappa: Yes, that is one of the main reasons why we want to invest more money on the Andaman Islands. Such timber as India is importing could be grown there, and especially teak of the kind that is being imported from Burma and other places.

Shri Dasappa: Is not Gurjan wood fit for railway sleepers, provided it is treated? These Gurjan sleepers were going to UK some time back.

Mr. Speaker: From the Andamans?

Shri Dasappa: Yes, I am only speaking of the Andamans.

Shri M. V. Krishnappa: It is a fact that some wood was being exported out of the Andamans to various countries. But the main question relates to the report of the officer who had been appointed specifically for this purpose, and if any question is asked on his recommendations, then I am prepared to answer.

Shri Ranga: May I know whether Government have taken any decision to ensure that the wastage of timber, before it is cut down and after it is cut down, will come to be minimised, and more and more of it will come to be imported into the mainland?

Shri M. V. Krishnappa: That is the main reason for the appointment of this officer to go into the whole problem. He has gone into the problem. He was an experienced officer, a retired forest officer; he studied for nine months, and he has submitted his report, and action is being taken thereon to minimise all the losses and to see that most of this wood will come to the mainland.

Shri Hem Barua: From the statement I find that loss was incurred to the tune of Rs. 4,342 due to a bad transaction resulting out of the failure of a particular method of capturing elephants. Then, a certain loss was incurred because of the death of three elephants, and the statement also says that action has already been taken to regularise the losses. May I know the steps that have been taken to regula-

rise the losses, and whether any steps have been taken to recover the losses from the officer who has retired and who is responsible for these losses?

Shri M. V. Krishnappa: That officer has now retired. He took a wrong step to catch elephants in Mysore. He did not follow the natural method and followed a different method and elephants were not caught in the normal way. So, they had to incur a great loss. Now we have to fix the responsibility, to find out whether he is responsible or some one else is responsible. That is being done.

Shri Hem Barua: The statement says he is responsible. The statement also says indirectly that since he has retired, it is not possible to recover the loss. I want to know what steps are taken to recover the money from him though he has retired. Retirement is no excuse.

Shri M. V. Krishnappa: We have to fix the responsibility because this officer was in the Andamans and the elephants were caught by a different party of people in Mysore. So, the whole question is being examined and we are trying to fix the responsibility. If he is responsible, we will see that the money is recovered.

Shri Hem Barua: The statement is very clear.

Mr. Speaker: The statement is wrong, the hon. Minister is right. That is what is meant by the statement. Not once but twice the hon. Minister has said that it takes time to fix the responsibility, whatever might be the language that has been used there.

Shri Hem Barua: It is given in the statement.

Mr. Speaker: This is what he says. Possibly that is an over-statement there.

Shri Tangamani: One of the recommendations made by Shri Thirumurthi is that the plywood industry should be started. May I know whether Government has taken any

steps for starting the plywood industry?

Shri M. V. Krishnappa: We have asked the Commissioner to start this, and I think the progress report has not yet come

Rural Electrification in Kerala

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*2081. { **Shri Kodiyam:**
Shri Warior:

Will the Minister of Irrigation and Power be pleased to state

(a) the nature and extent of financial assistance given to the Kerala Government by the Centre for rural electrification during the first three years of the Second Five Year Plan, and

(b) whether the Kerala Government have asked for more funds for the rural electrification programme?

The Deputy Minister of Irrigation and Power (Shri Hathi) (a) and (b) A statement containing the requisite information is laid on the Table of the Sabha [See Appendix VII, annexure No 60]

Shri Kodiyam: What is the rate of interest charged on these loans to be given to the State Governments for rural electrification, and also what are the terms of these loans?

Shri Hathi: The condition for this loan is that it shall be repaid within 25 years. In the first five years they will have to pay only interest and not principal

Shri Kodiyam: May I know whether, apart from the loans given to the States, other assistance by way of grants will be given to them because I understand that the sub-committee set up after the engineers' seminar at Roorkee in 1954 had recommended that the States should be given contribution from the Centre to meet up to a maximum of 50 per cent of the cost of rural electrification as out right grant?

Shri Hathi: For the present no decision has been taken about giving

grant or subsidy. The decision at present is to give loans.

Water Supply to Jharia Coal Fields

*2082. **Shri Bose:** Will the Minister of Health be pleased to state

(a) whether it is a fact that a substantial amount of money was paid to the Jharia Water Board several years back to augment the water supply to the Jharia Coal Fields,

(b) if so, the work done to arrange for the water supply so far,

(c) the cause of delay in completing the work, and

(d) the time by which the water supply is expected?

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

(b) and (c) About 66 per cent of the work on the scheme was completed by the 31st March, 1958

(d) The scheme is scheduled to be completed by March, 1959

Shri Bose: May I know whether it is a fact that the pipe-line which is otherwise complete has been held up for a long time as the railways are not permitting the construction of a tunnel to lay the pipes under the railway track at a certain point?

Shri Karmarkar: I am not aware of this particular difficulty, but if there is any difficulty which the hon Member knows about and if he writes to us, we shall forward it with our compliments to the Railway Ministry. I have no doubt that the Railway Ministry will give due attention to the matter because this is a matter of public importance

Shri Bose: May I know whether the Government are aware that on account of the extraction of coal from underground, neither tanks nor wells hold any water in that area, and the entire population has to depend on pipe water?

Shri Karmarkar: I know about the scheme but not about this particular detail. It looks likely but I am not sure.

Building for G.P.O., New Delhi

*2083. **Shri P. C. Boroach:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the new building to house the General Post Office, New Delhi on Parliament Street is ready; and

(b) if so, when it is likely to be given to the General Post Office for use?

The Minister of Transport and Communications (Shri S. K. Patil): (a) A multistoried building has been constructed in Parliament Street.

(b) The requirements of accommodation have greatly increased since 1953 when the building was planned. According to the revised allocation, the G.P.O. will not be shifted to this building.

Shri P. C. Boroach: May I know if it is a fact that there was a proposal from the highest official of the Postal Department that the dissatisfied members of the public and the disgruntled members of the staff would find it easy to approach the senior officials if both the GPO and the P. & T Directorate were housed in the same building, and for that purpose the GPO was being shifted to the new building?

Shri S. K. Patil: I have not completely grasped the very long question. If it means that there would be some inconvenience, it is a fact, but we are trying to remove that inconvenience in other ways. It is a matter of planning in which it was thought that the administration and the other things should not be together. Therefore, we are making some other arrangements by which it can be done.

Shri P. C. Boroach: Is it a fact that the building was built specially to meet the requirements of the GPO?

Shri S. K. Patil: No, Sir. According to the original plan, only one-sixth space of the building was meant for the GPO. Out of 1,49,000 sq. ft., only 25,000 sq. ft. was meant for the GPO.

श्री संकत बरोचन : क्या मैं जान सकता हूँ कि यह जो मल्टी-स्टोरीड बिल्डिंग बनाई गई है, इसमें दिल्ली के बड़े डाकघर को यदि नहीं हटाया जा रहा है, तो क्या कोई ऐसी तैयारी की जा रही है कि नई बिल्डिंग बनाई जाए, यदि हा, तो उसके लिए कौन से कदम उठाये जा रहे हैं ?

श्री स० का० पाटिल : नहीं, आज तो इस प्रकार की योजना नहीं है। लेकिन योजना इस प्रकार की है कि भूमी का जो जी० पी० भो० है, उसको डाउन-ग्रेड किया जाए, मतलब इलिबरी पोस्ट आफिस वह हो लेकिन जी० पी० भो० नहीं रहेगा। जो ईस्टर्न कोर्ट में और पोस्ट आफिस है वह जी० पी० भो० बनेगा और उसके लिए ज्यादा जगह इधर उधर कुछ बिल्डिंग्स में—नई बिल्डिंग में नहीं—उसमें ही इधर उधर हेर फेर करके लेंगे और वह चीज बनेगी। कुछ आफिस जी० पी० भो० के और ईस्टर्न कोर्ट के नई बिल्डिंग में आए हैं जैसे रिसर्व का है, बगैरह बगैरह। इस प्रकार की व्यवस्था हम करने जा रहे हैं।

Pandit D. N. Tiwary: What is the estimated cost of this new building that has been constructed in Parliament Street?

Shri S. K. Patil: I have, unfortunately, no figures of the cost here. If the hon Member puts a question I would give him the figure.

Shri B. K. Galkwad: My question has been partly covered. I want to know how much amount has been spent on the construction of the building.

Shri S. K. Patil: The answer is the same as I have given to him.

Shri B. K. Galkwad: There are two questions: what is the estimated cost of the building and second question is how much we have spent on it.

Shri S. K. Patil: Both require separate notices.

Shri Dasappa: What is the floor space required for the GPO and what is the floor space required for the Directorate?

Mr. Speaker: He said it is only one-sixth.

Shri S. K. Patil: I said it was only one-sixth. If the hon. Member wants, I may say that the calculation was that GPO, New Delhi, would require 25,850 sq. ft, DGPT 58,450, and there are many other things also, but the GPO as such was given one-sixth of the total space.

B.K. and A.K. Rail Services

*2084. **Shri Aurobindo Ghosal:** Will the Minister of Railways be pleased to state:

(a) whether the B.K. and A.K. Rail Services of West Bengal have been suspended by the Managing Agents;

(b) if so, when; and

(c) the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). The Ministry of Railways is not directly concerned, but according to Press Reports, the train services on the Burdwan-Katwa and the Ahmadpur-Katwa private Railways were discontinued from 2nd April 1959 due to the workers having gone on strike after making certain demands in regard to their service conditions.

Shri Aurobindo Ghosal: May I know if the Government of India gives any grant or subsidy to this railway, and if so, what is the amount and how are the accounts supervised?

Shri Shah Nawaz Khan: We do not give any subsidy or loan. The position is that the Government of India had guaranteed a minimum return on

the capital-at-charge of these railways. That is the only interest that we have in that.

Shri S. M. Banerjee: May I know whether it is in the knowledge of the hon. Minister that the service conditions of the employees working in this railway excite more horror than pity; if so, whether Government would nationalise this railway in the larger interests of the country and those employees?

The Minister of Railways (Shri Jagjivan Ram): There is no proposal to take over the narrow gauge railway lines at present as has been repeatedly said in this House. As regards the service conditions, perhaps the hon. Member is aware that the dispute between the employees of the railway and the railway management was referred to adjudication last year and the award of the adjudicator is still in force.

Chambal Bridge

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*2085. { **Shri Kunhan:**
 Shri A. K. Gopalan:

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

(a) the progress made in the construction of bridge over river Chambal near Dholpur in Rajasthan;

(b) whether Government have given notices to the workers terminating their services;

(c) if so, the number of workers served with notices; and

(d) the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 91.2 per cent upto 31st March 1959.

(b) No, Sir.

(c) and (d). Do not arise

Shri Kunhan: May I know what steps Government have taken to absorb these discharged workers in some other department?

Shri Raj Bahadur: My reply to that part of the question was 'no', but we do expect that when the work is completed towards the end of this year, as many as 16 workers who are now engaged on ferry etc will be rendered surplus. Some of them will be absorbed on another project which the CPWD is going to undertake, known as the Lakshmibai College of Physical Education in Gwalior.

सेठ अमल सिंह क्या मंत्री महोदय को मालूम है कि चम्बल पर जो ब्रिज बन रहा है उसमें स्टेम्बर्ड के माफिक सामान नहीं लग रहा है और नीचे किस्म का लगाया जा रहा है ?

श्री राज बहादुर एक शिकायत इस प्रकार की आई थी जो कि हमारी जानकारी में है। इसमें एकवायरी हो रही है। लेकिन जहाँ तक मालूम होता है पुल काफी अच्छा बन रहा है।

श्री राज सिंह भाई बर्मा इस पुल का काम सन् १९५६ में शुरू हुआ था और अभी तक पूरा नहीं हो सका है। क्या माननीय मंत्री महोदय यह बतलाने की कृपा करेंगे कि इसमें इतनी देरी का कारण क्या है ?

श्री राज बहादुर : यह अपने किस्म का एक अनोखा ब्रिज है। मैं समझता हूँ कि एशिया में यह सबसे ऊँचा सबमर्सिबल ब्रिज है। इसके डिजाइन में भी कई मंता परिवर्तन करना पड़ा। इसी के कारण इसके बनने में कुछ विलम्ब हुआ।

Lamphel Agricultural Farm Scheme

*2086. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state

(a) whether the Lamphel Agricultural Farm Scheme in Manipur has been abandoned, and

(b) if so, whether the reclaimed lands will be utilised by the Government or by Co-operatives or by individual farmers?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b) The information has been called for from the Manipur Administration and will be laid on the Table of the Sabha in due course.

Shri L. Achaw Singh: May I know whether some experts have been of the opinion that the Farm is not fit for cultivation due to the swampy nature of the soil?

Shri M. V. Krishnappa: Now interested parties round the Farm often spread the rumour that this Farm is going to be abandoned. But that is not so. As regards the expert opinion, we will get the information from the concerned Government and as soon as we get it, we will place it on the Table of the House.

Roads in Tripura

*2088. **Shri Bangshi Thakur:** Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that in the absence of regular road Moharipur of Belonia in Tripura remains cut off from the rest of Tripura for most part of the year, and

(b) if so, when the construction of the road is going to be taken up?

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

(b) The construction of a road from Moharipur to Kalkalighat, which will provide a link with the Udaipur Sabroom Road, is proposed to be taken up by the Tripura Territorial Council in the current financial year, subject to availability of funds.

Shri Bangshi Thakur: May I know whether Government are aware that during the rainy season for want of a regular road, the inhabitants of that area have to resort to Pakistan roads and other means of transport and face harassment?

Shri Raj Bahadur: The absence of communications, of course, puts them to a good deal of inconvenience.

Shri Bangshi Thakur: Can we expect that this road will be completed within the current year?

Shri Raj Bahadur: I have replied to that question—subject to availability of funds.

Shri Ranga: In view of the fact that questions of strategic importance are also involved in this, why is it that the hon. Minister simply repeats that they have told him that it will be taken up subject to availability of funds, when in fact the Tripura administration is dependent upon the Centre for additional funds?

Shri Raj Bahadur: But we have got to go by certain accepted programmes or schemes which are included or not included in the Second Plan. I have no hesitation in giving the assurance that we shall do our best to provide the funds for this particular work.

Shri Dasappa: What is the amount involved in this particular project?

Shri Raj Bahadur: The total amount that has been asked for by the Administration is Rs 8.60 lakhs.

Shri Dasappa: What is the mileage of the road?

Shri Raj Bahadur: Three. The cost for this particular road, apart from bridge etc., is estimated to be Rs 75 lakhs. The total demanded is Rs. 8.60 lakhs for the territory.

Shri Ranga: It is a land-locked area

Mr. Speaker: The hon. Minister will certainly consider this matter.

Shri Dasappa: Apart from normal considerations, in view of the strategic aspect mentioned by Shri Ranga, are Government going to bestow any special attention to this particular road?

Mr. Speaker: It is after all a matter of only Rs. 8 lakhs.

Shri Raj Bahadur: We shall do our best to provide funds for it.

Shri S. M. Banerjee: May I suggest that along with question 2089, questions Nos. 2097 and 2099 may also be taken up as they relate to the same subject?

Mr. Speaker: Is the Minister willing to answer them together?

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

Dead Body in Railway Compartment

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*2089. { **Shri S. M. Banerjee:**
 Shri Panigrahi:

Will the Minister of Railways be pleased to state:

(a) whether a dead body of a passenger was found in a third class compartment in Howrah-Delhi Express on the 10th April, 1959 at Allahabad;

(b) if so, whether investigations were made; and

(c) if so, the results of such investigation?

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

(b) and (c). The case is still under investigation by the Government Railway Police.

Robbery in Train

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*2097. { **Shri S. M. Banerjee:**
 Shri Panigrahi:
 Shri N. R. Munisamy:
 Shrimati Ila Palchoudhuri:

Will the Minister of Railways be pleased to state:

(a) whether two women were robbed in the train when travelling to Jhansi by the night passenger train on the 9th April, 1959 between Bhimsen and Paman stations;

(b) whether the culprits were arrested by the police;

(c) whether this is the second incident of its kind in a month and

(d) if so, steps taken by Government to stop such incidents?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes The incident however, occurred on 8-4-59

(b) Yes, 6 persons have been arrested under section 395 Indian Penal Code and 119 Indian Railway Act, 1890

(c) Yes, this is the second incident of its kind within the period of a month, the first having occurred on 10-3-59 between Karari and Datia stations

(d) The following precautionary measures have been taken —

1 Government Railway Police and train Guards have instructions to make frequent checks on ladies compartment

2 A lady travelling alone or with children below 12 years in a 1st Class compartment is permitted to take with her a female attendant holding a III class ticket during the portion of her journey between 8 p.m. and 6 a.m. or a dog on payment of usual charges

Robbery in Train

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*2099. { Shri Raghunath Singh:
Shri Tangamani:
Shri P. C. Borooah

Will the Minister of Railways be pleased to state

(a) whether it is a fact that a young couple coming to Delhi by Pathankot Express was robbed by four armed men soon after the train started from Sonapat on the 14th April, 1959, and

(b) if so, the details thereof?

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

(b) On 14-4-59 a newly married couple entrained a 2nd class compartment of Bombay Express at Sonapat at 19.30 hours. Soon after their boarding the train, four youngmen entered the compartment and later at the point of pistol and knives forcibly removed all ornaments worn by the wife and took away Rs 308 from the person of her husband. Subsequently they made the couple unconscious by sprinkling some drug on their faces and made away with the booty before the couple could regain consciousness. They regained consciousness at Narela station and lodged a complaint with the GRP/Delhi. The matter is under investigation by the GRP.

Shri S. M. Banerjee: Regarding question No 2097, which concerns the Jhansi line, it was stated previously that no policemen had been posted in that passenger train. May I know whether, in view of repeated incidents of this type, policemen have been posted in those trains?

Shri Shah Nawaz Khan: I require notice.

Shri Tangamani: In reply to question No 2099, the hon. Minister stated that the couple were left unconscious. I would like to know whether these four armed men who committed this robbery have since been arrested.

Shri Shah Nawaz Khan: Not yet. Investigations are going on.

Shri S. M. Banerjee: With reference to question No 2089, may I know whether the dead body was subjected to post-mortem, and if so, whether the man committed suicide or he was murdered or given poison? What is the report of the post-mortem?

Shri Shah Nawaz Khan: Post-mortem was carried out. The result of the examination was that he was dead due to shock and haemorrhage as a result of lacerated spleen. That is what the Civil Surgeon says.

Shri N. R. Munisamy: With reference to answer to question No 2097, may I know whether any concrete

steps have so far been taken with regard to providing the aid of armed police to compartments earmarked for ladies, as they do when Ministers travel?

Shri Shah Nawaz Khan: I might inform the House that all the persons involved in this case have been arrested.

Shri Tangamani: On a previous occasion also, near Punjab, a similar incident took place in the second class compartment, only with the difference that the particular woman was murdered. May I know whether Government will give more protection to those travelling in second class compartments in these express trains at least because of the repeated robberies and murders?

Shri Shah Nawaz Khan: The steps that are being taken by Government have been read out to the House. Where we find the law and order position deteriorating, we arrange for special escorts—G R P escorts—to accompany the train.

Only the other day there was a question about a lady who was sitting in a second class compartment. She was warned by the guard to lock the door from inside; and, in spite of the warning that was given to her somebody jumped on the foot-board and entreated her to open the door and she opened the door and he threw her out. What can the police do?

Shri Panigrahi: May I know how many such cases of deaths and robberies in trains during the year 1958 are still under investigation with the Railway Ministry?

Shri Shah Nawaz Khan: I shall require separate notice for that.

35 (A) LSD—2

Visakhapatnam Sugars and Refinery Ltd.

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*2090. { **Shri Nagi Reddy:**
Shri T. B. Vittal Rao:

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

(a) whether the management of Visakhapatnam Sugars and Refinery Limited have sought the permission of Government to shift the factory from Thummapala, Visakhapatnam District to Jaggampeta in East Godavari District;

(b) if so, what are the reasons advanced by them,

(c) whether Government have examined the same, and

(d) if so, what is the nature of decision arrived at?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir. An application has been received.

(b) The main reason given is inadequate and uncertain supply of sugarcane.

(c) The matter is being examined in consultation with the State Government, having regard to the interests of all concerned—cane growers, workers and factory owners.

(d) No decision has yet been arrived at.

Shri Nagi Reddy: May I know the number of years when the sugarcane was not properly supplied to this particular factory?

Shri A. M. Thomas: I have got the figures from 1950-51, the cane crushed varies from 8 lakhs mds to 28 lakhs mds.

Shri Nagi Reddy: Is it not a fact that except last year, when there was unprecedented floods in Sharda river, there has been satisfactory supply of sugarcane to this factory every year?

Shri A. M. Thomas: Last year the supply was satisfactory, it was 28.92

lakh mds. In the previous year—1956-57—it was 23·33 lakh mds.

Shri Ranga: What is the capacity of this factory to crush cane, the maximum as well as the minimum? Is it not a fact that they have been getting more than the minimum during almost all these years?

Shri A. M. Thomas: The crushing capacity is 300 tons of cane per day, and it may go even up to 530 tons. All aspects are being considered. I have already assured the House that a decision will be taken only in consultation with the State Government and all interests concerned.

Shri Ranga: Is it a fact that Government have received representations from the growers' associations in all the villages interested in sugarcane growing and also from the cooperative societies of those places as well as from the District Central Bank that they would be able to take over the factory and pay the money also to these people and that they do not want the factory to be shifted away from this place?

Shri A. M. Thomas: I do not know whether the sugarcane growers of all the villages are covered. But some of the sugarcane growers as well as workers of the factory have represented to Government.

Shri Vishwanatha Reddy: May I know whether it is a fact that two other factories in the neighbourhood of the place to which this factory is proposed to be shifted in East Godavari have made a complaint to the Government of India saying that if sanction is given to the shifting of this factory from Vizagapatnam district, then, these two factories would be starved of cane? May I know whether Government has taken this fact also into consideration?

Shri A. M. Thomas: As far as I know, no such representation has been received. But the fact whether there is sufficient capacity for crushing in that particular area to which it is sought to be shifted will also be considered.

की विवृति बिना . क्या सरकार ने यह कारखाना बहा से हटाने के सम्बन्ध में स्टेट मन्बरमेंट की राय ली है ?

Shri A. M. Thomas: I have already said that we are consulting the State Government and a decision will be taken only in consultation with the State Government.

Shri Nagi Reddy: May I know whether any Enquiry Committee was appointed to go into the working of this factory? If so, has any report been given to Government and will the Government place it on the Table?

Shri A. M. Thomas: So far as I know, no committee has gone into the working of the factory.

Shri Nagi Reddy: May I know whether it is a fact that one of the reasons that have been given by the factory is that they have been incurring losses all these years? If so, are the Government willing to go into the whole aspect of the matter and find what losses have been incurred?

Shri A. M. Thomas: It has been alleged that they have incurred losses to the extent of Rs 9·72 lakhs for the past 9 seasons. The anxiety of the hon. Members can well be appreciated when a factory which has existed in that area for a number of years is sought to be shifted. All these circumstances will be taken into consideration.

Shri K. N. Pandey: May I know whether it is a fact that when a sugar factory, having been found to be an uneconomic unit, is allowed to shift, is given some help also by the Government to shift?

Shri A. M. Thomas: No hard and fast rule can be laid down in all these cases.

Wheat from Canada

*2091. **Shri Daljit Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of India have accepted

the offer of the Canadian Government for the supply of 10 million worth of Canadian wheat as gift to India under the Colombo Plan; and

(b) if so, when this wheat will arrive in India and what will be its effect on the market?

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

(b) It will be shipped over the next 3 months. It will augment stocks in the hands of Government and will thus help Government in controlling prices.

Shri Daljit Singh: May I know whether any amount would be paid by India to the Canadian Government as price of this wheat?

Shri A. M. Thomas: No, Sir. This is by way of gift. They have provided 10 million dollars and we may get about 15 lakh tons of wheat.

Shri Daljit Singh: May I know whether any other country also has offered to supply of wheat in the current year?

Shri A. M. Thomas: It may not be quite desirable to disclose the countries who have offered wheat either by way of gift or on other terms. *(Interruption)*

सेठ बल्लू सिंह मंत्री महादय क्या यह बतलाने की कृपा करेंगे कि यह जो गेहूँ गिफ्ट में मिल रहा है यह किस किस का है पुराना है या नया है ?

Shri A. M. Thomas: We are also importing from Canada under other programmes, under the Colombo Plan and also under deferred payment basis.

Shri Banga: How does Government propose to distribute this gift wheat among our people? Is it proposed to sell it at special concessional rates among the vulnerable sections of our people?

Shri A. M. Thomas: Not at concessional rates. It will form part of the Central reserves.

Inter-State River Water Dispute between Madras and Mysore

*2992. **Shri Shivananjappa:** Will the Minister of Irrigation and Power be pleased to state—

(a) whether it is a fact that disputes have arisen between the State Governments of Mysore and Madras regarding the sharing of the waters of Cauvery River,

(b) whether the Government of Mysore have requested the Central Government to interfere in this dispute immediately, and

(c) the details, if any?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). A statement is laid on the Table of the Sabha [See Appendix VII annexure No 61].

Shri Shivananjappa: May I know whether the prior approval of the Mysore Government was taken before launching this project, either by the Planning Commission or by the Government of India?

Shri Hathi: No prior approval of the Mysore Government was taken. But a copy of the decision of the Planning Commission was communicated to them.

Shri Shivananjappa: May I know whether it was not in violation of the agreements entered into by the Madras and Mysore Governments in 1924 and in 1892?

Shri Hathi: That is what the Mysore Government represents.

Shri Nanjappa: The question is regarding disputes arising out of sharing of water. May I know whether, in the agreements entered into between the two Governments any definite agreements were mentioned regarding sharing of water?

Shri Hathi: The agreement of 1924 mentioned how the water should be shared.

Shri Dasappa: When it was quite clear under the agreement of 1924, may I know why it was that the Madras Government, which was a party to that agreement, was permitted by the Planning Commission to undertake these schemes which, if given effect to, would be a violation of the agreement?

Shri Hathi: The Planning Commission has given sanction to these schemes on the clear assurance from the Madras Government that they will only use surplus water not required by Mysore. That will not in any way affect the rights of Mysore.

Shri Tangamani: This Mettur High Level Canal scheme, the Kattalai scheme and the Pullumbady Scheme have been approved by the Planning Commission and the first scheme has already been completed. May I know what are the grounds for objection being raised by the Mysore Government, and whether other issues of Palar river and others will also be taken up?

Shri Hathi: The Mettur Dam High Level Canal was a part of the First Plan. The two other schemes mentioned are in the Second Five Year Plan. When they were sanctioned the Planning Commission took an assurance from the Madras Government that they will only use the surplus water. The Mysore Government says that according to the terms of the agreement, the very fact that the projects are constructed would be a breach of the agreement.

Shri Wodeyar: May I know where exactly the two governments have not come to an understanding, and whether the Central Government have agreed to interfere in this dispute?

Shri Hathi: That is what the reply states, that the Planning Commission and the Ministry of Irrigation and Power propose to call an early meeting of the representatives of the governments of Madras and Mysore to discuss all the issues involved with

a view to arriving at an equitable settlement.

WRITTEN ANSWERS TO QUESTIONS

Railway Freight for Manganese Ore

*2087. **Shri Vidya Charan Shukla:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 83 on the 11th February, 1959 and state:

(a) whether a decision has since been taken on the question of reduction in the railway freight for Manganese Ore;

(b) if so, the details thereof; and

(c) if the reply to part (a) be in the negative, what are the reasons for the delay?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No Sir.

(b) Does not arise.

(c) The time that is being taken is due to the delay on the part of certain mining and trading interests to furnish factual information as to costs of production and to afford facilities for a general verification of the correctness of such figures of costs as were furnished by them.

Punjab State Electricity Board

*2093. { **Shri Ram Krishan Gupta:**
Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 157 on the 21st November, 1958 and state:

(a) the nature of the disputed points between Punjab and Rajasthan Governments regarding the setting up of Electricity Board; and

(b) the steps since taken to establish the Board?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A statement is given below:—

STATEMENT

The two disputed points regarding the maintenance and operation of the common pool works of the Bhakra Nangal Project, that held up the constitution of an Electricity Board in the Punjab, were (i) constitution of a Standing Advisory Committee to resolve disputes, if any, between the Governments of Punjab and Rajasthan and (ii) the right of the Rajasthan Government in respect of receiving supply of power for a Fertilizer Factory to be established in their area in future, on the terms and conditions on which supply has been given to the Fertilizer Factory in Nangal in Punjab. These points have since been resolved and an Electricity Board was established in the State on the 1st February, 1959.

डाक-तार विभाग के लिये भवनों का निर्माण

*२०६४ { श्री भक्त दर्शन :
श्री पद्म देव :

क्या परिवहन तथा संचार मंत्री १ दिसम्बर, १९५८ के तागकित प्रश्न मध्या ४०८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) १९५८-५९ के वित्तीय वर्ष में डाक-तार विभाग के भवन निर्माण कार्यक्रम के लिये जो धन-राशि मजूर की गई थी उसमें से वास्तव में कितने धन का उपयोग किया जा चुका है,

(ख) यदि कुछ धन-राशि शेष रह गई है, तो किन कारणों से, और

(ग) १९५९-६० के वित्तीय वर्ष में इस स्थिति में सुधार करने के लिये कौन से कदम उठाने का विचार है ?

परिवहन तथा संचार मंत्रा: (श्री स० का० पाटिल) : (क) अनुमानित कुल खर्च १.३ करोड़ रुपये।

मार्च, १९५९ तक खर्च की गई कुल रकम के वास्तविक आंकड़े अगस्त, १९५९ तक मालूम हो सकेंगे।

(ख) इमारतों के लिये धारित धन-राशि के उपयोग में न आने के निम्न कारण हैं —

(१) वित्त मन्त्रालय द्वारा नई इमारतों के निर्माण पर लगाई गई ग्राम रोक के कारण हर ऐसे निर्माण-कार्य की छानबीन करना आवश्यक हो गया है।

(२) भवन-निर्माण में काम आने वाले उपयोगी सामान की कीमतों के बढ़ जाने के कारण केन्द्रीय लोक-निर्माण विभाग को आनुमानिक दरों पर ठेकेदारों के मिलने में कठिनाइयों का होना।

(३) भवन-निर्माण के लिए ठीक ठीक जमीन प्राप्त करने में देरी होना।

(ग) भवन-निर्माण के विभिन्न कार्यों में लगाये गये खर्च की कड़ी निगरानी रखी जा रही है। वित्त मन्त्रालय द्वारा नये निर्माण कार्यों पर लगाई गई ग्राम रोक उठा ली गई है, जिसके कारण भविष्य में इमारतों के बनाने में पर्याप्त प्रगति होने की सम्भावना है।

Purchases by Railways

*2095. Shri Harish Chandra Mathur: Will the Minister of Railways be pleased to state:

(a) the total amount of purchases made by Railways from abroad without calling for tenders during the years 1957-58 and 1958-59; and

(b) what agency was employed to effect the purchases?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). A statement is placed on the Table of the Sabha. [See Appendix VII, annexure No. 62.]

U.K.-India Shipping Conference

*2096. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the U.K.-India shipping conference have agreed to transact freight charges in rupees; and

(b) if so, the details of the agreement?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Yes, Sir. The U.K./India Shipping Conference have decided to accept, with effect from 1-4-1959, payment of freight in rupees in India in respect of cargoes shipped from the U.K. to India.

Doubling of Delhi-Sarai Rohilla-Rewari Section

*2098. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 629 on the 28th August, 1958 and state the progress made so far in the doubling of the Delhi-Sarai Rohilla-Garhi Harsaru Section of the Northern Railway?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Of the 30 miles partial doubling on Delhi-Rewari Section, 23 miles portion between Delhi Sarai Rohilla and Garhi Harsaru has since been opened to goods traffic. The 7 mile portion between Khalilpur and Rewari is programmed to be opened to goods traffic by June 1959. It is expected that the entire section may be opened to passenger traffic by the end of the year.

Ticketless Travelling

3590. { Shri Ram Krishan Gupta:
Shri Pangarkar:
Shri Raghunath Singh:
Shri Bibhut Mishra:
Shri D. C. Sharma:
Sardar Iqbal Singh:
Shri Chuni Lal:

Will the Minister of Railways be pleased to state:

(a) the number of ticketless travellers detected on the Railways during 1957-58 and 1958-59 (Zone-wise);

(b) the total amount of loss of revenues during the same period on the above account (Zone-wise);

(c) the number of those who were penalised (Zone-wise); and

(d) the total amount realised from them (Zone-wise)?

The Deputy Minister of Railways (Shri Shah Nawas Khan): (a) to (d). A statement showing the required information is laid on the Table of the Sabha. [See Appendix VII, annexure No. 63.]

Export of Rice From Punjab

3581. Shri Ram Krishan Gupta: Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of rice exported so far from Punjab since the 1st November, 1958; and

(b) the total quantity exported, State-wise?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). During the period November 1, 1958 to April 15, 1959, about 61,200 tons of rice were sent on Government account from Punjab to other States and to Defence Services as indicated below:—

Name of the State	Approximate quantities despatched (in tons)
Jammu and Kashmir	9,400
Bombay	39,900
West Bengal	1,400
Himachal Pradesh	200
Defence Services	10,300
TOTAL	61,200

The figures of export to other parts of the Zone on trade account are not available.

Export of Wheat from Punjab

3582. **Shri Ram Krishan Gupta:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of wheat exported from Punjab during November 1958 and February 1959; and

(b) the total quantity exported, State-wise?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The following quantities of wheat were exported on Government account from Punjab during the month of November 1958 to the States mentioned below:—

Name of the State	Tons
Uttar Pradesh	4,521
Bihar	219
TOTAL	4,740

There was no export of wheat on Government account from Punjab during the month of February 1959.

Information about trade movements to other areas included in the Northern Wheat Zone is not available.

State and Central Warehouses

3583. { Shri Ram Krishan Gupta:
Shri Nagi Reddy:
Shri Ramam:

Will the Minister of Food and Agriculture be pleased to state the names of the places where State and Central warehouses will be set up during 1959-60?

The Minister of Food and Agriculture (Shri A. P. Jain): A statement is laid on the Table of the Sabha. [See Appendix VII, annexure No. 64.]

Fruit Production in Punjab

3584. **Shri Ram Krishan Gupta:** Will the Minister of Food and Agriculture be pleased to state:

(a) the nature of the programme chalked out for the development of

fruit production in Punjab for the year 1959-60; and

(b) the amount of assistance to be given therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) It is proposed to plant additional 3,000 acres under new orchards during 1959-60. Technical advice would also be provided to the fruit growers for this purpose.

(b) Long-term loans will be given to prospective fruit growers for establishing new orchards at the rate of Rs. 300 per acre. A sum of Rs. 9,00,000 is proposed to be provided for this purpose during 1959-60.

Quarters for Workers of Integral Coach Factory, Perambur

3585. **Shri Ram Krishan Gupta:** Will the Minister of Railways be pleased to state:

(a) the total number of workers employed at present in the Integral Coach Factory, Perambur;

(b) the number of workers provided with quarters; and

(c) the scheme, if any, to build further quarters?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 5786

(b) 365

(c) 200 staff quarters are being constructed to house the essential staff of the Furnishing Annex to the Integral Coach Factory.

New Platforms at Rewari Station

3586. **Shri Ram Krishan Gupta:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 366 on the 16th August, 1958 and state:

(a) the amount spent up-to-date on re-modelling the yard and for construction of new platforms at Rewari Station;

(b) the progress of work done so far; and

(c) the final date by which this work will be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Rs. 3 lakhs. The estimated cost of the work is Rs. 19 lakhs.

(b) Approximately 15 per cent.

(c) The work is expected to be completed by the end of 1962, provided land required in this connection is handed over by the Revenue Authorities.

Passenger Amenities at Rewari-Bhatinda Route

3587. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state:

(a) the amount spent up-to-date for providing amenities for passengers at the following stations on Rewari-Bhatinda route of metre gauge section of Northern Railway:

- (i) Charkhi Dadri;
- (ii) Bhiwani,
- (iii) Hansi; and

(b) the nature of amenities provided station-wise?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The amount spent up-to-date from the time the section Rewari-Bhatinda became part of the Northern Railway i.e. from April, 1952, is as under:—

	Rs.
Charkhi Dadri	20,000
Bhiwani	9,000
Hansi	9,000

(b) Charkhi Dadri:

(i) Waiting hall for III class passengers;

(ii) Combined waiting room for upper class passengers;

(iii) One water shelter;

(iv) Latrines;

(v) Electrification;

(vi) Medium size platform;

(vii) Benches on platforms.

Bhiwani:

(i) Waiting hall for III class passengers;

(ii) Combined waiting room for upper class passengers;

(iii) Water shelters;

(iv) Latrines;

(v) Electrification,

(vi) Benches on platform;

(vii) Raised platform

Hansi.

(i) Waiting hall for III class passengers;

(ii) Combined waiting room for upper class passengers;

(iii) Water shelters;

(iv) Latrines,

(v) Electrification,

(vi) Raised platform;

(vii) Benches on platforms.

Raising of Station Platforms on Rewari-Phulera Section

3588. Shri Ram Krishan Gupta: 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 Rewari-Phulera section (R.P.C.),

(b) if so, the names of such stations; and

(c) when the work will start?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b) Yes, at one station namely Nimka-Thana.

(c) During 1960-61.

Trunk Lines between Narnaul and Charkhi Dadri

3589 Shri Ram Krishan Gupta: 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 Narnaul to Charkhi Dadri (Punjab), and

(b) if so, whether Government propose to consider the desirability of removing this difficulty?

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

(a) There is no direct trunk circuit between Narnaul and Charkhi Dadri. Calls between Narnaul and Charkhi Dadri are routed via Bhiwani, Delhi and Rewari.

(b) Direct circuit between two stations is provided only if it is economically justified by the trunk traffic between the two stations. A direct telephone circuit between Narnaul and Charkhi Dadri is not so justified at present.

Family Planning Centres in Punjab

**3590 { Shri Ram Krishan Gupta
Shri Daljit Singh
Sardar Iqbal Singh;
Shri Ajit Singh Sarhadi**

Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No 2710 on the 17th February, 1958 and state—

(a) the number of family planning centres opened in Punjab State during 1958-59, and

(b) the number of family planning centres proposed to be opened in Punjab during 1959-60?

The Minister of Health (Shri Karmarkar): (a) Seven clinics—four rural and three urban.

(b) One urban and 35 rural according to phased programme.

Loans to Co-operative Societies

3591. Shri Pangarkar: Will the Minister of Community Development and Co-operation be pleased to state the total amount of loan granted to co-operative societies during 1958-59?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): The Ministry of Community Development and Co-operation does not grant any loans to co-operative societies. Loans to the extent of Rs 208.176 lakhs were, however, granted during the year 1958-59 to State Governments for their co-operative development schemes.

Wagons for Coal Transport

3592. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state the total number of wagons allotted for coal transport during 1958-59 (month wise)?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A statement showing the total number of wagons loaded with coal on Indian Railways during the year 1958-59 is placed on the Table of the Sabha [See Appendix VII, annexure No 65].

Eye Banks

3593 Shri Ram Krishan Gupta: Will the Minister of Health be pleased to state the names of the States which have established Eye Banks for Corneal Grafting in pursuance of the recommendations of the Central Council of Health?

The Minister of Health (Shri Karmarkar): No new Eye Banks for Corneal Grafting have been established in pursuance of the recommendations of the Central Council of Health. Five Eye Banks are, however, functioning at the following hospitals—

- 1 Assam Medical College, Hospital, Dibrugarh
- 2 Gandhi Eye Hospital, Aligarh
- 3 Government Stanley Hospital, Madras
- 4 Government Ophthalmic Hospital, Madras

Government Erskine Hospital,
Madurai.

**Transfer of Post Office Savings Bank
Accounts from Pakistan**

3594. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Post Office Savings Bank accounts of the displaced persons so far transferred to India from Pakistan;

(b) the number of accounts which remain to be transferred as yet; and

(c) the steps taken to expedite the transfers?

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

(a) 73,405.

(b) 17,859 approximately.

(c) The verification lists in respect of most of the remaining claims have been exchanged with the Director General, Posts & Telegraphs, Karachi through Pakistan Liaison Officer. It is proposed to exchange the remaining few with the Director General, Posts and Telegraphs, Karachi through post shortly.

Rural Electrification Schemes

3595. Shri Ram Shankar Lal: Will the Minister of Irrigation and Power be pleased to state the names of the Rural Electrification Schemes examined by the Power Wing of the Central Water and Power Commission during 1958-59?

The Deputy Minister of Irrigation and Power (Shri Hathi): A statement is laid on the Table of the Sabha. [See Appendix VII, annexure No. 66]

Training of Ghagra River

3596. Shri Ram Shankar Lal: Will the Minister of Irrigation and Power be pleased to state the details of the training of Ghagra River near Inchcape Bridge by Central Water and Power Research Station, Poona?

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

Chhapra section of the North Eastern Railway line crosses the river Ghagra over the Inchcape bridge, about seven miles upstream of the confluence of the Ghagra with the Ganga. During the floods of 1924, the Ghagra split itself up into two streams at a point about 15 miles upstream of the Inchcape bridge. In 1926, the Railway authorities constructed a retired line in anticipation of attack by the river. During 1956, the distance between the river bank and the railway track was reduced to 250 feet and, during 1957, the river eroded the railway line over a length of about four furlongs. Consequently, traffic had to be diverted through the retired alignment constructed in 1926.

2. A small Committee consisting of the Director, Central Water and Power Research Station, Poona, the Chief Engineer, Floods (Planning and Designs), Central Water and Power Commission, and the Chief Engineers of Bihar and Uttar Pradesh inspected the site in September, 1957. The Committee recommended that, for evolving long-term training measures, model experiments were necessary to see if some portion of flow could be diverted to the left arm of the river Ghagra. As an interim measure, the Committee recommended construction of some stone spurs. But before these spurs could be constructed, the matter came up for discussion at the seventh meeting of the Central Flood Control Board on the 12th of May, 1958. The Board directed that the question should be reconsidered by the Ganga River Commission immediately. An emergency meeting of the Ganga River Commission was accordingly held on May 13, 1958, and it was decided to send a team of engineers from the Central Water and Power Commission to the site to assist the State Engineers in formulating an interim scheme for protection. This team suggested construction of a number of permeable spurs in the affected reach. These spurs which were constructed before the floods of 1958, checked further erosion of the bank

and even induced siltation at some places. In December, 1958, as the results of model experiments were yet not available, the Ganga River Commission directed the same team again to visit Suremanpur erosion site for suggesting interim measures against any possible floods in 1989. The team suggested a few more permeable spurs in the reach of attack by the river. The work, on the basis of these recommendations, is in progress.

3. Technical data required for the model experiments for evolving long-term measures have been furnished by the Chief Engineers, North Eastern Railway and Uttar Pradesh Irrigation Department, to the Central Water and Power Research Station, Poona. The model has been built and the experiments are in progress. The results are expected to be available by about October, 1959.

Upper Sileru Hydro-Electric Project

3597 Shri E. Madhusudan Rao: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 495 on the 19th February, 1959 and state

(a) whether the Planning Commission have approved the Upper Sileru hydro-electric scheme, and

(b) if so, the estimated amount allotted for the construction of the project?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The Planning Commission have not yet approved the scheme.

(b) Does not arise.

Handling of Export Cargo by Madras Port Trust Board

3598. { Shri Anthony Pillai:
Shri L. Achaw Singh:

Will the Minister of Transport and Communications be pleased to state

(a) what steps have been taken by the Madras Port Trust Board to take

over the handling of export cargo; and

(b) when such taking over will be effected?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) The Madras Port Trust Board discussed the subject in November 1958 and decided to obtain the comments of the different Chambers of Commerce in the matter. These have since been received and are under examination by the Port Trust. One of the Traffic Officers was also sent to Bombay and Calcutta Ports to study the subject. He has submitted his report. Certain points arising from his report have been examined. The amendments required in the Scale of Rates, By-laws etc., are being drafted by the Port Trust. Proposals regarding the taking over of export cargo will be soon placed before the Port Trust Board for their approval. The Madras Port Trust has been requested to expedite action.

Utilization of Irrigation Potential

Shri Subodh Hansda:
Shri S. C. Samanta:
Shri R. C. Majhi:
Shri Ram Krishan Gupta:
Shri Rami Reddy:
Shri Thanulingam Nadar:
3599 { Shri Jhulan Sinha:
Shri M. R. Krishna:
Shri T. B. Vittal Rao:
Pandit J. P. Jyotishi:
Sardar Iqbal Singh:
Shri Subbiah Ambalam:
Shri Siddananjappa:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 1403 on the 12th December, 1958 and state:

(a) whether the officers appointed by the Central Government to report whether irrigation potential in the country is fully utilised or not have submitted their report,

(b) if so, the recommendations accepted by the Government; and

(c) the progress made in the implementation of these recommendations?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c) Reports concerning all the States have been received and are under examination. Certain statistical information relating to some of these reports is still awaited from these Special officers.

Project on Yamuna

3600 { Shri Ram Krishan Gupta:
Shri Bhakt Darshan:
Sardar Iqbal Singh:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No 1146 on the 9th December, 1958 and state

(a) whether the report for construction of a project at Yamuna has been considered, and

(b) if so, the result thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) A preliminary project report of Koch Dam Reservoir on River Yamuna has been received in the Central Water and Power Commission and is under examination.

(b) Does not arise.

Production of Foodgrains

3601. { Shri Ram Krishan Gupta.
Shri Daljit Singh:

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

(a) whether there has been shortfall in the fulfilment of the target of production of foodgrains for 1958-59,

(b) if so, to what extent, and

(c) the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c) On the basis of foodgrains production

programmes envisaged by various States for 1958-59, it was expected that facilities for the additional production of about 3 million tons would be created during the course of the year. As the year 1958-59 has just ended, it will be some time before the information regarding achievements under various foodgrains production programmes for the year becomes available from all the States. However, information so far available from the States on the whole justifies the expectation that the target estimated for the year 1958-59 is likely to be achieved.

Railway Sleepers

3602 { Shri Nagi Reddy:
Shri D. V. Rao:
Shri Vidya Charan Shukla:

Will the Minister of Railways be pleased to state

(a) the annual requirements of sleepers for Indian Railways,

(b) the value of sleepers imported during 1958,

(c) the total quantity of sleepers purchased from different countries and the price paid per cubic foot for different varieties (country-wise) during the same period,

(d) the amount of foreign exchange involved and freight paid for the imported sleepers (country-wise) during the same period, and

(e) the purchases made within the country and the price paid for each cubic foot of different kinds of Indian sleepers during the same period (State-wise)?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Average annual requirements of ordinary track sleepers during the Second Five Year Plan have been of the order of 65 lakhs of sleepers. Actual requirements during first four years were more than the average.

(b), (c), (d) and (e) Presumably the information required is in respect of wooden sleepers only which is as follows:

(b) Approximate FOB value of imported ordinary track sleepers of naturally durable species is Rs. 1.25 crores.

(c)	Approximate Quantity	App. average Price
Australia	14.5 lakh cft	Rs. 7.2/cft.
Burma	3.7 lakh cft.	Rs. 7.8/cft.
(d) Foreign exchange element in F.O.B value.		
Australia		Rs. One crore.
Burma		Nil
Freight involved.		

	Australia	Burma
Foreign exchange in Rupees.	9 lakhs 15 5 lakhs	Nil 3 5 lakhs

(e) As the figures are not kept by calendar years, the information is not readily available. Approximately 24 lakhs of ordinary track wooden sleepers were procured from within the country during 1958-59. The current prices of these sleepers (both naturally durable and treatable species) varies from Rs 4.75 to Rs 10.56 per cft.

Reorganisation of Transport Administration in States

3603.	{	Shri Ram Krishan Gupta:
	{	Shri Bhakt Darshan:
	{	Shri T B Vittal Rao:
	{	Shri Siddananjappa:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 89 on the 11th February, 1959 and state:

(a) whether the ad hoc committee set up to advise on the reorganisation of transport administration in the States has since submitted its report;

(b) if so, whether a copy of the report or a statement showing its main recommendations would be laid on the Table; and

(c) the action taken on the recommendations of the Committee?

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

(b) A copy of the report of the Committee was laid on the Table of the Lok Sabha on 16th April, 1959.

(c) The recommendations of the Committee are under consideration

Loan to Delhi Municipal Corporation

3604	{	Shri Ram Krishan Gupta:
	{	Shri D C Sharma:
	{	Shri Sarju Pandey:

Will the Minister of Health be pleased to refer to the reply given to Starred Question No 156 on the 21st November, 1958 and state.

(a) the nature of steps taken for providing additional loan to the Delhi Municipal Corporation for the new barrage at the Wazirabad Pumping Station, and

(b) the total amount provided?

The Minister of Health (Shri Karmarkar): (a) and (b) The Delhi Municipal Corporation who were asked to examine whether the additional estimated expenditure on the construction of the barrage could be met from the allocation of Rs 708.54 lakhs made for the Second Five Year Plan period have now informed that it would not be possible to do so and additional funds to the extent of Rs 86.83 lakhs will be required. Further necessary action will now be taken in consultation with the Planning Commission and Ministry of Finance

Publicity by IAC

3605 Shri Rameshwar Tantia: Will the Minister of Transport and Communications be pleased to state:

(a) whether the IAC is self-sufficient in its publicity work;

(b) if not, whether private agencies are engaged, and

(c) if so, how much money was paid to them during the last one year?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b).

The I.A.C's Publicity Branch carries out the general planning of its publicity. Outside agencies are engaged, from time to time, for production of art work, lay-out etc.

(c) The information is being collected and will be laid on the Table of the Lok Sabha in due course.

डाक व तार कर्मचारियों की बस्तियाँ

३६०६. { श्री भक्त शर्मा :
श्री स० म० बनर्जी :
श्री संगमणि :
श्री प्र० क० गोपालन :
श्री बी० चं० शर्मा :
सरदार इकबाल सिंह :

क्या परिवहन तथा संचार मंत्री २१ नवम्बर, १९५८ के तारांकित प्रश्न-संख्या १६१ के उत्तर के सम्बन्ध में यह एक ऐसा विवरण सभा-पटल पर रखने की उपाय करेंगे जिसमें निम्नलिखित जानकारी दी गई हो

(क) १९५८-५९ के वित्तीय वर्ष में डाक व तार कर्मचारियों के लिये जा पन्द्रह बस्तियों का निर्माण था वे कितनी-कितनी स्थानों पर बनाई जा रही थी ,

(ख) उनमें से प्रत्येक पर कितनी घन-राशि व्यय होने का अनुमान है ,

(ग) वित्तीय वर्ष की समाप्ति तक किस-किस का निर्माण-कार्य पूरा हो चुका था ,

(घ) १९५९-६० के वित्तीय वर्ष के लिये इस बारे में क्या कार्यक्रम स्वीकार किया गया है ?

परिवहन तथा संचार मंत्री (श्री स० का० पाटिल) : (क) और (ख) स्थानों के

नाम और हर ऐसे निर्माण-कार्य की अनुमानित लागत नीचे दी गई है :—

स्थान का नाम	अनुमानित कुल लागत रुपये
१ विशाखापत्तनम्	१,६४,४३०
२ गौहाटी	५,८०,०००
३. ग्रहमदाबाद	११,६०,४००
४ सिकन्दराबाद	३,०१,०००
५ बम्बई	५५,७४,७००
६ भम्बाला	१,५१,६००
७ चण्डीगढ़	१६,५१,०००
८ जयपुर	७,४०,०००
९ कानपुर	५,८२,३००
१० शाहजहापुर	४७,६००
११ नई दिल्ली (करोल बाग)	१,९७,५१४
१२ नैनोर	१,१०,४८०
१३ पीलीभीत	४५,७५०
१४ बडागढ़	३४,८१२
१५. हरदोई	४०,७००

(ग) इन निर्माण-कार्यों की प्रगति विभिन्न स्तरों पर है और इनमें से कई काम समाप्त होने वाले हैं। चण्डीगढ़ में बने-बनाये १७६ क्वार्टर खरीद गये हैं।

(घ) १९५९-६० के बजट में क्वार्टरों के निर्माण के लिये निम्न स्थानों में जमीन प्राप्त करने की व्यवस्था की गई है —

स्थानों के नाम

- १ गजामुन्दरी
- २ मद्रास (तेनामपेट)
- ३ सम्बलपुर
- ४ भरतपुर
- ५ लखनऊ
- ६ गया
- ७ बडानगर

दिल्ली में स्त्रियों के लिये काम

३६०७. श्री नवल प्रभाकर : क्या सामुदायिक विकास और स. कार मंत्री यह बताने की कृपा करेंगे कि .

(क) दिल्ली में स्त्रियों को सहकारिता के आधार पर काम देने की क्या कोई योजना है ; और

(ख) यदि हा, तो ऐसी कितनी सहकारी समितिया है ?

सामुदायिक विकास तथा स. कार उप-मंत्री (श्री ड० स० मूति) (क) जी हा ।

(ख) ३० जून १९५८ तक ८० सहकारी समितिया है ।

Assistance to Orissa for Various Projects

3608 Shri U. C. Patnaik: Will the Minister of Food and Agriculture be pleased to lay a statement showing the amount of Central assistance given to Orissa during the year 1958-59;

(a) to increase fish-production in the Chilka Lake;

(b) to reclaim the swamps around the Lake;

(c) to foster sylviculture in the locality; and

(d) to implement the schemes for cattle breeding, goat-rearing, piggery and for animal husbandry in general?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) No Central assistance was given during the year 1958-59.

(c) & (d). The following amounts were agreed to be given as Central

assistance to the Government of Orissa for the year 1958-59:—

	(Rs. in lakhs)
(i) Casurina plantation, which is a part of the scheme of "Soil Conservation for Coastal Sand Dune".	0.93*
(ii) Key Village	1.06
(iii) Gosadan	0.62
(iv) Goshala Development Scheme	1.09
(v) Coordinated Cattle Sterility Scheme	0.17

No assistance was given for piggery development scheme.

*This includes a loan of Rs. 67,000

Palsit Station

3609. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) what was the number of inward and outward passengers at Palsit Station on Eastern Railway in each month of 1958 and January, 1959;

(b) whether it is a fact that an overbridge is being constructed at this Station; and

(c) if so, its estimated cost and the approximate date when it will be completed?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) A statement giving the required information is laid on the Table of the Sabha. [See Appendix VII, annexure No. 67]

(b) Yes.

(c) The estimated cost of the foot over-bridge is Rupees Twelve thousand, five hundred and it is expected to be completed by May, 1959.

Rasulpur Station

3610. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) what was the number of inward and outward passengers at Rasulpur Station on Eastern Railway in each month of 1958 and January, 1959;

(b) whether it is a fact that there is an old and dilapidated narrow bridge on this Station outside the platform,

(c) whether it is a fact that passengers suffer much for want of an overbridge on the platform,

(d) whether it is also a fact that local public made a representation for the construction or shifting of the said old overbridge on the platform and for which there has been inspection by high Railway officials, and

(e) if so, the action Government propose to take in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A statement giving the required information is laid on the Table of the Sabha [See Appendix VII, annexure No 68]

(b) There is a foot over bridge at the end of the platform but it is neither in a dilapidated condition nor narrow

(c) Yes for want of an overbridge more centrally located on the platform

(d) Yes

(e) The proposal will be placed before the suburban Railway Users' Consultative Committee for their consideration

Non-Utilization of Grants for Minor Irrigation Schemes in States

3611. { Shri Subodh Hansda:
Shri S C Samanta.

Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that large amounts of grants-in-aid from the Central Government to various States for minor irrigation schemes have not been spent during the year 1958-59,

(b) if so, the reasons therefor, and

(c) the amount which remained unspent (State-wise)?

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

The financial year 1958-59 ended on the 31st March 1959 and information regarding actual expenditure on agricultural schemes (including Minor Irrigation Schemes) will be available only after the figures of actual expenditure as furnished by State Governments, are reconciled by the Accountants General in consultation with the former and finally adjusted. However, a statement showing grants agreed to by the Government of India to various States and amounts actually claimed by them during 1958-59 on the basis of actual expenditure for three quarters (April 1958 to December 1958) and estimated expenditure for the fourth quarter (January 1959 to March 1959) in respect of Minor Irrigation Schemes is laid on the Table of the Sabha [See Appendix VII, annexure No 69]

Surplus Foodgrains

3612 **Shri Bibhuti Mishra:** Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that Government have set up an organisation to assess marketing surplus of foodgrains,

(b) if so names of foodgrains with quantum assessed upto the 7th February 1958 and also the names of States where they are marketable surplus, and

(c) how far Government are contemplating to give benefit to those growers who have increased foodgrains in various surplus States?

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

(b) Does not arise

(c) The Government have instituted two schemes, viz, 'Crop Competition' and 'Community Award' for giving direct or indirect incentives to the growers in all States for increasing the production of foodgrains

Tourists Rush to Kulu Valley

3613. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state —

(a) whether it is a fact that there was an extraordinary rush of tourists to Kulu Valley during the year 1958-59, and

(b) If so, the number of Indians and Foreign tourists who visited Kulu Valley during that period (month-wise)?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There was a substantial increase of tourist traffic to Kulu Valley in the calendar year 1958 as compared to the previous two years 1956 and 1957

(b) Figures for the months Jan-March 1959 are not yet available. The figures of Indian and foreign tourists who visited Kulu Valley during the calendar year 1958 (month-wise) as furnished by the State Government are given below —

Year	Indians	Foreigner
1958		
January		
February		
March	93	7
April	271	2
May	465	44
June	523	14
July	356	26
August	391	5
September	421	16
October	788	6
November	324	1
December	9	
TOTAL	3,641	121

Trawl Nets

3614 Shri Amar. Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that trawl nets are lying idle in Bombay for the last two or three years, and

85 (A1) L S D —3

(b) if so, the reasons thereof?

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

(b) Does not arise

Wheat Stocks in Bombay

3615. Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that wheat stocks in some cities in Bombay State have been frozen, and

(b) if so, whether the permission of Central Government was obtained in this matter?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Some stocks of wheat were seized by the Police in Bombay City for infringement of the provisions of the Imported Foodgrains (Prohibition of Unauthorized Sale) Order, 1958 and the Bombay Foodgrains Dealers Licensing Order, 1958

(b) Where the law permits the seizure of stocks of foodgrains in respect of which there has been infringement of statutory orders, specific permission of the Central Government or other authority is not necessary before such a seizure is made

Export of Wheat from Punjab

3616 Shri Ram Krishan Gupta: Will the Minister of Food and Agriculture be pleased to state

(a) whether the Punjab Government sent a proposal in the month of January this year to the Central Government to impose a ban on the export of wheat from Punjab for the next two months, and

(b) if so, nature of the action taken by Government in this respect?

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

(b) The Central Government did not agree to the proposal as that would have had adverse repercussions

on the supply of wheat in other areas included in the Zone. Supplies of imported wheat from Central stocks to the flour mills in Punjab for grinding and to the Punjab Government for distribution were, however, arranged.

Roads in Himachal Pradesh

3617. **Shri Ram Krishan Gupta:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that certain roads in Himachal Pradesh were constructed without proper sanction by the State Government; and

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

The Minister of State in the Ministry of Transport and Communications (**Shri Raj Bahadur**): (a) and (b). Some road works were started by the Government of Himachal Pradesh prior to sanction on account of their extreme urgency and in order to alleviate acute economic distress caused by food shortage and unemployment. The detailed plans and estimates for all such works have since been sanctioned by the Government of India except two which are under consideration.

Recruitment of Anglo-Indians

3618. { **Shri Frank Anthony:**
Shri Barrow:

Will the Minister of Railways be pleased to lay a statement showing:

(a) the number of vacancies notified by the Railway Service Commission, Madras, for Anglo-Indians for the years, 1950, 1951, 1952, 1953, 1954, 1956, 1957 and 1958;

(b) the number of applicants for the above vacancies;

(c) the number of posts filled;

(d) whether it is a fact that qualified Anglo-Indians who applied were not called; and

(e) if so, the reasons therefor?

The Deputy Minister for Railways (**Shri Shabnawaz Khan**): (a) to (c). The Railway Service Commission, Madras, started functioning from 1-12-1953. As such the required information is given below for 1954 onwards:—

Year	No. of vacancies notified	No. of applicants	No. of posts filled
1954	203	748	74
1956	210	849	73
1957	306	911	96
1958	210	621	103

(d) No.

(e) Does not arise.

खेतिहार मजदूर

३६१९. श्री विमल निबि . क्या साक्ष्य तथ्य कृषि मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या यह सच है कि फसल काटने और जमा करने में किसानों की मदद करने के लिये उत्तर प्रदेश के गोरखपुर और देवरिया के खेतिहार मजदूर प्रतिवर्ष बम्पारन और गाजीपुर और बलिया के खेतिहार मजदूर द्वारा जाते हैं ;

(ख) यदि हा, तो क्या यह सच है कि साक्षात्कारों के यातायात पर अन्तर्राष्ट्रिय प्रतिबन्ध के लागू होने के परिणामस्वरूप उन्हें इस वर्ष अपनी मजदूरी में प्राप्त धान या चावल को अपने स्थानों को लाने से रोक दिया गया ;

(ग) क्या सरकार को इस सम्बन्ध में कोई अभ्यावेदन प्राप्त हुए हैं ; और

(घ) यदि हा, तो इस प्रतिबन्ध को हटाने के लिये सरकार क्या कार्यवाही कर रही है ?

काय सवा कुमि मंजी (जी म० प्र०
 बीम) : (क) और (ख) जी हाँ ।

(ग) जी नहीं ।

(घ) यह प्रश्न उठता ही नहीं ।

भूमि की बिन्दी

२६२० जी बिन्दीसि निम्न . क्या रेलवे
 मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार रक्सौल स्टेशन
 (पूर्वोत्तर रेलवे) के पास की भूमि को बेचना
 चाहती है ;

(ख) यदि हा, तो क्या उसका कोई
 मूल्य निश्चित किया गया है ; और

(ग) यह कब तक बेची जायगी ?

रेलवे उपमंत्री (जी सै० बें० राय-
 स्वाधी) : (क) रक्सौल स्टेशन के पास की
 कोई भूमि इस समय बाहरी लोगों को बेचने
 का विचार नहीं है । रक्सौल स्टेशन याद से
 दक्षिण की ओर लगभग १५ एकड़ भूमि
 बिहार सरकार को दे देने के सुझाव पर
 विचार किया जा रहा है ।

(ख) और (ग) सवाल नहीं उठता ।

Appointment of Class IV Employees in Southern Railway

3621. Shri Elayaperumal: Will the
 Minister of Railways be pleased to
 state:

(a) the total number of Class IV
 employees appointed by the Southern
 Railway in the year 1958-59; and

(b) the number of employees
 among them belonging to Scheduled
 Castes and Scheduled Tribes?

The Deputy Minister of Railways
 (Shri Shahnawaz Khan): (a) 4880.

(b) Scheduled Castes—1076.
 Scheduled Tribes—44.

Rural Water Supply Schemes in Madras State

3622. Shri Elayaperumal: Will the
 Minister of Health be pleased to
 state how far the amounts allotted to
 Madras State for implementing the
 rural water supply schemes during
 the Second Five Year Plan have been
 utilised so far?

The Minister of Health (Shri
 Karmarkar): Out of the total amount
 of Rs. 21.425 lakhs allotted to the
 State Government during the Second
 Five Year Plan period upto 1958-59,
 the State Government have utilised
 Rs. 16.72 lakhs upto 31st October,
 1958.

Mental Morbidity in India

3623. { Shri Subodh Hansda:
 Shri S. C. Samanta:

Will the Minister of Health be
 pleased to state:

(a) whether Government keeps any
 record of mental morbidity in India;

(b) what are the main causes of this
 disease so far analysed; and

(c) what steps Government have
 taken so far for its treatment?

The Minister for Health (Shri
 Karmarkar): (a) No But it is
 estimated that the number of mental
 patients is not less than two per
 thousand of population.

(b) The mental diseases depend on
 general for their development and
 symptomatology on the interreaction
 of (i) hereditary factors (ii) factors
 dependent on sexual differences, age
 periods (iii) emotional shocks, (iv)
 social, familial and economic influenc-
 es (v) structural changes in brain and
 endocrine glands, (vi) financial,
 domestic and employment worries,
 (vii) drug addictions and infection
 from syphilis and other diseases In
 India other factors specially chronic
 starvation, tropical fevers, anaemias
 and frequent child birth in women

are responsible for a larger group of mental breakdown, than in any other country

(c) The subject matter is primarily the concern of the State Governments. So far as the Government of India are concerned, there is only one mental hospital, viz., the Hospital for Mental Diseases, Ranchi, under their administrative control. This Hospital which was previously managed by a Board of Trustees, was taken over by the Government of India with effect from the 1st June, 1954, with a view to reorganise it on sound lines and also to make it a model centre for the treatment of mental disorders. The bed strength of the Hospital is 400. A scheme for the development of the Hospital at a cost of Rs 8.25 lakhs has been included in the Second Five Year Plan.

2 A scheme for the construction of a Mental Hospital at Shahdra under the Delhi Administration has been included in the Second Five Year Plan.

3 The Government of India have also established an All-India Institute of Mental Health at Bangalore for post-graduate teaching and research in mental health. A scheme for the expansion of the Institute at a cost of Rs 26 lakhs has been included in the Second Five Year Plan and is being implemented.

4 A scheme for the establishment in teaching hospitals of Child Guidance Clinics and Psychiatric Departments at a cost of Rs 20 lakhs has also been included in the Second Five Year Plan. Under this scheme the Central Government will give financial assistance to State Governments for the establishment of these clinics upto 75 per cent of non-recurring and 50 per cent, of recurring expenditure. These clinics are intended for the treatment of behaviour personality, habit disorders of children and Psychosomatic disturbances, Juvenile psychoneurosis and psychoses by the application of mass treatment method jointly with the co-operation and assistance of the State Governments,

in whose jurisdiction the clinics are to be located. Sanction has so far been accorded for the establishment of seven units under this scheme. Financial assistance to the extent of about Rs 2 lakhs has so far been given to the various State Governments.

Sidhpur Railway Station

3624 Shri M. B. Thakore: Will the Minister of Railways be pleased to state.

(a) whether it is a fact that the goods shed of Sidhpur Railway Station is being shifted because new lines are being constructed in the existing railway yard,

(b) if so, what arrangement has been made for the storage of goods coming to Sidhpur Railway Station; and

(c) whether it is a fact that demurrage charge has been imposed on some of the businessmen and traders of Sidhpur though there was no arrangement for keeping the goods under the goods shed?

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

(b) The old goods shed is still available for public use and the facilities which were available hitherto for loading and unloading as well as storage still continue to exist.

(c) It has been reported that demurrage was charged by the Goods Clerk for detention to six wagons on 21st and 22nd February, 1959, although these had not been placed in position for unloading. The question whether the recovery of demurrage in these cases was justified is being looked into and appropriate action will be taken thereafter.

Catering Contractors

3625. Shri M. B. Thakore: Will the Minister of Railways be pleased to state

(a) the total number of catering contractors who do not work personal-

ly but keep servants and other sub-contractors to work for them on the Western Railway,

(b) the total number of servants of such caterers who are working under their direct supervision,

(c) the total number of employees of the former contractors whose holdings were reduced or departmentalised who are still unemployed for two years or more on Western Railway, and

(d) the number and nature of complaints received from the MPs and other persons against catering contractors on Western Railway for supplying unwholesome food to the passengers and charging very heavily?

The Deputy Minister of Railways (Shri Shahmawaz Khan): (a) There are 1454 catering contractors on the Western Railway. All the contractors associate themselves with the work, including that of supervision, in varying degrees. Servants are appointed by many of them, but the appointment of sub-contractors is not permitted.

(b) 2,213

(c) The Government have no information.

(d) During the period March, 1958 to February, 1959, 9 complaints about unwholesome food and 2 complaints about over-charging were received. None of these complaints were from Members of Parliament.

Co-operative Farming Schemes in Orissa

3626 Shri Sanganna: Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether the Government of Orissa have recently applied for financial assistance under the Co-operative Farming Scheme; and

(b) if so, with what results?

The Deputy Minister of Community Development and Co-operation (Shri

B S Murthy): (a) and (b) No Sir. The State Government applied for financial assistance for the year 1957-58. An amount of Rs 2090 being 50 per cent of the cost of the additional departmental staff appointed for the development of co-operative farming was sanctioned during that year. Regarding 1958-59, the Government has been informed that the matter would be considered when the general pattern of assistance for co-operative farming experiments is finalised.

Sawing of Timber by Chatham Saw Mill, Forest Department, Andamans

3627 Shri Raghunath Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether in May 1958 or near about that, the Chatham Saw Mill of the Forest Department, Andaman Islands, had re-sawn sleepers that were sawn previously for Sudan Railways and also other sawn timber, to give load to S S Jalgaona,

(b) if so, the quantity in cubic feet separately of such sleepers and other sawn timber before re-sawing,

(c) the out-turn obtained after re-sawing,

(d) the value of such sleepers prior to re-sawing and other sawn timber respectively as per Sudan order rates and as per rates then prevalent in Indian market for the sawn timber re-sawn, and

(e) the price obtained after re-sawing?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, only such sleepers as would have been rejected by the Sudan Railways were re-sawn.

(b) 3,378 C ft

(c)		C.ft.
(i)	M. G. Sleepers for Indian Railways (8" x 4½" x 6")—	
	1,244 pieces.	1876.00
(ii)	Other sizes (Long Length)	593.02
(iii)	Other sizes (Short Length)	256.51

2725.53

(d) The rejected sleepers would have been sold as fire-wood only and could have realised a very nominal price in the Islands. Even if taken to the mainland, the net realisation would have been about Rs. 7,000 only.

(e) A total amount of Rs. 12,377/- was realised by re-sawing the rejected sleepers.

Post-Master General's Office in Madhya Pradesh

3628. Sardar A. S. Saigal: Will the Minister of Transport and Communications be pleased to state what action Government have taken so far for opening a Post-Master General's office in Madhya Pradesh?

The Minister of Transport and Communications (Shri S. K. Patil): This matter forms a part of the general question of the reorganisation of P. & T. Circles consequent on reorganisation of States which is under examination.

R.M.S. Division in Madhya Pradesh

3629. Sardar A. S. Saigal: Will the Minister of Transport and Communications be pleased to state what action Government have taken so far to create a R.M.S. Division in Madhya Pradesh?

The Minister of Transport and Communications (Shri S. K. Patil): No such measure is contemplated.

Corruption on Railways

3630. Shri Sanganna: Will the Minister of Railways be pleased to state:

(a) the number of cases of corruption in each Railway zone detected so far since the Railway Corruption Enquiry Committee submitted its report; and

(b) how many delinquents were punished during the same period?

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

number of cases registered on the Railways are as follows:

Central Railway . . .	1490
Western Railway . . .	2369
South Eastern Railway, .	1166
Northeast Frontier Railway	119
North Eastern Railway .	1583
Northern Railway . . .	998
Southern Railway . . .	2063
Eastern Railway . . .	1905

These figures pertain to a period of nearly 3 years. In many of these cases, no corruption was proved though the cases were investigated on receipt of first report.

(b) Central Railway . . .	326
Western Railway . . .	530
South Eastern Railway .	251
Northeast Frontier Railway	52
North Eastern Railway .	486
Northern Railway . . .	473
Southern Railway . . .	312
Eastern Railway . . .	360

Election to Imphal Municipal Board

3631. Shri Achaw Singh: Will the Minister of Health be pleased to state:

(a) whether arrangements have been made for election to the Imphal Municipal Board for the next term;

(b) if so, when the election will take place; and

(c) whether it will be held on the basis of fresh delimitation of constituencies?

The Minister of Health (Shri Kar-markar): (a) and (b). The next general election of the Imphal Municipal Board has to take place before the 4th April, 1950 and necessary action for holding election will be taken by Manipur Administration in due course.

(c) The question of replacing the Assam Municipal Act, 1923 under which the existing Imphal Municipal

Board was constituted, is under consideration and new election will be held in accordance with provisions of the Act which is in force in Manipur at the time of holding election

Court Cases Instituted by Staff of Eastern Railway

3632. Shri Aurobindo Ghosal, Will the Minister of Railways be pleased to state

(a) the number of court cases instituted during the period 1955 to 1958 by the staff of the Eastern Railway against the orders of removal, dismissal and reduction in rank and stoppage of increments, and

(b) how many such cases Railway Administrations have lost?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 205 cases.

(b) 38 cases

Horticulture in Uttar Pradesh

3633. Shri J. B. S. Bist: Will the Minister of Food and Agriculture be pleased to state

(a) the sum provided for horticultural development in Uttar Pradesh in 1958-59, and

(b) the schemes sanctioned and executed?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A sum of Rs. 14,62,000 (Rs. 4,92,800 for expenditure on staff, etc. and Rs. 9,69,700 for loans to fruit growers) was provided for horticultural development in Uttar Pradesh during 1958-59

(b) The scheme sanctioned were

- 1 Expansion for development of horticulture (development of fruit production)
- 2 Intensified development of horticulture in UP
- 3 Development of fruits and vegetables through mobile squads

All these schemes are in progress

Control of Diseases

3634. Shri J. B. S. Bist: Will the Minister of Health be pleased to state.

(a) whether in view of the higher incidence of leprosy, T.B. and venereal diseases in the hill regions of India, special Central assistance is being provided to the State Governments to check them, and

(b) if so, the measures, in brief, taken in this behalf?

The Minister of Health (Shri Karmarkar): (a) and (b) Leprosy.—The Central Government give assistance to the State Governments under the Leprosy Control Scheme for the establishment of Leprosy Subsidiary Centres in areas where the incidence of leprosy is sufficiently high (0.5 per cent or more). Central assistance is given to the State Governments at the rate of 100 per cent of the non-recurring and 50 per cent of the recurring expenditure during the Plan period, under the said scheme. The requests of the State Governments for the establishment of Subsidiary Centres in the regions where incidence of leprosy is high including hilly regions are considered favourably. However, no special assistance for control of leprosy in hilly regions is given to State Governments besides what is given under the Leprosy Control Scheme.

T.B.—It is not known whether the incidence of T.B. in Hill regions of India is high. The question of special central assistance to these regions does not arise.

V.D.—There is no provision for any special Central assistance in particular for the hilly regions as such; any schemes proposed by State Governments in this respect are considered for suitable assistance.

A scheme was suggested to the Himachal Pradesh Administration for an intensive V.D. control campaign in the Mahasu district at a cost of Rs. 5 lakhs. The Scheme is operated by the Administration who meet the cost.

out of their own budget. Of the 7 clinics proposed in the area under the scheme, 6 have already been established and the remaining one clinic is also expected to start functioning soon. The clinics established are functioning, one each at Rampur, Bohru, Chopal, Kumar Sain, Solan and Arki.

Similar mass campaigns were suggested in the Kulu Valley of Punjab, Jaunsar Bawar of Uttar Pradesh, Jammu valley of Jammu and Kashmir.

Daily Paid Staff of Indian Agricultural Research Institute

3635 Shri S. M. Banerjee: Will the Minister of Food and Agriculture be pleased to state

(a) the number of daily paid staff who have worked for more than ten years in the Indian Agricultural Research Institute,

(b) the number of daily paid staff who have worked more than five years in the Institute,

(c) whether there is any proposal to take them over as monthly-men or on monthly rate of wages or as regular temporary employees, and

(d) if not, the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 29

(b) 32

(c) No

(d) As such staff are not employed on any particular job continuously and new work is assigned to them every day, it is not possible to create specific posts on monthly rates of wages for such casual work.

Fish Seed Centres in Punjab

3636 Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether any financial assistance for the establishment of fish seed centres has been given to the Punjab State by the Central Government

during the years 1957-58 and 1958-59; and

(b) whether the State Government have submitted any new scheme for 1957-58 a grant of Rs 5,507 was sanctioned?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) During 1957-58 a grant of Rs 5,507 was sanctioned.

For the year 1958-59 the provision made was

Central Grant—Rs 19,000

Central Loan—Rs 22,000

but financial sanctions were issued for the entire head of development viz Animal Husbandry, Dairying and Fisheries in accordance with the revised procedure, and the amount sanctioned for this Head of Development is

Loan Rs 10.95 lakhs and Grant Rs 12.21 lakhs

(b) Yes Sir. A scheme for interest free loans to Fishermen's Co-operative Societies for co-operative marketing of fish, has been submitted by the State Government, during 1959-60. A loan of Rs 18,000 has been provided for this scheme during 1959-60.

मोकामा पुल

३६३७. श्री अनिरुद्ध सिंह क्या रेलवे यंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि मोकामा में गंगा के पुल पर यातायात कुल जाने के बाद महेन्द्र बाट और पहनेवा बाट के बीच यानी स्टीमर सेवा बन्द कर दी जायेगी, और

(ख) यदि हा तो इसका क्या कारण है ?

रेलवे उपमंत्री (श्री सै० जे० रामस्वामी):
(क) जी नहीं।

(ख) सवाल नहीं उठता।

**Central Research Institute for
Indigenous Systems of Medicines
Jamnagar**

3638. Shri R Narayanaswamy Will the Minister of Health be pleased to state

(a) the number of physicians in the Siddha Unit at the Central Institute of Research in Indigenous Systems of Medicine, Jamnagar,

(b) the number of beds in the hospital under the Siddha treatment,

(c) the amount of money spent during 1958-59 on each system, and

(d) the reasons for not raising the Siddha Unit equal to the Ayurvedic Unit?

The Minister of Health (Shri Karmarkar): (a) Three

(b) Eight beds (4 for male patients and 4 for female patients)

(c) A sum of Rs 16,647 45 nP was spent during 1958-59 on the treatment of patients in Siddha System

Information regarding other systems of medicine is being obtained and will be placed on the Table of the Sabha

(d) The programme of research work in each individual system of medicine is finalised by the Scientific Advisory Council of the Institute. The Siddha unit was started only during the year 1956-57

Inter-State River Board for the Ganga

3639. Shri Raghunath Singh: Will the Minister of Irrigation and Power be pleased to state whether it is a fact that West Bengal Government have written to the Central Government to constitute an Inter-State River Board for the River Ganga at the earliest date?

The Deputy Minister of Irrigation and Power (Shri Hathi): The reply is in the affirmative

Janata Express

3640 { Shri Parulekar
Shri Tangamani
Shri S M Banerjee

Will the Minister of Railways be pleased to state

(a) whether it is a fact that in the Janata Express which left Delhi for Bombay on the 9th March, 1959 the lights went out, and the fans stopped at about 9 30 p m that night,

(b) whether it is a fact that the passengers had to travel without lights and fans till the train reached Bombay on the 10th March, 1959, and

(c) if so, the reasons for not taking immediate steps to set them right?

The Deputy Minister of Railways (Shri S V Ramaswamy): (a) and (b) The lights and fans did not work satisfactorily in Janata Express which left Delhi for Bombay on 9th March, 1959

(c) Due to insufficient time available at halts the electrical staff who accompanied the train were not able to rectify major faults such as cut in the battery connections, dead earth etc which had developed in the train lighting equipments

Telephone Tariffs

3641 Shri Ram Krishan Gupta: Will the Minister of Transport and Communications be pleased to state

(a) whether the telephone tariffs have been revised to bring in more revenue, and

(b) if so, the details of the revised tariffs?

The Minister of Transport and Communications (Shri S K. Patil): (a) The question of revising and rationalising telephone tariffs is under consideration

(b) Does not arise

Late Running of Howrah-Nagpur Night Passenger Trains

3642. **Shri Sanganna:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that the Howrah-Nagpur Night Passenger Trains on the South-East Railway Zone are always late with the result that the passengers miss the connecting trains at Nagpur;

(b) if so, the reasons therefor;

(c) what remedy has been contemplated by Government in this behalf; and

(d) how many late arrivals are recorded on an average in a year?

The Deputy Minister of Railways (Shri Shah nawas Khan): (a) Presumably the question relates to No 323 Up Howrah-Nagpur Passenger train which leaves Howrah at 21.15 hrs. While the performance of this train during the period October to December, 1958 was satisfactory, the same deteriorated during January to March, 1959 resulting in the train missing connections at Nagpur on a number of occasions during this period.

(b) The late running of this train was mainly due to the movement of heavy goods traffic, cautious driving owing to a number of engineering works in progress to develop line capacity and increased incidence of alarm chain pulling.

(c) The performance of this train is scrutinised both at the District and Headquarters levels and suitable action taken against staff at fault with a view to improving its performance.

(d) Percentage of late arrival of No. 323 Up at Nagpur during the year 1958-59 was 59.4.

रेल के पुल

३६४३. श्री भक्त हर्षण : क्या रेलवे श्री यह बताने की कृपा करे कि :

(क) क्या यह सच है कि रेलवे बोर्ड ने कुछ समय पहले रेल के पुलों की जांच करने

के लिये चार ऊंचे प्रबन्ध-प्राप्त इंजीनियरों को नियुक्त किया था ;

(ख) यदि हां, तो किस इंजीनियर को किस रेलवे-क्षेत्र के पुलों की जांच का काम दिया गया था ;

(ग) क्या इस बीच उन्होंने अपना कार्य समाप्त कर लिया है ;

(घ) यदि हां, तो उन्होंने जो सिफारिशों की हैं क्या उनका संक्षिप्त विवरण सभा-पटल पर रखा जायेगा ; और

(ङ) उन सिफारिशों पर क्या कार्य-वाही की जा रही है ?

रेलवे उपमंत्री (श्री सै. वें. राम-स्वामी) : (क) जी हां ।

(ख)

नाम	रेलवे क्षेत्र
श्री बी० बी० वर्मा, रिटायर्ड जनरल मैनेजर	पूर्वोत्तर और पूर्वोत्तर सीमा रेलवे
श्री पी० सी० लाला रिटायर्ड चीफ इंजीनियर	उत्तर और पश्चिम रेलवे ।
श्री एम० भार० बेंकटा-राम, रिटायर्ड चीफ इंजीनियर	मध्य और दक्षिण रेलवे ।
श्री एस० डी० शर्मजी, रिटायर्ड इंजीनियर इन-चीफ	पूर्व और दक्षिण पूर्व रेलवे ।

(ग) जी हां ।

(घ) और (ङ). ये रिटायर्ड इंजीनियर रेलों पर नियुक्त स्पेशल डिप्टी चीफ इंजीनियरों को ऐसे मामलों में सलाह देने के लिये रखे गये थे जैसे यह तय करना कि समूह पुल से बाढ़ के समय अधिक से कितना पानी निकल सकता है, पानी के विकास की व्यवस्था काफ़ी है या नहीं, पुल के बोरे और बचाव के काम मजबूत हैं या नहीं आदि । स्पेशल डिप्टी चीफ इंजीनियरों द्वारा पेश किये गये रिपोर्ट

को जांच के बाद और जहाँ जरूरी समझा गया, बड़ा स्वयं निरीक्षण करने के बाद इन इंजीनियरों ने हर पुल के बारे में अपने सुझाव दिये। इनके जो सुझाव मान लिये गये, उन पर रेल-प्रशासनों ने आवश्यक कार्रवाई की है या कर रहे हैं।

Pochampad Project in Andhra Pradesh

3644. Shri E. Madhusudan Rao: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 2636 on the 1st April, 1959 regarding Pochampad Project in Andhra Pradesh and state:

(a) whether the Andhra Pradesh Government has thereafter submitted any proposal to the Union Government;

(b) if so, what the decision of the Union Government;

(c) whether the Project is included in the category of major projects or minor projects; and

(d) what are the details of the proposal?

The Deputy Minister of Irrigation and Power (Shri Nathi): (a) The answer is in the affirmative.

(b) The report is under examination in the Central Water and Power Commission.

(c) The Project is likely to be a major one.

(d) The proposed Pochampad Scheme on Godavari consists of a weir at Pochampad and a canal 68 miles long on the right bank to irrigate the lands in the Armour Taluq (Nizamabad District) and Karimnagar District. It is estimated to cost about Rs. 15.25 crores. In the completion of the scheme, 3.60 lakh acres would be irrigated producing about 1.60 lakh tons of foodgrains annually.

Food Storage Godowns in Imphal

3645. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the foodgrains stocks in storage in the Imphal Godowns are examined by the technical staff and protective and control measures have been taken; and

(b) if so, how many godowns have been inspected during 1958-59?

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

(b) All.

Derailment of Engine at Arkonam Junction

3646. Shri N. E. Munisamy: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that an engine went off the rails in the first week of April, 1959 at Arkonam Junction (Southern Railway) and actually hit a house nearby;

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

(c) what is the loss to property and life?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). At about 6.30 hours on 29th March, 1959 (not in the first week of April as stated in the Question), an unauthorised railway staff set an engine, stabled in the Arkonam Loco Yard, in motion. The engine hit the turn-table dead end and as a result its tender rolled down to a pit nearby damaging an adjacent building.

(c) The approximate cost of damage to Railway property is Rs. 363 and to the private property Rs. 825.

An occupant of the building received minor injuries.

कोटा और गोबरा स्टेशनों के बीच जोनवे वालों द्वारा बेची जाने वाली जाने की चीजें

३६४७. श्री डामर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि क्या सरकार को यह पता है कि पश्चिमी रेलवे के कोटा और

गोधरा के बीच के स्टेशनों पर खोमचे वालों द्वारा जो खाने की चीजे बेची जाती हैं वे बहुत घटिया किस्म की होती हैं और उन्हें खाने वालों के स्वास्थ्य पर उनसे बहुत नुकसान होता है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) .
जी नहीं। वास्तव में इस सेक्शन पर खान-पान की स्थिति भ्राम तौर पर मन्तोषजनक है।

रतलाम-गोधरा सेक्शन पर पैसेंजर गाड़ियां

३६४८. श्री डामर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि रतलाम-गोधरा सेक्शन के बीच पड़ने वाले स्टेशनों अर्थात् मोरबानी, बिलडी, राबडी, मेरुगड, बामन्या और अमरगड पर पैसेंजर गाड़ियां विपरीत लाइनो पर खड़ी की जाती हैं, और

(ख) यदि हा, तो इसके क्या कारण हैं ?

रेलवे उपमंत्री (श्री सें० बें० रामस्वामी):

(क) और (ख) रतलाम-अमरगड सेक्शन में सबारी गाड़ियां उपयुक्त लाइनो और प्लेटफार्मों पर खड़ी की जाती हैं जो उनके लिए नियत हैं। लेकिन जब प्लेटफार्म की लाइनों पर कुछ निर्माण का काम हो रहा था, तब थोड़े दिनों तक भैरोंगड, मेघनगर और लिमखेड़ा स्टेशनों पर सबारी गाड़ियां प्लेटफार्म की लाइन पर खड़ी न की जा सकी और इसीलिए उन्हें प्लेटफार्म की दूसरी तरफ वाली लाइन पर खड़ा किया गया जो उनके लिए नियत की गयी थी।

पश्चिम रेलवे में टिकटों की बिबी

३६४९. श्री डामर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, १९५६ से अब तक पश्चिम रेलवे के बामन्या, उदयगढ़ और मेघनगर स्टेशनों पर, प्रथम, द्वितीय तथा तृतीय

श्रेणी के टिकटों की प्रति मास कितनी बिबी हुई, और

(ख) इसी अवधि में इन स्टेशनों से मालगाडी द्वारा भेजे गये माल के भाड़े के रूप में कितनी आय हुई ?

रेलवे उपमंत्री (श्री शाहनवाज खां) .

(क) और (ख) एक विवरण सभा पटल पर रखा दिया गया है। [बिलिए पपिछिष्ट ७, अनुबन्ध मरुमा ७०]

मेघनगर स्टेशन पर ऊपर का पुल

३६५०. श्री डामर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि .

(क) पश्चिम रेलवे के मेघनगर स्टेशन पर ऊपर का पुल कब तक बन जायेगा, और

(ख) उक्त पुल पर बजट का अनुमानित व्यय क्या है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) .

(क) मेघनगर स्टेशन पर ऊपरी पैदल पुल बनाने का काम जन १९५८ के अन्त तक पूरा हो जाने की सम्भावना है।

(ख) इस काम पर ५३,००० रुपये की लागत का अनुमान है।

Monthly Ticket-holders on Burdwan-Howrah Section

३६५१. श्री Subiman Ghose: Will the Minister of Railways be pleased to state.

(a) whether it is a fact that monthly ticket-holders from Burdwan were allowed to travel by Amritsar Mail (6 Down) up to Howrah, Eastern Railway, since 15th April, 1956;

(b) whether it is a fact that from 1st April, 1959 such ticket-holders have not been allowed to travel by such train;

(c) whether it is a fact that a number of cases have been started against such ticket-holders for travelling on the said train;

(d) whether Government have received any complaint from third class long distance passengers on the said train from 15th April, 1958 to 31st March, 1959, regarding these suburban monthly ticket-holders travelling on this train;

(e) if so, when and how many complaints were received; and

(f) if not, reasons for imposing the restrictions?

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

(b) The restriction has not been imposed from 1st April, 1959, but has been in existence since a long time.

(c) Yes.

(d) No.

(e) Does not arise.

(f) To avoid overcrowding in mail trains which are mainly intended for long distance passengers.

NOTE:—Parts (a), (b) and (c) have been answered on the assumption that they also pertain to 3rd class referred to in parts (d), (e) and (f) of the question

Local Train-Services between Howrah and Burdwan

3652. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) what are the reasons for keeping separate Sheoraphuli local train and Bandel local train instead of extending these trains from terminus to terminus (Howrah to Burdwan), Eastern Railway, in suburban areas after introduction of electric traction on the line;

(b) whether it is a fact that after electrification of this line, the other trains are being detained for want of sufficient tracks on this line;

(c) if so, whether there is any proposal to increase the tracks and when;

(d) whether there is any proposal to extend every electric local train up to Burdwan; and

(e) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawas Khan): (a) Density of suburban traffic is heavy at stations closer to Calcutta and short distance locals have been provided for these passengers.

(b) No.

(c) Does not arise.

(d) and (e). There is no traffic justification to extend all local trains on electric traction to run between Howrah and Burdwan.

Travel Agencies

3653. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) how many travel agencies have been recognised by the Government till now; and

(b) how many applications are still pending for recognition?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Twenty-seven.

(b) Nil.

Derailment of Goods Train at Bareilly

3654 Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that 42 Down Goods train derailed and capsized near Tilak Inter College, near Bareilly on North-Eastern Railway on the 9th April, 1959; and

(b) if so, the causes of the derailment?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, at about 11.15 hours on 9th April, 1959, while No. 42 Down Goods train was on the run between Izatnagar and

Bareilly City stations of the North-Eastern Railway, 5 wagons, 5th to 9th from the engine, derailed of which four wagons capsized, near Tilak Inter-College level crossing.

(b) The cause of the derailment is under investigation by a Committee of Railways Officers.

माल गाड़ी के डिब्बे में धाग

३६५५. श्री आश्वर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ३१ मार्च, १९५६ को पूना में माल गोदाम के पास साइडिंग पर खड़े एक माल डिब्बे में धाग भग गई जिसके परिणामस्वरूप डिब्बे में बड़ा सामान नष्ट हो गया;

(ख) यदि हां, तो इसके कच्चा कारण थे और इसके लिये कौन कौन व्यक्ति उत्तरदायी हैं ;

(ग) उक्त माल डिब्बा कहाँ जाने वाला था, उसमें क्या क्या और कितने का माल लदा हुआ था ; और

(घ) इस दुर्घटना का पूरा व्यौरा क्या हुआ है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) :

(क) जी हां ।

(ख) इस मामले की जांच के लिये अफसरों की एक कमेटी बनायी गयी है जो इनकी जांच कर रही है ।

(ग) माल डिब्बे में कीड़े मारने वाले पाउडर, सोडा हाइड्रो सल्फेट, अमोनिया सल्फेट आदि के ६२ पैकेट थे जो बाड़ी बन्दर से मध्य और दक्षिण रेलों के विभिन्न स्टेशनों को बुक किये गये थे । माल की कीमत का पता लगाया जा रहा है ।

(घ) माल डिब्बा नं० एस० धार० ४६७६, जो पूना और रायचुर के बीच सेक्शन रोड बान के तौर पर इस्तेमाल किया जा रहा

था, ३१-३-५६ को तीसरे पहर पूना पहुँचा और माल गोदाम के पास लाइन पर खड़ा कर दिया गया । शाम को लगभग ७ बज कर ५० मिनट पर माल गोदाम के कर्मचारियों ने एक जोर का बन्सा सुना और माल डिब्बे से धुआँ और धाग की लपटें निकलती देखीं । डिब्बे की छत और बगलें बाहर की ओर फूँक भायी थी और बिस्कोट से दोनों दरवाजे उड़ गये थे । रेलवे के और पूना शहर के धाग बुझाने वाले दस्ते तुरन्त घटनास्थल पर पहुँचे और धाग बुझाने में जुट गये । इस बात का पता लगाया जा रहा है कि धाग लगने से कितना नुकसान हुआ ।

Victoria Zanzana Hospital, Delhi

3656. Shri D. C. Sharma: Will the Minister of Health be pleased to state:

(a) whether the Government of India have given any grants to the Victoria Zanzana Hospital, Delhi, for the improvement of their building during the years 1956-57, 1957-58, and 1958-59;

(b) if so, amounts thereof, separately, year-wise;

(c) the amount proposed to be given during 1959-60; and

(d) the details of the scheme for which grant for 1959-60 is to be given?

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

1½ hrs.

PAPERS LAID ON THE TABLE

INUNDATION OF AGRICULTURAL LANDS

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): Sir, on behalf of Dr. P. S. Deshmukh, I beg to lay on the Table, in pursuance of an assurance given on the 15th April, 1959, in reply to a supplementary on

13765 Correction of VAISAKHA 3, 1881 (SAKA) Reserve Bank 13766
Statement laid on the of India (Amendment)
Table BILL

Starred Question No. 1834, a copy of statement showing the details of the proposals received from the various State Governments regarding Inundation of Agricultural Lands by Saline Water in the coastal belts. [Placed in Library, See No. LT-1289/59].

of "Gold Bars". The typographic error which occurred in compiling a rather long list of import licences is very much regretted.

12.01 hrs.

ESTIMATES COMMITTEE

FIFTY-SEVENTH REPORT

Shri B. G. Mehta (Gohilwad): Sir, I beg to present the Fifty-seventh Report of the Estimates Committee on the Ministry of Finance (Department of Revenue)—Central Excise Department.

12.03 hrs.

CORRECTION OF ANSWER TO
STARRED QUESTION NO. 1593

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Sir, in reply to a supplementary from Shri T. B. Vittal Rao, arising out of Starred Question No. 1593 asked in the Lok Sabha on 1st April, 1959, I had said that no narrow gauge coaches are being repaired at the Railway Workshop at Mysore. I regret that this is not correct, the position being that narrow gauge stock of the Southern Railway is also repaired at the Mysore Workshop.

12.01½ hrs.

PUBLIC ACCOUNTS COMMITTEE
FOURTEENTH REPORT

Shri Ranga (Tenali): Sir, I beg to present the Fourteenth Report of the Public Accounts Committee on the Audit Report on the Accounts of the Damodar Valley Corporation for the year 1956-57.

12.04 hrs.

RESERVE BANK OF INDIA
(AMENDMENT) BILL

Mr. Speaker: The hon. Finance Minister.

12.02 hrs.

CORRECTION OF STATEMENT LAID
ON THE TABLE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, in implementation of an assurance given by the Minister of Finance in answer to Unstarred Question No. 3315 answered on 6th May, 1958, to lay on the Table of the House, a statement about import licences over the value of Rs. 10 lakhs issued during the licensing period January—June, 1955, to January—June, 1957, I laid a statement on the Table of the House on 18th December, 1958. Against item 663 on page 48 of the statement a typographic error unfortunately occurred which I now seek to correct. The item should be read as "Gald (abbreviation for 'Galvanised') Bars" instead

Shri A. C. Guha (Basarat): Sir, before this Bill is taken up, I would like to raise a point of order. This Bill was introduced only yesterday and we got a copy of this Bill only this morning. No copy of this Bill was circulated before introduction as is the practice now. Moreover, Sir, the provisions of this Bill are somewhat unusual. As far as my knowledge goes, there is I think no Central Bank or Government which issues two types of notes, one for internal circulation and the other for outside use. Therefore, Sir, I think this Bill requires some serious study and the Bill may not be taken up today.

Mr. Speaker: So far as the question of waiving of notice is concerned, it appears when the hon. Deputy Speaker was here in the Chair yesterday a similar request was made on behalf of the Government, the House was consulted and the House was willing

[Mr Speaker]

to waive notice and have this matter taken up today. Therefore, the House itself has taken a decision. But waiving notice is one thing. If the House now thinks, having regard to the importance of the matter, that it is a matter which requires more consideration, that is another matter.

So far as Shri Guha's complaint that copies of the Bill were not circulated earlier is concerned, the hon Finance Minister wrote to me that this Bill ought to be treated on the same lines, or has to be kept a secret, as the Finance Bill, and before it is introduced copies are not to be circulated.

Shri Naushir Bharucha (East Khondesh). But the Finance Bill is not rushed through like this.

Mr Speaker. That is another matter. I am only answering the particular point that copies of the Bill were not circulated to hon Members before introduction. I have disposed of that point. I have also disposed of the point relating to the question of waiving notice. Now it is for the House to decide.

I have received notice of a motion by Shri Naushir Bharucha stating that further discussion on this Bill may be postponed. When the motion is made, it is for the House to consider that matter. In view of the fact that at the time of introduction no previous notice was given, whether it ought to be considered immediately and disposed of is a matter, largely, which the House can consider.

Shri A. C. Guha. Sir, I have something more to say. Before this Bill is taken up for consideration, I think the Members are entitled to get some literature. The Statement of Objects and Reasons gives just a few lines and hardly anything is given there. We do not know what is actually the reason for this unusual measure to be taken by the Government and the Reserve Bank. I would, therefore, suggest that some literature should be circulated before this Bill is taken up for consideration.

Mr. Speaker: What I would suggest is, let the hon Minister open the debate and make this motion that the Bill may be taken into consideration. After he has explained the position if there is still any difficulty, let us consider the matter then.

Shri Ranga (Tenali). Sir, two points have been raised. I realise the importance of the remark that you made, that the Finance Minister wrote to you saying that it should be treated on a par with the Finance Bill and therefore it should be kept secret and should be made available to Members only on the day on which some action is expected to be taken. I wish the House was not led yesterday into that decision with regard to waiving the notice without even having a look at the Bill itself. Today, once again, to ask us to proceed with its consideration and thereafter wait for the additional information that the House may like to have from the Minister as and when he makes his speech would not be, I think, a fair deal to the House. After all heavens are not going to fall if the consideration of this is postponed by a day. In the meantime the hon Minister can also circulate some information by morning, and then we would be better prepared to face it.

Mr. Speaker: I am really surprised to know that even to hear the hon Finance Minister hon Members must have read some literature. But for the importance of the matter I would not have allowed even this discussion. Yesterday a decision was taken by the House. The House is entitled to take a decision one way or the other. I have no right to over-rule a decision of the House. To say that because a Member was not present yesterday when the House took a decision that decision ought to be over-ruled today seems to be unreasonable. It cannot be done. Therefore when the House itself has allowed a discussion today automatically I am obliged to call upon the

hon. Finance Minister to start and then get through it. But as soon as a motion is made for consideration, it is open to the House to say whether at that stage it ought to be proceeded with or stopped. Let us now hear the hon. Finance Minister, and then come to any decision that the House may like to take later, as to whether it is necessary to go back on the decision that the House took yesterday. Let us hear him first.

The Minister of Finance¹ (Shri Morarji Desai): Sir, I beg to move:

"That the Bill further to amend the Reserve Bank of India Act, 1934, be taken into consideration."

The Bill is very important, and yet it is a very simple measure. It enables the Reserve Bank and the Government of India to issue special bank notes and a special one rupee note in certain cases, but I should explain to the House the circumstances in which it has been found necessary to ask for this power. For many years Indian currency has been the medium of circulation in the Persian Gulf area. Notes have been freely taken out for use by the residents in that area and whenever these notes have been returned by the banks functioning in that area to the Reserve Bank, it has been the practice to exchange the notes for sterling when the banks have asked for this, because obviously foreign holders of these notes would like to exchange them for sterling. This facility has, however, been the cause of a considerable leakage of foreign exchange because it has been used in a roundabout way for the financing of gold smuggling into this country. Indian currency is generally smuggled out of this country for this purpose and gold in the Gulf area is paid for in this irregular way. These notes are then passed on through various channels and find their way into the hands of the banks in that area who are not in anyway con-

cerned with this smuggling. These banks, in the ordinary course of business, send their accumulations to this country and get sterling in exchange. In effect, therefore, by this rather devious route, we have been spending large sums of much-needed foreign exchange to pay for gold illegally brought into this country.

The question of how this smuggling and the consequential loss of foreign exchange should be prevented has been under Government's consideration for sometime in consultation with the Reserve Bank of India. It is obvious that any solution to this problem should not in anyway involve any disturbance of the economic and commercial life of the Gulf area which depends on the free availability of Indian currency, but this should be regulated in a way in which while all the legitimate needs of trade and commerce of the people in that area are met, no room is allowed for such nefarious operations as the illegal smuggling of gold into this country.

After careful consideration of the matter, Government came to the conclusion that this could best be done only by the issue of a special type of notes by the Reserve Bank. These notes which will be in the denominations of Rs. 5, Rs. 10 and Rs. 100 will be exactly like the corresponding ordinary notes except that they will be in a distinctive colour, and will be exchangeable only at the office of the Reserve Bank at Bombay. These notes will be freely exchanged into sterling or Indian currency at Bombay. It is proposed to provide free facilities for exchange of the notes now in circulation in the Gulf area for a period of six weeks so that, as far as possible, the new notes come into circulation in that area in replacement of the existing notes. Thereafter, the new notes will not be issued in exchange of the existing notes but only on tender of sterling.

¹Moved with the recommendation of the President.

[Shri Morarji Desai]

The liability of the Reserve Bank to exchange notes into sterling will, after the new notes have been put into circulation, become a little more precise than now. It will cover all the notes which have been exchanged for Indian currency and future issues which will be made only against the receipt of sterling.

People who do not exchange the notes will be free to remit them to India and exchange them into Indian currency. They will not, therefore, suffer any loss in respect of their holdings but they will not have the right to exchange them into sterling.

It is the intention of Government and the Reserve Bank to make the new notes freely available in exchange during the period of six weeks and thereafter to provide full facilities for replacement and for further issue as and when required, in exchange for sterling, the Reserve Bank are arranging with the branches of the established banks in that area for the provision of these facilities and Government are satisfied that the replacement of the currency now circulating in that area by these special notes will not in anyway dislocate the day-to-day economic life of the area.

It has been the usual practice for Haj pilgrims from this country to carry a certain amount of Indian currency with them to be exchanged into local currency in Saudi Arabia. The currency so exchanged is ultimately returned by the banks there and paid for in foreign exchange. In future, it is proposed to issue Indian notes in a special form to these pilgrims which will be later exchanged on presentation into foreign exchange just as at present. These notes will also be issued under the power proposed to be taken under the Bill before the House.

The House will appreciate that in an operation of this nature certain

prior arrangements such as the printing of stocks of the new notes, confidential consultation with the parties concerned in this country and outside are inescapable. The Reserve Bank of India have been in consultation with the Bank of England and we with the United Kingdom authorities in regard to the change-over.

We also took the earliest opportunity to take the rulers in the area into confidence as this was a matter of great importance to them and their subjects. I am very glad to say that we found in all quarters an appreciation of the purpose for which we are making this change and of our anxiety to see that the normal economic and commercial life in this part of the world is carried on without any inconvenience or interruption.

I hope that this will explain why this had to be done so confidentially and why no notice was given to the House before. This is a matter about which the House has been exercised for long—about the smuggling of gold,—and this is the only remedy that can be found. We hope that with this remedy the smuggling of gold will cease.

Mr. Speaker: Motion moved:

"That the Bill further to amend the Reserve Bank of India Act, 1934, be taken into consideration."

Shri Naushir Bhavsani: Sir, I beg to move:

"That the consideration of the Bill be deferred to a date to be fixed by the Chair, pending circulation to the House, of a detailed Memorandum as to why it has become necessary to issue special notes for controlling circulation of Indian currency without India"

The speech which the hon. Finance Minister made, far from allaying my apprehensions, has increased my

apprehensions What is worse the way which he suggests for effectively preventing smuggling appears to me such that it would only create many more complications without tackling this evil

This Bill was circulated to us at 8 A.M. and if one excludes the time normally taken by a Member for his bath and breakfast, even a hundred minutes have not been made available to us to consider the fullest implications of this complicated Bill I refuse to believe that this had to be kept secret especially in view of the fact that it is disclosed now that for the next six weeks there will be free conversion of our existing extra-territorial currency into these special notes and vice versa If this is so, I cannot understand why this Bill could not have been delayed for three or four days or for a week In fact, there was no excuse for any urgency or emergency and I think that reasonable time for a very clear and dispassionate consideration by the House is required

Probably the House is not aware of the implications of this Bill I want this House to consider these implications The House is kept completely in darkness as to what is the extent of this extra-territorial circulation of our currency We do not know whether the evil is so rampant and is so extensive No figures are given in the Statement of Objects and Reasons or as to what are the countries where it is circulated We have been told of the Persian Gulf territory I do not know whether there are other countries in which there is this circulation Probably it is in Goa and some other countries in Africa We do not know No full information is being supplied to this House

Then, what are the provisions of the Currency Ordinance of 1940 which this Bill overrides? We have not got by way of literature even a strip of paper telling us what are the provisions of the Currency Ordinance of 1940 which are sought to be

overridden It is said that the issue of special notes will help in controlling the circulation of illegal notes and smuggling Even this is doubtful, because, if our notes are going to be smuggled, they will still continue to remain as extra-territorial currency Therefore, I would like to know how far this method devised by the hon Finance Minister in consultation with the Bank of England is going to remedy the evil I am of the opinion that there will be two currencies, extra-territorial currencies, simultaneously in circulation, and if notes can be smuggled out they can still be smuggled in What are the specific evils which this Bill seeks to control? He says, gold smuggling For the life of me, I have not been able to understand how it is going to control smuggling of gold Suppose for instance, our existing currency notes or our future special notes are not smuggled out How is this going to stop the smuggling of gold, which in itself is an independent transaction of the source by which it is paid for? I really cannot make out.

Then there is the question whether the introduction of special notes in foreign territories will not raise political issues laying India open to charges of expansion in those territories or charge of wrecking the currencies of those areas A currency of an area can be wrecked notwithstanding the fact that the rulers of those areas may have consented to the introduction of special notes without appreciating the full implication of what special notes may mean

What will be the implications of the new notes not being legal tender in India? I am inclined to think that one implication will be that as the economic law goes, bad currency drives out good currency, bad money drives out good money Therefore, one of the effects may be to drive out our present currency from extra-territorial circulation Since there is a prestige attaching to our currency circulation in foreign territories, the question is whether

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it is worth while chasing out our present currency which the special notes may not be able fully to replace. Even if the special notes are not legal tender in India, what effect will they have on our own paper currency in India, if they acquire widespread acceptance as a secondary currency here for the purpose of payment in specific territories outside India? We are not given time to consider what these implications would exactly be.

I am inclined to think that the result of printing special notes will be that there will be in India circulation of dual currency, one which is legal tender and the other which is not legal tender, but still in circulation because they are not circulated here. After all, what is the quality of a legal tender based upon? If the paper currency is acceptable to the people of a country, it might serve a secondary purpose and it may continue to circulate as a secondary currency. In that case, what will be the effect of that secondary currency on our own existing currency? What is the provision intended to be made for the bullion reserves against the issue of special notes? What is going to be the fiduciary backing of the special notes or whether they will be merely the product of our Security Press at Nasik working overtime? Or, in plain language, is it another device for back-door deficit financing, because it is obvious that if this secondary currency becomes acceptable in India to any large extent, to that extent, it means deficit financing and there is the risk of further inflation.

What is the provision with regard to convertibility of special notes into sterling or hard currency on demand by a holder in due course? That is the only question which the hon. Minister has explained. He has explained that these special notes will be freely convertible into sterling. On that is based another important issue of policy, viz., while our own

people starve here for foreign currency we are going to be so very charitable that whosoever holds our special notes in other territories will have them freely converted into sterling. I find the hon. Finance Minister is smiling. I doubt whether his smile is not due to the fact, what we say, "Where ignorance is bliss, it is folly to be wise."

The issue is also whether Parliament can delegate to the Reserve Bank powers even with previous sanction of Government to make regulations for exchange of our present notes in foreign countries and thereby incur foreign exchange obligation on a scale which at present we are unable to foresee. So, the position is, before we introduce a new type of currency, we have got to examine the repercussions which this innovation may have on our own currency and on the extra-territorial currency which is circulating. Introducing new currency is not merely a business of printing notes. It has got its implications, none of which have been explained. Even if they are explained today, it is necessary that the House must have sufficient time to digest all those implications.

The Bill was received by me at about 8 o'clock in the morning—may be I get up late—and by 12 o'clock noon we are discussing it. I ask whether this House will permit itself to be reduced to a rubber stamp at the Government's behest. It is wrong to say that this Bill is in the nature of a Finance Bill. It is not. It is in the nature of currency reform or deform. It is more going to deform the currency rather than reform it and I have got my grave doubts whether it will attain the purpose of preventing smuggling which the Government have in view.

Above all, I strongly protest against the rushing tactics of Government, rushing through a measure of great importance, without the Members being given a scrap of paper by way

of literature, without the Members not even being told what the exact amendment of section 28 is, because the Members are not given a dog's chance even to understand the implications. I speak as a lawyer with an experience of over quarter of a century. I can quickly grasp the implications of the Bill and I can say that I have not understood the head or tail of this Bill. And yet, the hon. Minister expects that all the 500 Members have understood everything and they will set the seal on whatever he wants to be done. I strongly protest against this rush tactics of Government and I appeal to the House to support my amendment which is for the consideration of the Bill being deferred for a time during which enough material may be circulated to us.

Mr. Speaker: Amendment moved:

"That the consideration of the Bill be deferred to a date to be fixed by the Chair, pending circulation to the House, of a detailed Memorandum as to why it has become necessary to issue special notes for controlling circulation of Indian currency without India."

I may inform hon. Members that in all cases where a Bill is introduced without previous circulation on the ground that it ought to be kept secret until it is actually introduced in the House, immediately on the notice board there is a red light switched on to indicate to hon. Members that a secret Bill, a Bill which is intended to be secret until it is introduced, has been introduced in the House and copies are available. Since last night or since it was introduced yesterday, the red light would have been noticed by hon. Members. If they have not noticed it, hereafter they will notice it. I also intend putting up a red light here so as to ask hon. Members to stop whenever I want them to stop.

But before proceeding further, I would like to know myself what was

the hurry and what was the reason not to print it? What is the secrecy about it? I am not able to see. If these notes can be circulated for six weeks, why should he have prevented hon. Members from having an idea about this Bill? It is not a Finance Bill, where it is introduced after 5 o'clock. If it were so, I would have allowed it to be introduced after 5 o'clock. How is the stock exchange manipulated. The hon. Minister will explain to me.

Of course, this is an extraordinary matter, but even at the time of introduction, hon. Members can oppose a Bill. I do not want to take away easily the right of hon. Members to oppose a Bill even at the first stage. This was a regular matter that went on when the previous Government was in office here; history was made in this House and even at the introduction stage, Bills were opposed. Hon. Members must have a copy of this Bill to find out whether all of them may not be of the same opinion. Except in exceptional cases where I am thoroughly satisfied, I am not going to allow this. I would request the hon. Minister to tell me why I was asked to accommodate and then say, even without the previous circulation, the Bill was introduced. What is the urgency? If copies of the Bill were normally circulated, how would it have affected? In the case of Finance Bill, immediately on the introduction of the Bill, there is another Act—the Provisional Collection of Taxes Act—brought into existence, so that the provisions of the Finance Bill may have immediate effect. No such thing has been done here it cannot be done, as a matter of fact. Therefore, if for six weeks they can go on as they like, why should we alone be hustled into this matter?

Shri Morarji Desai: When I requested you about this Bill, if I had been asked further, I would have put all the facts before you. Even the whole file could have been put before you, because there is no question of secrecy from you:

Mr. Speaker: Let me at least know what exactly is the secrecy now.

Shri Morarji Desai: That is all right, Sir; I have not said that I will not say. We are dealing with a problem where smuggling of gold is involved. This House has been exercised over it for a long time. Government have been asked from time to time to take steps to stop smuggling of gold and they were even charged with being indifferent to this problem.

The smuggling that takes place is by the going out of notes from here which then are cashed into sterling from those banks because we have got our notes circulating in this area. In making these arrangements we have to take agreement from the States also, because if they do not agree we cannot do it. We have also to take an agreement from the Bank of England and the Government of England, because they are also concerned in this area. We had, therefore, to carry on negotiations with them, which has been going on for the last six or eight months.

Now, if prior intimation reached any people any currency that may be elsewhere would also gravitate there and will be brought there immediately and we would have to transform all that into sterling. Six weeks will be for this area and not for other areas.

Mr. Speaker: I am not concerned with all that. What does it matter whether the Bill was circulated yesterday or today. If yesterday copies of the Bill had been made available. I would have had it circulated to hon. Members before introduction. How does it make any difference? Bills are circulated for the purpose of study.

Shri Morarji Desai: If we give so much time more currency will come there and more gold will be smuggled in the interval; a spurt of gold would have taken place. In order to prevent that we have to do this.

Mr. Speaker: What has been done has been done.

Shri A. C. Guha: It is a question of the dignity of the House. If Government can allow six weeks' time for those people, why should at least two or three days' time not be given to this House? Bills should not be rushed through like this. Moreover the wording of this Bill is not quite clear.

Mr. Speaker: Both the motion for consideration and amendment for adjournment of the debate are before the House. Shri Prabhat Kar.

Shri Prabhat Kar (Hooghly): I would support Shri Bharucha's amendment, not agreeing of course with all that he has said about the Bill itself. So far as the contents of the Bill are concerned, when I got it in the morning, I thought it would deal with the area about which the hon. Finance Minister told us. But having given six weeks' time...

Shri Morarji Desai: If you take it up tomorrow, I have no objection.

Mr. Speaker: In the meanwhile, if there is any literature gathered, or any memorandum prepared it can be circulated. Shri Bharucha wanted to know as to what would be the amount in circulation in foreign countries and what are those countries. Can he give any such information just now?

Shri Morarji Desai: I can give that just now.

Mr. Speaker: This matter will stand over till tomorrow. All hon. Members will study it. In the meanwhile the hon. Minister will just give the information which was asked by Mr. Bharucha and one or two other hon. Members.

Shri Morarji Desai: May I say that the hon. Member Mr. Bharucha based his argument on some calculations or notions which I do not know from where he obtained. He said that

extra notes are going to be issued. He asked where is the gold reserve for that and also put all sorts of questions.

Sir, it ought to be known that notes are being circulated there. If these notes are going there there will be no extra notes; they will be in substitution of ordinary notes which will be circulated there. It is not extra circulation of notes in any way.

Shri Nanshir Bharucha: He has not understood my question. There is no limit prescribed. Therefore what will be the position of those notes? Will they have any fiduciary backing or they will be products of the Nasik Printing Press?

Shri Morarji Desai: Barring re-deeming of notes which are in circulation due to our action, future notes issued will be against sterling given to them. There is no question of giving any notes. I have said that in my speech, but the hon. Member does not care to follow my speech.

Shri Prabhat Kar: Can the hon. Minister give figures to this House about this particular type of notes that will be issued? Has he got any idea of our liability. Can he give it to the House?

Shri Morarji Desai: Whatever liability is there has got to be met. It is our own creation. But I can give only the history, as it took place, during the last few years. From that you can see as to what is happening in the matter of gold smuggling.

Shri Mohammed Inam (Chitaldrug): You have given your ruling that this will be taken up tomorrow.

Mr. Speaker: Hon. Members do not follow the proceedings here.

The hon. Minister agreed that this matter may stand over till tomorrow for discussion. In the meanwhile I requested the hon. Minister to give—in view of what Mr. Bharucha wanted—

additional information, if he has. The hon. Minister said that he had stated to the House what all he wanted to, but in addition he was willing to give some more information which Mr. Bharucha wanted, as also Mr. Prabhat Kar, about the quantity of currency notes in circulation in other countries. He said it would only be approximate. He was prepared to give that information, but hon. Members want to argue without information.

Shri Morarji Desai: Sir, during the first three quarters of 1958 Rs. 33 crores in Indian currency notes were returned by the Persian Gulf banks and Rs. 27.4 crores were paid to them in sterling. This was the amount at that time. We want to stop all this. It was because of this gold smuggling which is of the order of Rs. 30 crores. We have got to stop that. That is why this is being done.

Shri Prabhat Kar: Approximately for the last three years what have we got to pay?

Mr. Speaker: For one year it is Rs. 27 crores. Multiply it by three. It is common knowledge. Again and again questions are put here as to how many people were arrested, etc

Shri Morarji Desai: I am prepared to give that. For the first nine years up to 1956 the amount was about Rs. 120 crores. That is what it was for the first nine years. In 1957 it has taken a very bad turn. From that time it has become difficult. In the year 1957 alone it amounted to Rs. 44 crores, as against Rs. 14 crores in 1956 and Rs. 11 crores in 1955. Out of this Rs. 44 crores we had to pay back Rs. 32 crores in sterling. Then I gave the figures of 1958. From that it will be seen how the amount is increasing every year.

Mr. Speaker: It is provided in the Bill, as hon. Members would have seen, that these notes can be cashed only in the Reserve Bank. Hon. Members would remember that formerly notes were printed payable only

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in a particular branch or a particular province, as for instance in Burma or Madras. There is nothing new about it.

Further discussion on this motion would stand over till tomorrow. I take it the amendment is not pressed. It is left to me to decide when it should be taken up; I decide it may be taken up tomorrow.

12.39 hrs.

RESOLUTION RE RECOMMENDATIONS OF RAILWAY CONVENTION COMMITTEE.

The Minister of Railways (Shri Jagjivan Ram): I beg to move:

"That this House resolves that the period for the continuance in force of the recommendations of the Railway Convention Committee, 1954, governing the arrangements between railway finance and general finance which were approved by this House by a resolution adopted on the 16th December, 1954, be extended by one year up to the 31st March, 1961."

As the House is aware, the Railway Finance was separated from General Finance on the basis of a Resolution passed by the then Legislative Assembly in 1924 in the following terms:

"In order to relieve the General Budget from the violent fluctuations caused by the incorporation therein of the Railway estimates and to enable Railways to carry out a continuance Railway policy based on the necessity of making a definite return to General Revenues, on the money expended by the State on Railways."

In pursuance of this Resolution, the Railway Budget became a separate entity and separate Reserve Funds in

the shape of the Depreciation Reserve Fund, the Revenue Reserve Fund and later the Development Fund were created. General principles were also laid down for the allocation of expenditure to Capital, Revenue and these Funds. The details of the financial arrangements were, however, reviewed periodically by Convention Committees of Parliament, which examined the position carefully and made recommendations. The approval of Parliament was then obtained based on these recommendations.

The present financial arrangements are based on the recommendations of the Parliamentary Convention Committee appointed in 1954, which were accepted by this House by a Resolution passed on the 16th December, 1954, and which are current up to the 31st March, 1960. In the ordinary course, I would at this time have approached the House for the setting up of a new Convention Committee, so that, after allowing for the time the Committee would require for its deliberation, its recommendations may become available for consideration and decision by the House before the expiry of the current period. As stated in my Budget Speech for 1959-60, it is essential, however, that a Convention Committee set up for this purpose should have reasonably accurate data as regards the burden of additional traffic that would fall on the Railways, the level of investment required to meet that obligation and a good forecast of the earnings and working expenses during the next few years. This, however, is not possible until reasonably firm decisions are taken as regards the magnitude of the Railways' Third Five Year Plan.

Shri Naushir Bharncha (East Khandesh): The hon. Minister is not audible.

Mr. Speaker: The hon. Member will come and sit a little ahead.

Shri B. K. Gaikwad (Nasik): He is not the only one. There are so many other hon. Members sitting behind.

Shri Jagjivan Ram: This, however, is not possible until reasonably firm decisions are taken as regards the magnitude of the Railways' Third Five Year Plan. There are two other important factors, the exact financial implications of which are difficult to assess at present. One is the new freight structure which was introduced with effect from the 1st October, 1958 and the other is the Report of the Pay Commission, which is still awaited.

In these circumstances, I feel that the forecast of the Railways' financial position could only be made on a realistic basis in about a year's time. I have, therefore, come to the conclusion that the period covered by the present Convention might be extended by one year. This would have an added advantage that in future, the period of the Conventions would synchronise with the quinquennium periods of our Five Year Plans.

With these words I commend the Resolution for consideration and adoption by the House.

Mr. Speaker: Resolution moved:

"That this House resolves that the period for the continuance in force of the recommendations of the Railway Convention Committee, 1954, governing the arrangements between railway finance and general finance which were approved by this House by a resolution adopted on the 16th December, 1954, be extended by one year up to the 31st March, 1961."

The time for this that has been allotted is four hours. Hon. Members, therefore, will confine their remarks to fifteen minutes each as usual in respect of Resolutions.

Shri Tangamani (Madurai): There are not many speakers.

Mr. Speaker: Possibly some hon. Members may come after lunch. Anyhow, let me have an idea of hon. Members who wish to participate in this. I see eight hon. Members standing up. Eight multiplied by a quarter of an hour comes to two hours. Twenty minutes for each.

Shri Nausadir Bhambhani: Some more time might be given. Twenty minutes.

Mr. Speaker: I will note down the names of all of them.

Shri Tangamani: Mr. Speaker, Sir, we are grateful to the hon. Minister for explaining to us the convention that has grown since 1924. At the outset, I want to say that I support this Resolution, namely, that the recommendations of the Convention Committee of 1954, which would normally elapse with 1959-60, may be extended by one year, that is, up to 1960-61. I do agree with the reasons advanced by him that the Convention Committee which is generally set up once in five years will synchronise with the beginning and the end of the Five Year Plans. But, having said this, I would like to make a few observations and shall, as far as possible, confine myself to the recommendations made by the various Convention Committees and in particular the Convention Committee of 1954 which went into this matter in great detail.

As we know, the Convention Committee of 1949 and later the 1954 Convention Committee of which you, Sir, were the Chairman, has fixed that the dividend payable is 4 per cent on the capital at charge. If we go through the Report, we find that several issues were raised as to how far this 4 per cent on the capital at charge will be reasonable. I would like to mention paragraph 18 of the 1954 Report. There, it was stated—

"The Committee observe that as a result of the haphazard growth of the capital Structure of Indian

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Railways owing to historic reasons an element of over-capitalisation has come to stay. The total value thereof has been estimated to be Rs. 100 crores approximately by the Railway Board. A view was expressed....."

Mr. Speaker: Over-capitalisation to the extent of.....

Shri Tangamani: Yes, to Rs. 100 crores. So, to that extent, because we find that in 1957-58 the capital at charge is Rs. 1,169.13 crores as against the capital at charge in 1952-53 which was Rs. 833.6 crores, this variation of Rs. 335.53 crores will also be reflected in the capital at charge which has been fixed at Rs. 1,169.13 crores. On the basis of this 4 per cent now the dividend that has been paid to the General Reserve for the year 1958-59 was Rs. 49.58 crores as against Rs. 38.16 crores which was paid in 1956-57. So, we can take it that on an average about Rs. 50 crores will be the dividend paid to the General Revenues. This will be slightly in excess of what has been paid. But for the reasons given and for really stabilising the Railway finance, I also do agree that this 4 per cent which has been fixed by the Committee after due deliberation is a very salutary fixation of the percentage. But arising.....

Shri Naushir Bharucha: Inclusive of interest element.

Shri Tangamani: Yes. But arising out of this there are several things also. When we have allocated 4 per cent for General Revenue out of the surplus the Development Fund is set up. For development certain items have been mentioned in paragraph 21.

Mr. Speaker: Personally, I would treat this as a concern as any of the autonomous concerns where income-tax has to be paid, interest has to be paid and some profit has to be given to the shareholder, that is, to the Government.

Shri Naushir Bharucha: That is right.

Mr. Speaker: All that has to be done. But anyhow the trend has been the other way.

Shri Naushir Bharucha: It is a wrong way.

Shri Tangamani: Actually, probably when the next Convention comes a situation very similar to the autonomous corporations, which have now come up, would meet the ends of justice and certain benefits which the passengers and the employees will have to get will be met from out of the surplus.

Before I go to the Development Fund, I will refer to the Depreciation reserve. So far as the depreciation reserve is concerned, I am at a loss to understand how this has been so inflated. Because, I find, in the year 1949, when the 1949 Convention went into this question of depreciation, the depreciation that was being paid was Rs. 10 to 15 crores.

Mr. Speaker: May I suggest to the hon. Member and the House that we are not now going into the details of all this at this stage. The only point now is this. In view of the Pay Commission, with the cleverest of anticipation, it is not possible to find. There is no harm in continuing this. We have been working this for five years. All these circumstances that are now taken may be taken up at that time. Whoever may be the Chairman or Members then, will not remember what Shri Tangamani says. Therefore, let us make short of this business.

Shri Tangamani: There may not be much to say.

Shri Naushir Bharucha: We want to make out that it should not be continued even for a year. The general revenues are suffering. Your concept, as you were pleased to say, is different.

Mr. Speaker: I am only referring to what **Shri Tangamani** was saying. If he wants to oppose this, that is another matter. He is in agreement. He says it is all right. He wants to go further into the details. I am sure they are all valuable points: accumulation, inflation, etc. At that stage, nobody is going to remember what he has said.

Shri Jagjivan Ram: The appropriate time will be when setting up the Convention Committee.

Shri Tangamani: The 1954 Convention have made certain recommendations. They qualified those recommendations also. When they arrived at a particular percentage, they gave directions to the Railway Board that they have to do certain things. These suggestions are useful for this current year and also for two years more that are to run.

So far as the Reserve fund is concerned, I find that Rs. 15 crores were set apart. From 1949-50 onwards, it has been increased to Rs. 30 crores. I do not know whether there has been any resolution of the House, since 1950. I am unable to find it from the records. The 1954 Convention, finding that Rs. 30 crores have been set apart for depreciation, arrived at the conclusion that Rs. 35 crores was the proper figure for depreciation. Subsequently, with the approval of this House, now, it has been increased to Rs. 45 crores. Why I am mentioning this is to show that already, there is a heavy 4 per cent on even the Rs. 100 crores which is not accounted for, set apart as dividend, and so far as depreciation is concerned, Rs. 10 crores more than what has been recommended by the 1954 Convention has been set apart. I am just mentioning this to show how important it is that developmental and other activities must be given top priority, because we have sacrificed something. There must be really a toning up of the administration and every bit of wastage which has been pointed out by the Public Accounts

Committee or by hon. Members in this House must be taken serious note of. That is the purpose of the few observations which I would like to make in this connection.

Having said this, I find that out of the Development fund, a sum of Rs. 3 crores has been set apart for amenities to passengers. There is nothing in the Convention's recommendations against increasing the amenities from Rs. 3 crores. What I would like to know from the hon. Minister is this. From the Budget papers, every year we see Rs. 3 crores is set apart. I would like to know whether the sum of Rs. 3 crores has been spent during at least 1958-59, and 1959-60 and whether we have really taken down in details about the various amenities which we are going to extend in the coming year, namely, 1959-60. Because, I feel that passenger amenities should not only get top priority, but also that the amount set apart for passenger amenities must be spent.

The second suggestion which I would like to make is this. As early as 1957, the Tapase Committee was set up for considering the promotional avenues of Class IV employees. Class IV employees constitute nearly 80 per cent or even more of the employees in the Railways. The Tapase Committee report was published in 1958 and the House has been told about the Report of the Tapase Committee also. The Tapase Committee has suggested that the Class IV employees whose scale of pay is 30-35 may be promoted to the scale 30-1-40 and 40-2-50. I would like to know how many class IV employees have benefited as recommended by the Tapase Committee since we have implemented this report. That is the second point.

The third point that I would like to make is this. I would like to know this from the hon. Minister. This, again, is a point which has been pending ever since 1955-56. The one man Tribunal which was set up has considered many of the issues pending.

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We were told that certain issues have been withdrawn by one of the Federations. How many issues have been settled by the Sankar Saran Tribunal? In what way have the directives or findings of the Tribunal been put into operation for the benefit of the employees?

As regards my fourth point, only one instance I will mention. There were reports of even corruption in the branch line between Rourkela and Manarpur. A considerable amount was paid in excess. This was pointed out by one of the contractors. The Chief Security Officer promised an enquiry. *We would like to know what has happened and what is the result of the enquiry.*

Coupled with the amenities to passengers, comes the question of safety in travel. Today, during the Question hour, three instances were mentioned how there was one dead body found in a Railway compartment; another case was where there was robbery; another case was again a case of robbery. Safety of travel is another important thing. Although several steps have been taken, we must know, since last year, how many such cases of robbery or how many such cases of murder have been detected and what steps we have taken to prevent this type of occurrences and really give safety to the passengers during travel.

Another point which I would like to mention is about safety of bridges. There was an expert committee which was set up. I do not know what recommendations they have made and at what stage it is. Lastly, I would like to refer to the observations of the Public Accounts Committee, of which I am sure the hon. Minister must be aware. The public Accounts Committee has pointed out that:

"During 1955-56 and 1956-57, the percentage of savings over the voted grants and charged appropriations had shown an upward

trend compared to 1954-55. In some cases, the Ministry had obtained supplementary grants from Parliament, even though it had not spent the original appropriation."

Already, we find another supplementary demand for grant coming up:

"The Committee was surprised how despite the maintenance of liability registers indicating the progressive total of financial commitments, the Ministry was not in a position to assess its requirements accurately."

The Committee also refers to certain items in the Northern Railway, which also I would like to mention.

"Failure of the Northern Railway to follow the prescribed procedure which has resulted in considerable loss of revenue and wasteful expenditure: In one case, a siding was provided for a firm without settlement of the terms in advance as provided in the rules. Though nine years had elapsed since the siding was given, no settlement had been reached."

"In another case, the North-Eastern Railway had taken more than eight years, to fix siding charges to be recovered from an oil company. This has resulted in heavy outstandings."

1½ hrs.

I am mentioning these things to emphasise that when once the House, following the wisdom of the Convention Committee, approves of a certain Procedure, and without question allows the Ministry to give so much to the General revenues and so much for the depreciation fund, it is necessary that such irregularities and such lapses must be seriously looked into.

There are many things which I can say about the welfare of the workers, but since they had been raised at the time of the budget discussions, I am

not raising those points on this occasion.

In conclusion, I would request the hon. Minister to see that along with the extension of the operation of the recommendations of the Convention Committee of 1954, the toning up of the administration also takes place. I do agree to the reasoning that has been given to show that it is necessary to extend the operation of the Railway Convention Committee's recommendations.

Shri Viswanatha Reddy (Rajampet): The reasons that have been advanced by the hon. Minister for the extension of the operation of the recommendations of the Railway Convention Committee of 1954, I am sure, would be accepted by the House, and I do hope that the extension will be granted. However, I think that the hon. Minister as well as the Railway Administration have introduced this resolution which is under discussion now, with considerable sacrifice to themselves, because I am one of those who firmly believe that the recommendations of the Railway Convention Committee of 1954 have acted very adversely on the finances of the railways. The financial position as it is to day has resulted in a great deal of depletion of funds in the various special funds that have been created by the Convention Committee. Therefore, it would have been an advantage for the Railway Administration to have asked for the appointment of a separate Convention Committee again, and put their case very strongly before that committee, so that certain reliefs could possibly have been given by this new Convention Committee if it had come into being this year.

To substantiate my points, I would like to state, at the very outset, the contributions that the railways have been called upon to pay to the general revenues from the year 1924. During the period 1924-50, when the principles of the convention were of a particular, definite, or specific variety, the

total amount that was contributed towards the general revenues over a period of twenty-five years was Rs. 236 crores.

13.05 hrs.

[MR. DEPUTY SPEAKER in the Chair]

The contribution that was made during the last five years was only Rs. 225 crores; and the contribution during the five-year period just before the last five-years period was Rs. 170 crores.

If I might analyse these figures in a different manner, I might say that today the railways are contributing to the general revenues at the rate of nearly 15 per cent of their gross earnings per year. Expressed in terms of percentage of the capital-at-charge, it may be only 5 per cent, but expressed in terms of the percentage of the gross earnings of the railways, it works out to nearly 15 per cent. In my opinion, this is a very unconscionable percentage for the railways to contribute to the general revenues. This contribution has resulted in a very sorry state of affairs of the railway finance today.

I certainly appeal to the Railway Administration to put their case very strongly at least before the next Convention Committee, so that the principles of division of the railway earnings may be entirely changed. I might submit to the House that the principles that were laid down by the 1949 committee were entirely different from the principles laid down by the other committee. Therefore, the decline in the railway finances from 1949, in spite of increased earnings of the Indian railways, has been very disastrous to the railways. If this state of affairs continues, then I am afraid the railways will have to lean more and more on the general revenues, which would, in that case, adversely affect the general revenues more than ever.

Let me now discuss the main points that were left open by the 1954 Convention Committee to be decided by

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the 1959 Convention Committee, which, however, is going to be started only in 1961. One of the main points was over-capitalisation. The Railway Administration was asked to specifically work out the exact amount of over-capitalisation in the railways. I might recall to the House the fact of the haphazard development of the Indian railways which has naturally resulted in this element of over-capitalisation. Even on this quantum of over-capitalisation, the railways have to pay a great deal of interest to the general revenues. What exactly is the quantum of this over-capitalisation? I at least have not been able to find that out from the papers that are available.

Then, there was the question of strategic railways. The financing of strategic railways as well as the maintenance of these railways has been the main responsibility of the general revenues. However, in the first instance, the railways are asked to finance these schemes and then recoup from the general revenues. But we have not been able to work out, in spite of these ten years of these convention rules, what exactly is the amount that has been spent on strategic railways, and what exactly is to be recovered from the general revenues on this account. It has been mentioned that it is an insignificant figure, but it should be possible for the Financial Commissioner of Railways, who is functioning today, as he does, separately, to work out the exact figure. Since we have undertaken this policy of separation of railway and general finances, it should be easy, and necessary also, to allocate all this expenditure, however, insignificant it may be, under separate heads.

The 1954 Convention also recommended that the creation of an amortisation fund should be left open for the present. The necessity for this amortisation fund has become very urgent now, because the total amount of capital at charge for the railways is of the

order of nearly Rs. 1,600 crores. Apart from paying interest on this capital which is growing everyday, and apart from paying the contribution to the general revenues, very little is left for the development of the railways. Therefore, a fund to clear these capital liabilities, the liabilities created by this capital-at-charge, should start some time or other. Without this amortisation fund, ultimately the liabilities will accumulate so much that in a lean year it will be very difficult for the general revenues. Should there be a loss in the railways to the tune of Rs. 50 to Rs. 60 crores this year, for example, it will be a terrible job for the general revenues to find that money and see that the railways work smoothly. Therefore, the necessity for an amortisation fund and also the revenue reserve fund, to cover these exigencies is very urgent, and at least the next Convention Committee, I hope, would be able to start some process which would create these two funds.

Let us examine the state of affairs of the various funds created by the Convention Committee. Let me first take up the Depreciation Reserve Fund. I am sorry I have not been able to gather figures for years earlier than 1957-58, but just to illustrate my point and to strengthen the trend of my argument, I might mention the figures of 1957-58 and the estimates for 1959-60. The Depreciation Reserve Fund stood at Rs. 103 crores in 1957-58, and at the end of 1959-60 it will be reduced to Rs. 35 crores. At the rate at which withdrawals are being made from this fund, and at the rate at which accretions are being made to this fund, it is quite conceivable that in 1960, not to speak of any balance, there would be a large drawal from the general revenues to this fund itself.

This fund is supposed to be self-generating; it is supposed, according to the conception of the creators of

this fund, namely the Convention Committee, to be a permanent one; it is supposed to generate all the finances for all the depreciation of the railways and to meet the repairs, the maintenance and the general depreciation in the fullest sense. But this will become non-existent after 1961.

What will be the consequence of the complete depletion of this fund? The railways will have to go on, they will have to function efficiently; the Government or the people of India will not be able to stand and look on when the railways are not able to go on smoothly. Therefore, whether this fund exists or not, the contributions from the community through the general revenues will have to go to this fund, and therefore the general revenues will suffer a great deal. So, the argument that the contribution to the general revenues is quite adequate now, or that it can even bear an increase, does not really have any substance because ultimately if this increased contribution results indirectly in the depletion of all these funds, that means the general revenues will in any case have to bear the burden of the loss of the railways. Therefore, I suggest that the contribution of the railways to the general revenues should be on such a scale that it does not impair the efficient functioning of the railways. That should be the only criterion for us to go by; otherwise, ultimately it is the general revenue that will have to suffer in any case.

Let us look also at the Development Fund. In 1957-58, the balance was Rs 13 crores, and in 1958-59 there was no balance. Of course, even this year there is no balance. At the end of 1959-60 we shall have drawn nearly Rs. 20 crores by way of loan from the general revenues.

The scope of this Development Fund was very much enlarged by the 1954 Convention. This fund today will have to undertake functions which were not envisaged originally when it

was brought into being. This is the sorry state of affairs in which this fund finds itself.

Again, take the Revenue Reserve Fund. Fortunately there was no necessity for the railway administration to draw from this fund because during the past ten years it was a sort of book period for the railway, but the profits or the earnings of the railways, of late, are showing a downward tendency for various reasons. Therefore, necessity of making some accretions to the Revenue Reserve Fund is also every much apparent. Of course, there is nothing much to comment on the functioning of this fund because this fund is not functioning at all today. We are neither putting anything into it nor taking out anything from it.

To revert to the amortisation fund, I may submit to the House that the 1954 Convention specifically stated that this fund should wait for better days for its creation. If we have to go on waiting for the creation of this fund, as I have already submitted to the House, the time will come when the capital-at-charge will be so heavy on the railways that they will not be able to pay even one per cent or two per cent to the general revenues on the capital-at-charge. Therefore, the reduction of the capital must be attempted from the yearly earnings of the railways. For that purpose, the amortisation fund is absolutely necessary. So, when the next Convention Committee meets I am sure the railway administration will put very strongly before them the need for the creation of this fund.

In conclusion, I might particularly tell the hon. Minister that I personally feel that the case of the railways has gone by default both in 1949 and 1954. I hope the same mistake will not be repeated in 1960. The soundness of the functioning of the railway administration is important not only for the benefit of the community at large, not only for the benefit of the railways, but also in order to see that

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the general revenues are not subjected to the strain of having to meet the various obligations of the railways. Therefore, I plead that the railways should be strengthened further in order to prevent any further inroads into the general revenues.

Shri Harish Chandra Mathur (Pali): The hon. Minister of Railways, even while speaking on the budget discussions, had made it perfectly clear that he would come for a year's extension in the present arrangement of things as they exist, and he has just repeated the same arguments in asking for a year's extension.

I have no hesitation in conceding that they are very weighty reasons and we have no hesitation in extending the time of the present convention, because of the various considerations which will have to be borne in mind when we take stock of the whole position, but I wish to give a sort of warning here that this period which is now being given to the railway administration has got to be utilised to put its house in order and to do a lot of new thinking which is very necessary.

Let us examine the whole position from an absolutely layman's viewpoint. I quite agree that there should be separation of railway finance from general finance. The railways, which are our biggest undertaking in the public sector, must have separate finances, and must give a good account of themselves concerning how efficiently they are run and what return they are giving to the taxpayer's money. I as a taxpayer and as a representative of the taxpayer want to know from the Railway Administration what return the general revenues should expect. As a matter of fact, they do not pay any income tax: they do not pay any interest on the capital advanced to them. All that they pay is a 4 per cent dividend. Is that justified? We have been setting up now various corporations in the

public sector. So far the railways have been almost practically the only undertaking in the public sector. Now would the railways be justified in asking for a very different treatment from that meted out to other corporations in the public sector?

Shri Viswanatha Reddy: All over the world, railways are functioning as public utility concerns.

Shri Nanshir Bharucha: No. no.

Shri Harish Chandra Mathur: I will deal with that matter also. The convention has taken two aspects into consideration, to what extent the commercial outlook has to come in and where the public utility aspect has got to come in, and what weight and what place has got to be assigned to it. I quite understand that the railways have got to discharge certain responsibilities which other commercial enterprises may not have to, but in the present context, let us ask this question, whether a dividend of 4 per cent is a very fair return to the taxpayer. It has been argued by my hon. friend who preceded me that even this 4 per cent is a very high return which has been forced upon the railways and it might break the economy of the railways and it might at a certain time become a source of stress and strain on the general revenues, and therefore, the railways must very strongly present their case and come to certain arrangements through a certain convention whereby they have not to pay even this 4 per cent dividend. I do not at all agree with this sort of proposition. I expect that the railways should pay a much better return to the general revenues.

Now, we have got to examine whether it is simply because of certain utility considerations that the railways have not been able to pay a better dividend or because the railways have not been properly run and properly administered. The railways are taking passengers. Everyone knows how

crowded the railways are and how travel conditions exist at the present moment. While the railways are overcrowded, everybody who pays the full fare does not get his full seat; some occupy half the seat to which they are entitled, and certain people cling to the carriages etc. and still pay the full fare. Still if the railways do not make a good income, I think there is something very wrong with the Railway Administration itself.

Then again, if you come to the transport side, which is a bigger revenue-earning part of the Railway Administration, people are full of complaints. The railways have always been wanting to dominate in this matter; they have almost got a sort of monopolistic control over transport of goods. Where the question of road transport has come in, where there is an element of competition facing the railways, they have always tried to adopt and continue an imperialist policy. I know the Minister of Railways is a strong man and a powerful person. I like strong men. But I do not think he should use his strength and power to support an imperialistic attitude which the railways have always been taking.

Shri Jagjivan Ram: Never.

Dr. M. S. Aney (Nagpur): On a point of order. The motion before the House is for a limited purpose. Is a discussion on the Railway Administration as a whole relevant now? Is that subject before the House now?

Mr. Deputy-Speaker: What they are paying to general revenues, what they should pay, whether it is really justified as compared to the investment that we have made—all these are relevant factors so far as the convention and the rate are concerned.

Shri Harish Chandra Mathur: What I want to say is that the railways should utilise these two years to do a little bold rethinking of the whole matter and try to see what is going to be the future policy. Let us be

prepared for the Convention Committee which will come and which will also ask them all these questions I am posing today. These questions will have to be given proper consideration at that time. If during these two years the railways go and make certain commitments of expenditure, it will be extremely difficult for them to go back upon those commitments. It will be extremely difficult for that Committee; the task of that Committee will be rendered extremely difficult. They may not be able to say: 'You do this and do that now'. After all, we are as much interested in the railways as the Railway Minister himself is. It is wrong to think for one moment that we want to criticise the railways as some separate body. After all, we are as much interested in the taxpayer's money which has been invested in this undertaking as anyone else. It is the greatest national asset we have got. We are definitely keen and anxious to see to it that the railways do a little bit of bold thinking and try to evolve a policy for themselves, try to visualise what is happening all over the world, try to understand how road transport is coming up and what their position is going to be. They cannot through only artificial manipulations continue to occupy a certain position. They cannot continue to have that attitude. That attitude was permitted during a certain regime during the last century when the foreigners who were here had their vested interest in the railways. Now our interest in the railways is the same as in road transport; our interest in the evolution of a transport policy is just the same. I do not see any difference between the Minister of Railways and Minister of Transport. As a matter of fact, I have a greater interest in the railways. But we should view the question of railways and general transport from the same point of view.

The railways will have to take into consideration during these two years what is going to be their future policy, what problems are being posed before them, what problems they will have

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to face. They will have to give a much better account of themselves. So instead of making any further commitments now, they must do a little bit of introspection and try to understand what problems they are going to face. It is much better that they understand these problems now, during these two years before the new Convention Committee comes into existence.

Speaking on this very convention, a distinguished Member of this House, who was Chairman of the Public Accounts Committee, had given a definite warning even at that time that the railways must develop a commercial outlook. When my hon. friend pointed out to me that the railways were also a utility service, I could quite understand it. But the hon. Member who was Chairman of the Public Accounts Committee for a number of years had, I think, a better understanding of the working of the railways. If I may only repeat his words, he said that there must be efficiency and commercial practice in the railways. Then he pointed his finger at the railways for doing something which was not acceptable. He said that they were earning 'big' money and concealing it in revenue expenditure instead of in capital expenditure.

It is for putting these considerations before the House that I wanted to take part in this debate. I am very glad that we are now having a Committee which is going to be set up to evolve a national transport policy. Besides what has been stated here as the reasons for this Convention Committee to be set up after a year, I consider the appointment of that particular Committee to be a very important factor and that is an additional reason why we should give a little more time to the railways to see what transport policy is evolved, and how the Railways fit in in that transport policy and what role is assigned to them and what role they

have got to play. It should be clearly understood that the taxpayer definitely expects a much better return from the Railways, that the tax-payer expects that the railways will be run in a commercial manner, in a very efficient manner, that the expenditure will not be permitted to rise as it is rising at the present moment, that a sense of feeling is inculcated in the Railway Administration that they have got to face certain very important problems, that the country now expects something different and that they would not be permitted to adopt the same attitude which they have been adopting all the time.

The Railway Minister himself has given all the figures. We quite appreciate this pamphlet which has been distributed. I will not go on recapitulating the figures which have been placed in our hands. I quite appreciate that the Railways have started paying better returns. But, we are not satisfied with the returns. I wish the Railway Minister reconsiders the whole position and takes note of the problems that are going to be posed before the Railways. I definitely expect him not to consider them in a compartmental manner. As he is the head of the Railway Administration, I expect that he will bring about a wider and a broader outlook in this matter and will try to assign to the Railways their proper functions and see that they give a much better return. I am not going into the details.

Shri Naushir Bharucha: Mr. Deputy-Speaker, Sir, I am not quite convinced by the reasons which my hon. friend, the Railway Minister has assigned for pushing back the consideration of the question of Railway Convention by one year. He adduced three reasons.

First, he says that by the end of another year, we shall know precisely the size of the Third Five Year Plan with regard to Railway

expansion. Secondly, we will also know the Pay Commission's Report and, consequently, our liability in the matter of operational costs. And, thirdly, we shall better appreciate the trends of the new scale of railway freights which we initiated some time back in 1958.

All these three arguments have no logical basis for this reason. It is true that the size of the Plan may be known. It may be big; it may be small. But, what does the Railway Convention Committee do? It decides on principles. It does not decide upon the size of the Railways Contribution. If it were deciding upon the rate of return which shall be a particular percentage of the capital-at-charge, then it is immaterial what the capital-at-charge is, whether it is Rs. 1000 crores or whether it is Rs. 2000 crores. If it is less, the total contribution would be less. Where does the size of the Plan come in? I do not understand.

Secondly, it has been said that the Pay Commission's Report will be available so that we shall know our liability. I am asking the hon. Minister—Can he forecast what will be the trend of prices in future so far as stores maintenance costs are concerned, the prices of repairs and parts and other things? He cannot forecast that. Even if prices of material cannot be forecast, still, he will appoint a Convention Committee. Why should he not do it when the prices of labour are not known? After all, these things do not materially influence the decisions of the Convention Committee. They may help some way or other. The Convention Committee lays down the principles; it does not lay down the quantum—that this must be the quantum, payable by Railways.

Thirdly, the trend of railway freight will be better known. Surely. But I am not sure whether we will not go in for a further revision of freight rates. We may want to increase them. Then, will he say, let us

wait another year to know the trends of that? Therefore, these are things which we have got to take in the stride. I am not satisfied though I may like the persuasive way in which he puts forward his arguments. It is very difficult to be convinced. (Interruptions). I am not going to agree.

The point to be remembered is that we do not straightaway appoint a Convention Committee—that has to be at the appropriate stage—and, therefore, an *ad hoc* committee has to be appointed. And, if the *ad hoc* committee is going to collect material, sufficiently comprehensive in nature, it must have sufficient time for it. And, I am of the opinion that the work of the *ad hoc* committee would last at least 6 to 9 months if it is really going to collect information of value to be placed before the Convention Committee.

Therefore, I should have thought that at least action would have been taken for the appointment of an *ad hoc* preparatory committee to collect the necessary data and material.

I am very sorry to say that ever since I entered this House, the outstanding impression in my mind has been that the Railway finances have been left in a very sorry state. Nobody has applied any thought to it. I propose to consider very briefly, without frightening the Chair about the time I am going to take, the following matters, namely, the contribution of Railways to general revenues, the percentage of such contribution which will be linked up with the capital-at-charge, the capital structure, the allocation to depreciation fund, the principles governing such allocation, the structure and purposes of the development fund, the revenue reserve and its purpose, the rate of return on new lines, the loss on the strategic lines and finally the question of amortisation.

I shall consider them briefly. Sir, one big thing which the Railway Convention Committee of 1954, for rea-

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sons best known to the committee then, did not consider was the settlement of the principle to which my hon. friend Shri Mathur referred, namely, on what basis are we going to settle the principles governing the finances of the Railways—whether it is on the basis that it is a commercial body or whether it is to be regarded as a public utility concern which will render service to the public without having any return.

So far as the committee is concerned, it has disposed of this point by saying that they regard it both as a commercial concern and as a public utility concern. Sir, my respectful submission is that the two concepts are largely mutually exclusive. We must first have a very clear indication, a very clear idea in our mind as to what we mean by a commercial body and what we mean by a public utility concern. The basic difference lies in the fact that in a commercial concern they must pay the income-tax. They must not be entitled to special or low rates of interest such as the Government gives to the Railways. They must not only pay dividend but they must also pay interest and the interest must be at the prevailing market rate; and the credit of the State must not be pledged for raising the money necessary for running the Railways. If you regard it in that light, then you say that it is run on a commercial basis.

The concept of public utility concern is that the State recognises, that certain services which must be rendered to the nation at large, and therefore, it affords some preferential treatment to the public utility concern. It may give much relief by pledging the State's credit for raising the moneys as is done in England in the case of electricity. The State pledges its credit or it may give additional benefits in the shape of licences or even lower rates of interest and so forth.

A public utility concern does not conceive that it must not pay income-tax or other things. It is wrong idea. A public utility concern may be required to pay income-tax; it may be required to set aside certain funds and carry on its work in a business-like manner. All that it is entitled to do is to claim some sort of preferential treatment because it cannot refuse to render service, though that service may be carried on at a loss.

Therefore, a very clear-cut distinction exists. Until the basic decision is taken, all questions of formulating principles governing Railway finances have got no meaning. Therefore, my hon. friend Shri Mathur was right when he said that we have got to be clear about the position. It is the duty of the ad hoc committee to prepare the data from which the Convention Committee can come to a conclusion that we may take one aspect of the matter or the other. I have got many more opinions on this because I have studied it and got a lot of literature on this subject. But, unfortunately, I have no time and I shall proceed straight with the enumeration of the items with which we are immediately concerned.

First is the question of the contribution of the Railways to the general revenues. I fully agree with my hon. friend, Shri Mathur, when he said that the time is now past when the Railways can get special treatment. The Railways must stand on their own feet; they cannot claim any extra privilege. And, I was shocked when my hon. friend Mr. Reddy said that the Railways' case has gone by default. My grievance is that the Railways have got more and more of the general revenues, and it is high time that we completely and radically alter the convention by which a miserable pittance in dribblets is doled out by Railways to the general revenues in the name of contribution to the general revenues. 4 per cent interest, in the first place, has been linked to capital 'at

charge. Why should it be linked to the capital at charge? Why should it not be that the Railways must pay at the reasonable prevailing market rate of interest on all the capital that they raise? Why should it be that the capital structure of the Railways should be dealt with as if on part of it it is entitled for preferential treatment and part of it must be on some other basis?

No There also, even assuming that railways are a public utility service and they are entitled to some sort of preferential treatment, they must follow some basic business principles, and I fully agree with my hon friend, Shri Mathur, that the Railways must not be specially treated and given extraordinary preferential treatment, but they must be put on a sort of competitive basis. They must compete for the capital they require along with other not only government concerns but other private managed concerns also. Supposing, for instance, there is a private owned railway as there is one, I think, in C.P., does the Government give all this facility to that private owned railway? How does it manage to earn profits? Still its rates and fares are governed and controlled by us. If private managed railways can do so, why should preferential treatment be given to railways in the public sector? These are basic questions which require consideration, and to my mind an ad hoc committee could do this better.

Coming to the question of depreciation to which I have always referred, I am surprised that again the Railways Convention Committee has completely side-tracked the issue. I do not know what transpired before the Committee. I am sure the hon Railway Minister, I speak subject to correction, must have gone before the Committee and tried out his very persuasive tactics with great success.

Shri Jagjivan Ram: I was not in the Ministry at that time. I thank

you for this compliment, which you deserve more than I.

Shri Naushir Bharucha: I am sorry, I am comparatively new. But, Sir, Shri Lal Bahadur Shastri, I am told, is another very persuasive gentleman. All that the Railway Convention Committee has done is that supposing Rs 30 crores were asked they have said "All right, take Rs 5 crores and go", just as you fix instalments in a small cause, court where when the defendant pleads for instalments and the plaintiff says that no higher rate should be there the Judge says "Let it be Rs 5". Just like that the Committee has said "Take Rs 5 crores more". That is how the whole thing has been done.

Sir, my submission is that this depreciation is a very important thing which requires to be carefully considered. In the first place, the sum has been determined quite arbitrarily. Inadequate depreciation completely camouflages the deficit position of Railways and gives us an illusory surplus. The question of depreciation is important in that it involves considerations of facts of policy, of accounting matters, economics, engineering as well as law. Upon the soundness of depreciation policy depends the integrity of investments and capacity of the enterprise to attract fresh capital on its own merits. The question relating to backlog of accrued depreciation requires particular treatment. I, therefore, submit that the whole problem requires to be gone into carefully.

What are the principles which the Convention has decided upon for depreciation? Sir, there is one method which is known as the 'rule of the thumb' method, an absolutely arbitrary method. That is the only principle on which the Convention has gone. But there are better methods of setting aside depreciation, such as the original cost basis—perhaps it is the most rational basis if coupled with creation of a rehabilitation fund. Then there is also the

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replacement cost basis, a system of accounting depreciation which has come into vogue in some places. It has its difficulties, but, at the same time, in view of the very fast rising prices of rolling-stock and other stores, it is a system which requires very careful consideration. Then we have got the fair value basis or the present value basis, we have got the straight-line method which is based on the principle that it accepts current depreciation as operating cost,—it has got the advantages of simplicity, avoidance of frequent revision of service life of assets and this is a principle which is widely followed but a method of depreciation accounting which the Railway Convention Committee has not even thought of—then we have got the sinking fund method, the annuity method and the renewal method. There is one more method which is known as the retirement expenses method which is very popular with the Railways. Why? Because it is based on the theory that there should be no depreciation set aside, if you maintain assets in a healthy condition, in efficient and serviceable condition, in that case depreciation need not be set aside. Sir, I was reading about it. In America there have been several cases of public utilities where the Supreme Court has been inclined to give in to this method of depreciation accounting, and I am of the view that it is now high time that we should settle on some principle. I am not in a position here to make a ready recommendation and say that this or that method must be adopted. Even all those methods or any one of these methods may not be useful and a combination of some methods may be useful. I am provisionally of the opinion that the method of original cost coupled with rehabilitation fund might be the best method to be employed for setting aside depreciation.

So far as amortisation is concerned, I am completely against it. As applied to depreciation accounting,

amortisation is a method of charging capital cost of assets to operating expenses after the service life of assets has been terminated. Resort to amortisation is usually forced by inadequacy of depreciation reserve to carry costs of retirement of assets. Amortisation can only be justified on account of premature retirement of assets as may occur in the case of electrical undertakings, where on account of sudden changes or scientific advancement your plant and machinery all of a sudden becomes useless having to be retired prematurely, and you have not had sufficient time to set aside proper depreciation for that purpose. If you are taken unawares, in such cases amortisation is a policy which can be adopted properly. But for the Railways to claim that they want an amortisation fund is something where I would ask, what is the justification for it. The hon. Railway Minister will have to make out a very strong case, at least to convince me if I ever happen to be on the Convention Committee, before an amortisation fund can be granted.

Sir, may I point out, why it is that the Railways want amortisation? It is because in the past there was reckless expenditure, over-capitalisation, and after that they come and say that they have not set aside proper depreciation. They know that rolling-stock has got to be kept in good condition, and they can't keep on borrowing money even at reasonable rates from the Government *ad infinitum* to replenish their assets. They have not set aside any adequate depreciation. Therefore, they want to have another back-door method of rectifying their position.

Now I come to the question of Development Fund. I wonder why it is at all called a Development Fund. How is it going to develop anything when you have a minus balance of Rs. 22 crores? What is all that has been promised? The Railway Convention Committee has said that out

of the Development Fund you can carry out amenities for all users of railways. Minus Rs 22 crores is the balance, and all amenities to transport users are supposed to be carried out. Judging by the amenities which the transport users get, I think the Development Fund is fulfilling its purpose. Then, it says that all safety works on railways are also to be carried out out of this. Judging by the number of accidents, safety is also being provided from this minus fund. I think time has come to consider frankly the whole thing, and the creation of a Development Fund is not an issue which should be taken in isolation, but it has to be considered in the general set-up of the whole problem.

There is special treatment again on the question of new lines. It is said that capital at charge on new lines should pay dividend at a lesser rate. That is the recommendation. Why should it pay at a lesser rate? On the top of that there is a five-year moratorium. Why should there be a five-year moratorium? Do not private enterprise people come in business and start paying dividends and other obligations without having any favourable treatment? Do they have moratorium from the Government—five years no income-tax or deferred income-tax so that nothing need be paid? Sir, the point is this. I can understand if the railways make out a case if the Government ask them to extend lines into areas which are definitely unprofitable. Then they are entitled to some special treatment. But when they themselves say that they are going to expand the railways and lay down new lines, they are presumed to know the results. New lines are not given even to those areas which are ready for traffic. From the very first day you will have ample amount of traffic, but even there they are not constructing new lines because the Minister says he has not got sufficient money, sufficient capital. If this is the case, and if even for such sections of Railways suffi-

cient money is not provided, I am sure that other new lines ought to pay their own way.

Two small things more, and I have done. The first point is about the strategic lines. I am of the opinion that the defence budget must bear the entire cost both of laying down and maintaining strategic lines. It is no part of the railways to keep on financing the expenditure on this account. The defence department cannot camouflage the expenditure by showing the expenditure on account of defence on to the railways.

The last reason why I oppose this measure—of course it will be passed and it cannot be helped—is because, every year, when this convention is extended, it deprives the general revenues of its legitimate share and return on investment. It helps to create a bigger backlog on depreciation and equipment and it camouflages the financial condition of the railways, and makes the setting right of the present irregular and unsatisfactory conditions far more difficult.

I would, therefore, like the hon. Minister of Railways to take immediate steps to set up an *ad hoc* preparatory committee and to have a convention committee as soon as possible, if he so desires, even within the time left at his disposal. But in case it is not possible, at least he should give the assurance to the House that whatever the recommendations of the Railway Convention, they will be given effect to retrospectively by one year.

Shri N. R. Munisamy (Vellore): Mr Deputy-Speaker, Sir, I am not quite happy over the method of asking for extension of time by one year or even two years. They could have come much earlier and asked for the reduction. With regard to the fixation of dividends in respect of this convention, we are all aware of the history as to how this convention was arrived at by separation of general revenues from the railway finance, because in those days we had to supplement the losses incurred by the

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companies, and the companies were having these railways more for defence purposes than for the purposes of travelling facilities. As days passed on, they saw that there was no use in supplementing it because they had been expending money in a large way and not looking to the economy of working. The general revenues had to supplement the loss incurred by the railways and that was the reason why they were separated. We all know that history.

But after having had this separate convention from year to year, finally, in 1954, it was decided to have another five years. Now, the recommendations of the Convention Committee expire in about a year, in the current year; at the time of the financial agreements as regards the separation of the revenues, the Committee had given proper thought as to the period during which this arrangement should hold. We are all aware that they had given very serious thought to that aspect. They said that no time or period would be extended beyond five years. They have said so in specific terms. They felt that this period should not be longer than five years commencing from the year 1955. They had therefore given thought to the whole aspect of the matter.

But now, the hon. Railway Minister has been able to convince us in one aspect and that is, with a view to have it synchronised with the plan period it would be quite possible to have one more year so that we can have a better view of the situation. I can appreciate the point. But still, when the matter comes before the House, and when he asks us to give an extension of time by one more year, he must be able to convince us, giving a detailed review of the real working of the railway convention arrangements, and the real working of the railways. He has not done that, except in one flimsy argument which he mentioned, and that is, it is with a view to synchronise it with

the plan period—the second Five Year Plan. But nothing else has been said in support of it. I am very sorry to say this is not the way of doing things. For instance, he should take this entire House of Parliament as a convention committee and taking it like that, he should convince the Members of the House as to the real working of the railways for the period of five years and give justifiable reasons for an extension of the recommendations by one more year. He has not chosen to do that. He has only said that this extension is sought so as to synchronise it with the Five Year Plan.

Now, the Railway Board also have taken upon themselves the responsibility of looking into the economy or the economic working of the railways so that the earnings and the expenditure could be kept in close watch, and of supplying not only to the House but to the public the details of the working of the railways. But they have not done it. What they have done is this. In the general budget a resume of the entire working was given and it was not with reference to the earnings as well as expenditure in the light in which the Convention Committee wanted to have.

Another aspect which I wish to bring before this House is this. Just as the previous speaker said, there should be an agency or a separate committee to go into the question on an ad hoc basis so that we can realise and know the real working of the railway convention and also know the dividend which could be fixed on a firm basis. The Railway Board has also said at one stage that it will be in a position, if proper time is given—five or six years beforehand—to give a clear conception of the stability of their finances and revenues in view of the development and also in view of the implementation of the second Five Year Plan. They must be in a position to do it, but what have they actually done? They have not given us anything by way of

data to make us understand and feel that there is something on account of which a further extension of time may be given. They should be in a position to give such data on a firm basis, on the basis of which we can change or modify the earlier convention. Those data and details are very much wanting.

We cannot go into the merits of the several recommendations given by the previous convention. I quite agree that we have to consider only the main question, and that is, whether we should give one more year or not. But still we cannot forget the details of certain of the recommendations which the previous committee had given.

In this connection, I may be permitted to say a few words with regard to the Development Fund. The Development Fund, as per the previous convention, was able to enlarge its scope and content so as to include all types of amenities for the users of railways. If I understand it aright, the amenities were not only intended for the users, but also for other purposes, such as goods, having more platforms, for loading or unloading, for having sheds for the commercial classes and also living quarters for the Class III and Class IV staff. Several other amenities were also brought under the category of the Development Fund. In this respect, we have to consider one aspect, and that is, the quarters that have been constructed for the Class IV staff and also Class III officers. The quarters are such that the amenities are not commensurate with the money they have to pay by way of rent. The amenities of a man occupying a particular portion of a particular building or structure must be commensurate with the amount that he pays. I am surprised to see—it has been brought to my notice—that the rents that are collected from the persons who occupy these quarters are not commensurate with the amenities they need, and are not consist-

ent with the facilities desired. They are not happy. Therefore, I would request the hon. Railway Minister to look into this aspect and see that the rents they pay are commensurate with the comfort they get by occupying those quarters.

The other point which I wish to bring home to this House is with regard to the safety of travel. Even this morning, this question was brought to the notice of the House. There is not much safety when travelling in the night, especially when passengers sleep, and especially in regard to women passengers. I know of a case seven or eight years ago, when even during day-time, people used to pull the chain and stop the train and make a raid on the passengers. Sometimes, they even manhandled the ladies. So, worse things can happen when the women travel alone. So, there must be some guards to watch over the lone passengers. I do not know how some people get scent of some individual travelling in a particular compartment of a particular train. Some people attack the lone passenger and they take the law into their own hands. Even the passengers who are sitting in the next compartment or in the next coach do not come forward and render help, lest they should also be manhandled. The people who raid sometimes come with arms and certain other things. So, the travellers are not able to safeguard their own position. Even this morning, there was a question in my name, along with others, on this subject. I feel that there should be some sort of armed police at least so far as the compartments which are earmarked for the ladies. I know of certain cases where there is no safety for them. If the ladies know that there is an armed guard for them certainly they will have complete rest while travelling. Even a small tampering here and there while asleep is enough to disturb them and make them afraid that possibly something may happen to them. So, to avoid all these difficulties, it is better

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to put some guards Of course, it may look very odd for a huge public utility concern like the railways to have armed police for every compartment which is earmarked for ladies, and it may not be possible or even feasible I understand the difficulty, but at any rate, at least in some important trains, if such a system of having guards is introduced it will be some sort of check or arrest as regards the propensities of these criminals and they will be curtailed. That is the reason why I say there should be this arrangement

14 hrs.

The other thing I want to refer to is about the amortisation scheme I could not make out what it was, but I could make out only this much that from the recommendation, I find that the time is not ripe enough to introduce that scheme But really if it was not ripe time, at least at the time of asking for extension of time, the Railway Minister must be in a position to tell us, "It is not possible now to do it, we will be able to do it after the expiry of one year This is the progress so far made as regards this aspect" He is not able to tell us at least one aspect of every recommendation that has been made, He must be able to give us the up-to-date position of all these recommendations If he was not able to do it then, I would request him to indicate in his reply what is the real position of the amortization scheme, as was recommended by the committee I would request him to give some thought to it and give a suitable and cogent reply.

There is one other point with regard to the loss, which is supposed to be very insignificant, on the working of the strategic lines It may be very insignificant compared to the hugeness of the country and the vast area we have to defend But what is the real position as regards the strategic and non-strategic lines today It may be significant or insignificant and it may be that the loss is not going to affect the railways in the long run.

But even as regards that, he must be able to post us with the latest facts as regards the loss that we are incurring both on strategic and non-strategic lines Though the Railway Board was pertinent in saying that these are aspects which are not to be taken care of, because the loss that we incur in respect of this is very insignificant compared to the safety of our country, it may be all right, but yet, I would ask, what is the real position

Then I want to say a few words about new lines The expenditure on new lines is debited to the capital from the very beginning There are certain new lines which are remunerative and some new lines which are unremunerative There are certain lines which may be unremunerative to start with, but which in the long run would be remunerative There are certain new lines which must be regarded not altogether as new lines, but as lines which are intended only to increase the operational efficiency Supposing, for instance, in a particular line there is a branch line of 3 or 4 miles Instead of running a branch line all through the year and thereby incurring expenditure, it would be better to eliminate the branch line and connect it with the main line, so that what was a branch line would automatically become a part of the main line Thereby you will be increasing the operational efficiency, it need not be debited to the capital or anything of that kind.

The way in which I put forth this case is not with reference to any particular locality, though I have got in mind one particular line. As a policy I say that instead of having small branch lines of 3 or 4 miles, every time having a separate staff, separate engine driver both day and night, in the long run it would be to the advantage of the administration to eliminate the branch lines because what is eliminated now would become the main line So, it would be useful. I am saying it in general terms applicable to the whole of India, though I have got a parti-

ular line in mind, which I have been nsisting. It is not right for me to say that; it would look very shabby, as if I have something in my view and that is why I am saying it.

Shri Jagjivan Ram: But you have something in view.

Shri N. B. Munisamy: Yes, I have got something in view, but I do not want to say that.

Mr. Deputy-Speaker: The hon. Member is saying that he does not want to say it, but he is saying that.

Shri N. B. Munisamy: I am saying it in the interest of the whole country, not only for one line, but for the whole country. There are several such small lines of 3 or 4 miles on which shuttle trains are running. They cannot be regarded as new lines; they must be regarded as lines intended for increasing the operational efficiency. I am only speaking on that higher plane and not on a lower plane, though I can cite that instance. I shall not dwell on that point further, but I hope he will certainly give some thought to it, as to whether this policy should not be adopted in the whole of India.

As regards of the safety of passengers, I hope the hon. Minister will give some thought to it and see that things are done properly so as to alleviate the fear of lone passengers, mostly ladies, who travel long distances. I am not talking about short distances, boarding the tram at 7 and arriving at the destination at 10 in the morning. In day time, the fear is less. I am only speaking about night time. Even during day time, he must have come across several atrocities taking place. But when they are doing it in open light, what else can be done? When people can defy the Sun and the Moon, what is to be done? I am only concerned with night time and I hope he will give some thought to it and see that this fear is alleviated.

I need not go into the other aspect, because it will be going into details, which may not be quite relevant at this juncture. While asking for extension of time, the hon. Railway Minister must be able to give us in a convincing way all the up-to-date points on all aspects which have been taken up by the Railway Convention Committee. On the whole, I have ultimately to support this extension, with these observations.

श्री० रणेश्वर सिंह (रोहतक) : उपाध्यक्ष महोदय, रेलवे मंत्री महोदय यह जो रेलवे कन्वेंशन कमेटी, १९५४ की सिफारिशों की भवधि एक साल बढ़ाने का प्रस्ताव लाये है, मैं उसका समर्थन करता हूँ। मैं भवधि बढ़ाने का समर्थन इस बिना पर नहीं करता हूँ कि मैं यह मानता हूँ कि रेलवे मंत्री महोदय को यह भ्रन्दाजा लगाने में कोई मुश्किलता पेश आयेंगी कि कितना रुपया उनका बड़े फाइव डायर प्लान में मिलेगा और उसका ब्याज उनको कितना ज्यादा देना होगा। मैं मानता हूँ कि इस का हिसाब बहुत आसानी से लगाया जा सकता है। इसलिए सवाल हिसाब लगाने का नहीं है बल्कि उससे बड़ा सवाल है। सवाल यह है कि तीसरी पंच साला योजना के ऊपर कितना रुपया खर्च जायेगा और वह किस-किस सेक्टर में खर्च किया जायेगा और उससे क्या-क्या पैदावार होगी और कौन-कौन सी पैदावार रेल के जरिये लाई जायेगी या किन्हीं दूसरे स्थान पर भेजी जायेगी। जब तक रेलवे मंत्रालय के सामने इन सारी चीजों के जवाब न हों उस वक्त तक मैं समझता हूँ कि यह कोई आसान काम नहीं है कि वह कोई सही भ्रन्दाजा रेलवे कन्वेंशन कमेटी के सामने रख सके जिससे कि वह किसी सही और दुस्त नतीज पर पहुँच सके। इसलिए मैं समझता हूँ कि किसी दुस्त नतीजे पर पहुँचने के लिए यह निहायत जरूरी है कि समय की भवधि बढ़ाई जाये।

उपाध्यक्ष महोदय, कई मित्रों ने जो यहाँ पर अपने विचार प्रकट किये तो उससे

[श्री० रणवीर सिंह]

तो ऐसा मालूम पड़ता है कि वह किसी चीज पर इनकमटैक्स लेना ही शायद देश के लिए सबसे अच्छी बात समझते हैं और देश की भलाई करने का तरीका सबसे अच्छा यही है कि जितनी सरकारी रेलवेज चलती हैं उनको मजबूत किया जाये ताकि वह भी इनकमटैक्स दें। मुझे इसमें कोई बहुत ज्यादा ऐतराज तो नहीं लेकिन मैं अपने उन मित्रों को बता देना चाहता हूँ कि देश को फायदा पहुँचाने का तरीका केवल यही नहीं है कि इनकमटैक्स लेकर के उसको सरकारी ढंग से खर्च कर दिया जाये क्योंकि उस ढंग से जब सरकार खर्च करती है तो इस देश के ४० करोड़ आदमियों में से बहुत सारे भाई ऐसे हैं और इस सदन के भी बहुत से माननीय सदस्य ऐसे हैं जो कि जब सरकार अपने खर्च की मजूरी के लिए सदन में फाइनेंस बिल पेश करती है तो वे उस से सहमत नहीं होते हैं और इस हाउस के बाहर भी बहुत से लोग ऐसे हैं जो कि उस खर्च पर ऐतराज करते हैं और जिनको कि उसके सम्बन्ध में आपत्ति होती है। रेलवेज इनकमटैक्स दे सके या ज्यादा सूद दे सके तो उसके लिए जरूरी होगा कि रेलवेज की आमदनी बढ़ाई जाये और रेलवेज की आमदनी तभी बढ़ सकती है जब कि किराये में बढहोतरी की जाये और किराये में जो बढहोतरी की जायेगी वह आखिर किसी की जेब से आयेगी? वह जेब आम आदमियों की होगी। अगर आज हम इनकमटैक्स बढ़ाना चाहते हैं तो वह इनकमटैक्स के अफसरो के लिए नहीं बढ़ाना चाहते हैं बल्कि आम आदमियों की भलाई के लिए हम सरकार की आमदनी की बढ़ाना चाहते हैं। इसलिए मैं समझता हूँ कि यह जो तरीका सोचने का है यह सरमायेदारी ढंग का तरीका है और यह कोई बहुत सही तरीका नहीं है।

मैं जानता हूँ कि श्री नौशीर भरूचा जो मुझ से पहले इस पर बोल चुके हैं वे बम्बई का प्रतिनिधित्व करते हैं और वे बम्बई

से आते हैं और इस नाते उनके सामने जो बम्बई का नकशा रहता है वह एक कुदरती बात है। जो आदमी जिस क्षेत्र से आता है, जिन लोगों के बीच में पलता है, उसके सामने उस इलाके का और उन आदमियों का नकशा होता है। उन्होंने कहा कि बहुत सारी जगहें आज भी ऐसी हैं जहाँ कि आज भी यदि नई रेलवे लाइन चालू कर दी जाये तो उसको फायदा होगा। ठीक बात है। बम्बई एक अच्छा वैल डेवलप्ड ऐरिया है और वहाँ पर जो भी काम चालू करेगे वह फायदेमंद होंगे। लेकिन मैं उनसे पूछना चाहूँगा कि क्या हिन्दुस्तान का नाम बम्बई रक्खा जायेगा? बम्बई के अलावा और हमारा देश भी तो पड़ा है और यदि हमें इस देश को बढाना है तो हमें उसके हर एक हिस्से को डेवलप करना है और उसकी तरक्की करनी है। अब यह तो कुदरती बात है कि जो नई रेलवे लाइन चालू की जायेगी उनके ऊपर जो खर्च पड़ेगा और उनसे जो आमदनी होगी, वह घाटे का सौदा होगा। लेकिन उस घाटे के सौदे से हमारे रेलवे मंत्रालय को घबराना नहीं है और इस बिना पर उन की तरक्की को रोकना नहीं है। मैं जानता हूँ कि रेलवे मंत्रालय जिसकी कि बागडोर श्री जगजीवन राम के हाथों में है वह इस टोटे नफे की जो सोचने की स्कीम है उससे वह डरेगे नहीं बल्कि वे स्वयं एक गरीब घर में पैदा हुए हैं और उन्हें अच्छी तरह मालूम है कि गरीब आदमियों को ऊपर उठाने के लिए कुछ ज्यादा खर्च करने की जरूरत है और उनके ऊपर जो आम हिसाब किताब का तरीका है वह लागू नहीं किया जा सकता है।

मुझे खुशी है कि कम से कम यह रेलवे मंत्रालय कुछ सही दिशा में सोचता है। हमने देखा कि नई लाइनों में मीरीटोरियम हो और पिछली रेलवे कन्वेंशन कमेटी की रिपोर्ट में जो उसके बारे में खिच धाया है

तो कमेटी बहुत सी बातों से सहमत नहीं हो सकी और रेलवे बोर्ड ने भी उसको बहुत ज्यादा दबाव नहीं दिया। मैं समझता हूँ कि यह सोचने का सही तरीका है और जैसे मैंने आपको पहले बताया उन्होंने जो भ्रन्दाजा लगाया था वह सही भ्रन्दाजा था। नई लाइनें जो हम चालू करेंगे और उनके ऊपर जो सरमाया लगेगा और उस पर जो '४ फीसदी का हिस्सा लगेगा और जो जनरल देवेन्यूज को देना होगा वह कोई १० करोड़ के करीब पड़ेगा। अब उपाध्यक्ष महोदय, आप जानते हैं कि हमारे सूबे के भ्रन्दर भाखरा डैम बना और यह सही है कि भाखरा डैम बना कर भारत सरकार ने हमारे सूबे की बहुत इमदाद की है लेकिन उसके साथ ही साथ यह भी सही बात है कि आज से कुछ साल पहले अर्थात् सन् १९३८ में जब कि अनडिवाइडेड पंजाब था तो अनडिवाइडेड पंजाब की आमदनी ८ करोड़ रुपये थी लेकिन इस साल जो हमारा बड़ा दुश्मन पंजाब है वह हिन्दुस्तान की सरकार को ६ करोड़ रुपये से ज्यादा इस साल सूद देगा। उसको सूद देने की जरूरत पड़ती है वह दे सकेगा या नहीं अभी इसके बारे में मुझे कहना नहीं है क्योंकि यह उसका उपयुक्त अवसर नहीं है लेकिन इससे यह तो भ्रन्दाजा लगाया ही जा सकता है कि जिन भ्रदमियों के ऊपर इस किस्म के बाक्यात बीतते हैं उनको पता होता है कि नई चीज को बढ़ाने के लिए कितना खर्चा चाहिए। अब यह तो उसी तरह की बात है कि घर में जब अच्छा पैदा होता है तो वह एकदम से तो हाली या बाबू और कमाने वाला भ्रदमी नहीं बन जाता। उसके माता पिता को १६, १७ या १८ साल तक पालना पोसना पड़ता है और खिलाना पिलाना पड़ता है, मजदूर करना पड़ता है तब कहीं जाकर वह इस काबिल बनता है कि वह अपने घर वालों के लिए एसेट साबित होता है और कमा कर लाता है और कई दफे वह अपने पिता से भी ज्यादा काम करता है और अपने खानदान की आमदनी को बढ़ाता है और ठीक यही बात

नई रेलवे लाइनों के चालू करने के सम्बन्ध में लागू होती है और आज जो चाटे की लाइन दिखती है वह भागे चल कर इस देश को भागे बढ़ाने वाली और इस देश को फायदा पहुंचाने वाली लाइन साबित हो सकती है।

मैं जानता हूँ कि पंजाब के भ्रन्दर लोग मजबूर हुए। देश के रुपये को उगाहने के लिए पंजाब सरकार को रुपया खर्च करना पड़ा। जो भ्रदमी लोगो को बहकाते हैं कि इस में उनका भला नहीं है उन भ्रदमियों को काबू में करने के लिए पंजाब सरकार ने लाखों रुपये हिन्दुस्तान की सरकार के लिए खर्च किये। मुझे मालूम नहीं कि हिन्दुस्तान की सरकार कोई इस ढंग से सोचती है कि नहीं कि उनकी लड़ाई पंजाब सरकार ने लड़ी है। मैं जानता हूँ यह कोई उपयुक्त समय भ्रधवा स्थान नहीं है जब कि पंजाब की बात यहां पर कही जाय लेकिन एक बात मैं भ्रज करना चाहता हूँ

उपाध्यक्ष महोदय . मगर चूँकि वह पंजाब की है इस वास्ते मैं उन्हें नहीं रोकूंगा।

श्री० रणवीर सिंह : मैं जानता था कि आप मुझे रोकने वाले हैं इसलिए मैं आपको उसका मौका नहीं देना चाहता था।

उपाध्यक्ष महोदय, रेलवे मंत्रालय का काम ठीक ढंग से चलाने के लिए और उसका खर्चा घटाने के लिए यह निहायत जरूरी है कि अभी जो इंजिनो को कोयला डाल कर चलाने का तरीका है उसको बदला जाये। सरदार करनल सिंह जी जिस कमेटी के चेयरमैन थे उस कमेटी ने भ्रन्दाजा लगाया है कि अगर भागे भी इंजिनो को कोयला डाल कर चलाया जाता रहा तो सन् १९६५ के अन्त में उनको चलाने का खर्चा अब से दुगना हो जायेगा और सन् १९७५ में मुमकिन है कि हमको अपने इंजिनो को चलाने के लिए शायद इतना भ्रन्दा कोयला मिल भी न सके। बहरहाल एक बात सही है कि अगर यही तरीका राख रखा तो रेलों को चलाने का

[श्री रणबीर सिंह]

हमारा खर्चा बढ़ता ही जायेगा। इस खर्च को कम करने का सबसे अच्छा तरीका यही है कि इन इजिनो को कोयले के बजाये बिजली से, जो कि सबसे सस्ता तरीका है, चलाने का इन्तिजाम किया जाये।

भाखरा नगल के ऊपर जो पावर हाउस बन रहा है वह बिजली पैदा करेगा। लेकिन वह पावर हाउस बनने के पहले ही बिजली बट जायेगी। वह न रेलवे को मिलेगी और न देहात के किसान को मिलेगी। अगर रेलवे मंत्रालय चाहता है कि उसे अपने इजिनो को चलाने का खर्चा कम करना है तो उसे यह आमला प्लानिंग कमीशन के सामने रखना चाहिए। मुझे याद है कि एक दफा रेलवे मंत्री महोदय ने बड़ी कृपा करके हमें यह विश्वास दिलाया था कि वह हमारी बात प्लानिंग कमीशन के सामने पहुँचायेगे। लेकिन मैं चाहता हूँ कि वह हमारी बात कह कर नहीं बल्कि रेलवे मंत्रालय के मफाद की बात कह कर उसको प्लानिंग कमीशन के पास पहुँचाये और कहे कि भाखरा नगल पर दूसरा पावर हाउस बनाया जाये ताकि रेलवे के फाइनेन्सियल इम्प्रूव हो। मैं चाहता हूँ कि रेलवे मंत्री प्लानिंग कमीशन को मजबूर करे कि दूसरी पंच साला योजना में ही इतना रुपया तलाश किया जाये कि जिससे भाखरा नगल पर कम खर्च में दूसरा पावर हाउस बन जाये ताकि रेलवे का खर्चा कम हो सके।

मेरे मित्र शर्मा जी ने मुझे एक बहुत अच्छी बात याद दिलायी। मैं अपने पूर्व वक्ता स्वामी जी से सहमत हूँ कि कमी ब्राच लाइन को मेन लाइन बना देना से फायदा हो सकता है। हमारे हल्के में एक नई रेलवे लाइन, रोहतक गोहाना पड़ी है। जिस रूप में वह अभी है अगर उसको इसी तरह जलाया गया तो मुझे मान्य नहीं कि उससे कोई मुनाफा देश को हो सकता है। लेकिन अगर गोहाना को पानीपत से मिला दिया जाये और फिर

रोहतक से एक गाड़ी चले जो बदीगढ़ जाये और बन्दीगढ़ से गाड़ी रोहतक भाये, तो मुझे पूरा विश्वास है कि वह चाटे वाली लाइन कमी नहीं रह सकती।

उपाध्यक्ष महोदय अब तो असल बात कह ली। बाकी तो तमीहद थी। असल बात तो यही कहनी थी।

श्री ० रणबीर सिंह मुझे असल बात यह कहनी है कि यह सोचना कि हम रेलवे से ज्यादा से ज्यादा ब्याज और इनकमटैक्स हासिल करे, सही नहीं है। असल में मेरे कहने का मशा यह है।

इस सिलसिले में मैं यह कहना चाहता हूँ कि रेलवे मंत्रालय का पिछले बस ग्यारह साल का काम देख कर अन्दाजा लगाया जावे। मुझे सारे रेलवे के काम का तो ज्ञान नहीं है। मैं रोहतक और दिल्ली के ही बारे में आप से कहना चाहता हूँ। पहले रोहतक से दिल्ली का किराया १३ आने था और आज वह एक रुपया तीन आना है और मोटर का किराया एक रुपया नौ आना है। यानी आज रेलवे मंत्रालय हर आदमी को हर टिकट पर ६ आने का मुनाफा दे रहा है। अगर इसी तरह से सारे देश का हिमाव लगाया जाये तो मैं समझता हूँ कि रकम करोड़ों पर पहुँचेगी। अगर रेलवे लोगो से यह रुपया वसूल करती तो वह न सिर्फ हमको ज्यादा इनकमटैक्स देनी बल्कि डिप्रिसियेशन रिजर्व फंड में भी ज्यादा रुपया रख सकती। इस के अदालत में पेश करने का सवाल नहीं है कि ३० करोड़ का ३५ करोड़ कर दिया जाये। लेकिन अगर रेलवे मंत्रालय ज्यादा रकम डिप्रिसियेशन रिजर्व फंड में डाले तो उससे उसे फायदा हो सकता है क्योंकि उस पर उसको ब्याज नहीं देना होगा। अगर रेलवे मंत्रालय १०० करोड़ रुपया डिप्रिसियेशन फंड के लिए दे तो उसको उतना ही ब्याज कम देना होगा। और जो आमदनी जनरल रेवेन्यूज को होती है वह

बटेगी। तो इस तरह मैं यह मानता हूँ कि इससे जनता का बहुत फायदा नहीं हो सकता अगर डिप्रोसियेशन फंड को ज्यादा बढ़ाया जाये।

यहाँ जिक्र किया गया प्राइवेट लाइन्स का। आप जानते हैं कि उनकी हालत क्या है। अगर किसी भाई को देखना हो तो वह शाहदरा जाकर देख सकता है कि सहारनपुर से जो लाइन आती है उसकी क्या हालत है। तब उसे मालूम हो जायेगा कि आज जो लाइनें रेलवे मंत्रालय चला रहा है उनमें और प्राइवेट लाइनों में क्या फर्क है, उन दोनों के मुलाजिमों की तनख्वाहों में क्या फर्क है और उनके रहने सहने में क्या फर्क है। अगर कोई भादमी इन सब बातों को नहीं सोचना चाहता और केवल बनिया बुद्धि से ही देखना चाहता है तो उसकी बात दूसरी है। वरना तो मैं यह समझता हूँ कि यह बहुत जरूरी है कि भववि को बढ़ाया जाय। रेलवे मंत्रालय के पास उस वक्त जो आकड़ें होंगे वह ज्यादा सही होंगे और उन से जो नतीजा निकलेगा वह सही होगा।

Shri Supakar (Sambalpur): Sir, one of the most fundamental problems of philosophy, which has not yet found any solution, is whether the tree came first or the seed came first. Now the hon. Railway Minister has stated that before the Third Five Year Plan takes shape, it is not desirable to have this Convention. On the other hand, I believe that the members of the Planning Commission and most hon. Members of this House think that before the Third Five Year Plan takes shape we should have some picture of what the Third Five Year Plan is going to get out of the Railway finances. That is why, I believe that it is necessary and desirable that before a final picture of the Third Five Year Plan emerges this third Convention should finish its deliberations. It will be seen that the previous Conventions of the year 1954 and of the year 1949 were so synchronised that the First and

Second Five Year Plans, as they emerged, got certain definite ideas as to what they were going to get out of the Railway finances.

Now, so far as the second argument is concerned, the hon. Railway Minister stated that we have to wait for the decision of the Pay Commission and then only it will be desirable to set up this Convention. Several questions were asked in this House during this Session and also in the previous Session as to when the recommendations of the Pay Commission were going to be published and it was categorically stated that it is not going to be delayed beyond perhaps June of this year. I hope, I am correct so far as that statement is concerned and we hope that before long this report of the Pay Commission is going to be placed before this House. Therefore if this Convention is set up without further loss of time, we should be in a position to find out as to what its effect and impact would be on the Railway finances in the future.

So far as the Railway Freight Structure Committee's Report is concerned, the hon. Minister stated that this Committee submitted its report in the year 1958 and we are yet to watch the result of the implementation of the recommendations of this Committee. It should be possible for the Ministry to find out as to what would be the future trend of the income from Railway freights having regard to the development specially in the public sector and the developments that are going to take place in the private sector also. It would be possible for the Ministry to have an idea as to how the commerce is going to develop in the near future at least for the next five years and it should be possible to find out as to what would be the additional freight earnings for the next five years.

Therefore, the three main arguments that were advanced by the hon. Railway Minister to justify the postponement of the setting up of this

[Shri Supakar]

Convention, I believe, have not much weight. I will not discuss the recommendations of the Railways Convention Committee because that will not only be taking some time but in the present context of the discussion before this House a detailed discussion of the Convention would not be very much relevant. Therefore, I will skip over the details. But one thing I will observe and that is a problem which intrigues me at least so far as this year's Railway finances are concerned.

Under the Convention, the Railways have to pay certain percentage of the capital at charge as dividend to the General Revenues. At the same time we find that this year and also in some previous years they took certain loans from the General Fund and that neutralises the benefit that the General Revenues is supposed to derive from the Railway finances. We should be in a position to know that the Railways definitely contribute a certain fund and they do not need further spoon-feeding from the General Revenues, specially when it is the responsibility of the General Revenues to open new lines and do the real development work of the Railways. It is most undesirable that the contribution that is made by the Railway revenues to the General Revenues by way of dividend should be thus neutralised.

I think it is not necessary for me to make any further comment on this.

Shri D. C. Sharma (Gurdaspur):
Mr. Deputy-Speaker, at the very outset, I must say that the debate on the Resolution put forward by the Railway Minister has been highly educative, at least for me. I think the scope of the Resolution was very limited. But, we have covered the whole ground of Railway finances, operation of Railways, and all the subjects allied with it. I do not see why we should have done it. But, I also do not see why we should not have done it. After all, Railway

finance is one of the basic things which govern our relations with the Railways. Naturally, when this Convention comes up for discussion or extension, we have every right to go over the ground which some of my hon. friends have covered.

For instance, one hon. Member talked about the national transport policy. I would like there to be a national transport policy although I do not see any relevancy between the extension of the Convention and national transport policy. Like the Scientific policy Resolution, like the Industrial policy Resolution, we should also have a National transport policy Resolution and it should cover all means of transport that we have in this country, inland water transport, road transport, railway transport, etc. I welcome that. But, I do not understand how the Railway Minister could be held to blame because there is no national transport policy adumbrated by our Government.

There is one item of discussion which has been taken up mightily: are the Railways a public utility or a commercial concern. A great deal has been said about it, I think, a lot of hair-splitting has been made use of to decide this question. I think this question will never be decided—neither on the floor of this House, nor anywhere else. Because, it is very difficult to say where the public utility aspect of the Railways ends and where the commercial concern aspect of the Railways begins. I can put it the other way round also. I believe that for having a correct perspective with regard to our Railways, we should look upon them mainly, primarily and predominantly as a public utility concern, a public utility concern which we try to run, as far as possible, as much as possible, along commercial lines. But, I will submit very respectfully that the public utility aspect of the Railways overrides the commercial aspect. If that were not so, I would think that

the Railway Minister would be well advised to dismantle at least a few thousand miles of lines in this country. I know there are so many railway lines in this country that have no commercial value. Still, they are there. That is because the Railway Ministry thinks that its primary concern is to supply this kind of service to the people of this country. That is why those lines are there.

Again, a strange distinction was sought to be made between railway lines as such and strategic lines. I say this conception is a hang-over from the days of the British rule in this country. They used to think in terms of strategic lines, strategic areas, martial races, non-martial races, and they introduced all these artificial divisions into our thinking. I would submit very respectfully that so far as the defence of our country is concerned, every mile of railway line that exists in our country is of strategic importance. Every inch of line that exists in this country has some defence value. Therefore, it is no use saying that our Railway Ministry is running certain strategic lines and, therefore, it should go to the Defence Ministry for getting finances for them. If you do that, I think, in the first place, the whole conception is erroneous, and in the second place, it will be a case of robbing Peter to pay Paul. I do not think that would be there. I would say that the whole question of Railway finances will be reviewed after a year or so and the reasons given by the Railway Minister are perfectly cogent, realistic and practical.

How can you determine the dividends of a concern unless you know the capital that that concern is going to use? We are going to have the Third Five Year Plan and the capital of this concern will increase. Therefore, the financial regulations which will govern it must be related to the capital that is going to be invested. Unless you know how much money is going to be invested, how can you determine the rate of

dividend? How can you determine the rate of the other things? Therefore, we must wait for a year and know the size of the Plan for the Railways. Then, we will be on a firmer ground, on a better ground to determine the rate of dividend.

Again, the Railway Minister said that we should wait for the report of the Pay Commission. He is perfectly right in that. Because, the Railways are the biggest employers in India—I think I am saying something which is correct—so far as the public sector goes. If there is any Ministry which is going to be affected by the report of the Pay Commission, it is the Railway Ministry. I am not a prophet—I think the Pay Commission will try to step up the salaries of the people of certain grades—I do not know. I think that is what is going to happen. If that does not happen, there will be a tremendous amount of disappointment in the country. I do not think we are in for an era of disappointment so far as that goes. The Pay Commission's report will be published, and I think the salaries of certain grades of employees will be stepped up. Unless the Railway Minister knows the pay bill which he is going to pay, how can he determine what rate of interest he should pay, what amount he should put into the amortisation fund or dividend or welfare fund? That cannot be done, because the pay bill of the Railways is a very very big item in its expenditure.

I feel that the Railways are not a pawnbroker's shop or a small grocer's shop where you can judge the trends by looking at the receipts and expenditure, the inturn and outturn for a day. The report of the Railway Freights Structure Committee was here. Some of those recommendations have been put into effect. We require some time to see in what way they are affecting the movement of goods, from one place to another, from one zone to another, from one region to another. All these will have to be reviewed and scrutinised before we know whether the action that we have

[Shri D C Sharma]

taken on that report is justified or not. Who knows, the Railway Minister may come some day and say, I want to lower the freight rates, he may come some day and say, I want to step up the freight rates

Living in this world of uncertainty, three big uncertainties, how can you have surety? You can't have surety of dividend when you live in a three-fold world of uncertainty, uncertainty about the Planning Commission, uncertainty about the Pay Commission and uncertainty about the Railway Freight Commission. Therefore, I feel that, when the Railway Minister said that he wanted a little more time to arrive at a firm decision and he gave these reasons, he was very very logical. Of course, logic is not always to be expected from the people in this world, but he was very logical in this case.

Then, all kinds of issues have been raised here. And I tell you that I am more inclined to agree with my hon friend Shri Viswanatha Reddy than with other persons. Shri Viswanatha Reddy, of course, was very unduly pessimistic, and naturally, he could not help being pessimistic because he had subjected the railway budget and the railway accounts of expenditure and income to a very careful scrutiny. But I would say that when the Railway Convention comes up next time, after a year or so, we shall have to take a very balanced view of the whole thing, we shall have to make a balanced approach to the problem all along the line.

For instance, I find from the summary on the convention resolution of 1954 that there are certain things which have been left undecided. For instance I find that they did not take any decision with regard to the amortisation fund. At the same time, they have also left so many loopholes in the whole financial arrangement. Now, we want that these things should be gone into so far as the financial working of the railways themselves

is concerned, and so far as the financial working of the railways vis-a-vis the general revenues is concerned. That cannot happen unless all the aspects of the railway finance are taken into account and no aspect is sought to be ignored.

I do not want to go into the question of the dividend. I think it is 4 per cent. Some hon Members say that it is very low, while my hon friend Shri Viswanatha Reddy says that it is very excessive. I hope this will be gone into by the Railway Convention Committee very scientifically.

But I could not understand one thing. When an hon Member was talking about the depreciation fund, he imported into his discussion a great deal of text-book knowledge. Though I myself am a teacher and I value text-books very much, and I am very fond of text-book knowledge, yet I believe that when you talk of these things, you cannot have an entirely academic, doctrinaire or dogmatic approach, in other words, you cannot have a text-book approach. Therefore, so far as the depreciation fund is concerned, I would say that what is being done now is all right; and that is the commonsense approach.

Shri Naushir Bharucha: That is the rule of thumb approach.

Shri D C Sharma: My hon friend may call it the rule of thumb approach, but I call it the commonsense approach, and I tell you that the commonsense approach is much more valuable than any kind of text-book approach.

At the same time, I would say that something should be done so far as the amortisation fund is concerned. After all, we must build up these funds gradually and steadily, in order that the railway finances may not present as sorry a picture as my hon friend Shri Viswanatha Reddy had painted.

Now, I come to the Development fund. On this question of the development fund, all kinds of things have been said; one hon. Member was talking about the safety of the passengers. Of course, safety is one of the problems; amenities are also another problem for us; then, the emoluments of the employees are another problem. All these problems are governed by the development fund. The development fund is a kind of Santa Claus for the railways. It is a kind of fund which covers all the good things, and all the beneficent things which the railways can do. I would say that this development fund should present a much better picture than it is doing now.

So far as new lines are concerned, there are some persons who think that they should not be exempted. I do not know whether this exemption was originally suggested for only five years. I would say, looking at the whole thing from the point of view of the needs of our economic advancement, and looking at the needs of the Parliament and the legislatures and the public, that so far as the new lines are concerned, they should not be exempted only for five years but they should be exempted for fifteen years. I say this because our country cannot develop in terms of railways unless we apply this kind of rule to do these things.

Some hon. Members have said that the railways are a monopolistic concern; in other words, the railways are a kind of concern in which there is no competition. I doubt it. The railways are having a very big competition from road transport. Only just now, my hon. friend Ch. Ranbir Singh has referred to one aspect of that competition. The railways are facing competition from other means of transport also. Therefore, to say that the railways are a kind of monopoly and that they are enjoying a kind of non-competitive status or that they are having a special treatment or that they are having the spoilt child treatment, looks beautiful, but

I should say, these statements do not have much substance in them. They are beautiful phrases, but they lack the kind of substance that they should have.

I would therefore, say that when the Railway Convention Committee comes into being next year, it should not leave anything in the air, as it did last time; it should give us an overall picture of all the aspects of the railway finances and railway development; it should see to it that certain things are not left to the future. The railways should not depend too much on the future, and the Railway Convention should not depend on the future; it should take into account the circumstances that exist and the conditions that exist, and after having taken them into account, the convention should give us a very firm and bold policy about these things.

Therefore, I support the resolution which has been brought forward by my hon. friend the Railway Minister, and I am sure all of us have supported it; even my hon. friend who came to scoff at this resolution—if I can use that expression—afterwards prayed for it, because he also paid a great deal of compliment to the persuasive power of the Railway Minister. The persuasive power of the Railway Minister is all-embracing; it embraces me, and it embraces the Members of the Opposition also; it covers all of us. I hope that this persuasive power will also work in such a way that the railways have better finances, better operational efficiency, better administrative efficiency, greater amenities and better type of safety. I hope the persuasive power will work in all these directions.

Shri Jaganatha Rao (Koraput): My hon. friend Shri Naushir Bharucha had appreciation for the persuasive power of the hon. Minister, but in the same breath he said that there was no logic in the arguments advanced by the hon. Minister. I fail to see how his appreciation was attracted,

[Shri Jaganatha Rao]

if there was no logic in the arguments advanced. The three arguments advanced by the hon. Minister are that the size of the Third Plan is not yet known, the Pay Commission's recommendations are yet to be known, and the working of the new freights introduced has also to be seen before we can fix upon any particular data as to the dividend that the railways have to pay to the general revenues

My hon. friend Shri Naushir Bharucha said that the Convention would only lay down certain principles, but how are the principles to be laid down unless there are a given set of facts? The Convention Committee has to come to a certain decision as to the rate of dividend that the railway finances have to pay to the general revenues, but that can be done only if the Committee is possessed of certain facts. It should know the outlay of the railways in the Third Plan, the working expenses and the income the railways can fetch both from passenger and goods traffic. Therefore, the hon. Minister is rightly justified in asking for an extension of this Convention for a period of one year.

My hon. friend Shri Munisamy also said that the reasons advanced were flimsy, if I heard him correctly. He also said that the hon. Minister should have come forward with a detailed report as to the working of the railways. Less than two months back, we had the discussion on the Railway Budget, and every hon. Member had an occasion to speak on that. I do not see further reason why the hon. Minister should trouble us again with the detailed working of the railways. So, it is not correct to say that there is no principle or logic in asking for an extension of this Convention.

Other hon. Members have been rather discursive while speaking on this Resolution. Nevertheless, I would like to answer some of the points.

My hon. friend Shri Harish Chandra Mathur said something about the functioning of the railways. I do not mean to say that the railway administration or the functioning of the railways is very perfect. Of course, there is scope for improvement, but nevertheless I am proud of the achievements of the railways in recent years.

My hon. friend, Shri Mathur, said that the railways were operating more or less as a monopolistic concern. I fail to see where the monopoly is. The hon. Minister is a member of the Cabinet. The policies of the Government of India are laid down, discussed and formulated and he, as a member in charge of this portfolio, has to be a party to those decisions, and he cannot function independently of the Government. He is a member of the Government.

For instance, the Finance Minister imposed a duty on coal and also sales tax on it in 1957 and the hon. Railway Minister had to agree to that and the working expenses of the railways have gone up. So, to say that the railways are enjoying a monopolistic position or a favoured treatment from the Government is, I am afraid, not a correct statement of facts.

Secondly, my hon. friend, Shri Mathur, said that the railways were functioning as a monopolistic concern in the matter of transport. He has failed to appreciate the position that in recent years there has been an unhealthy competition between the railways and road transport. Between 1954 and 1956 there has been an increase of about 14 per cent. in road transport. In areas like Bombay, Surat and Ahmedabad road transport has increased by about 70 per cent. and the freight earned by the transport owners is about Rs 1 crore in a year. I do not grudge that, but in a planned economy, we have to see that every mode of transport is best utilised for the benefit of the nation. If there is an abnormal increase in road transport, there is duplication of transport.

Either it goes waste or it naturally encroaches on the other mode of transport. We have to see that there is a clear-cut policy regarding road-rail coordination. This fact has also to be decided before the next Convention applies its mind to this task.

The 1954 Convention Committee also did discuss the question whether the railways should be treated as a purely public utility concern or as a commercial concern. They clearly stated that a balance had to be struck between these two aspects, and they worked out the dividend at four per cent. The dividend may appear to be very small, but what is the revenue the railways have been giving to the general revenues from 1954?

In 1953-54, the contribution to the general revenues was about Rs. 36 crores and it rose to Rs. 54 crores in 1959-60. So, we see a progressive increase in the contribution from railway finances to the general revenues, and see that there is stability. This Convention has to be extended, according to me, permanently. Of course, once in five years, it has to be reviewed.

In all progressive countries like Japan, U.K., etc., the railway finances are kept separately, though the policies are formulated by the Government. This is a very healthy provision both in the interests of the general revenues and the railways.

We criticise this policy of the railways, and at the same time we want new lines. The railways at present have 35,000 running miles, and every year we clamour for new lines. Every part of the country has to be opened up. So, when we want the amenities, certainly we should view the railways more as a utility concern than as a commercial concern. In a commercial concern, the whole object is profit, but in railways utility is more important than the profit that the nation would get, though incidentally profit is also being derived.

My hon. friend, Shri Munisamy, said that the 1954 Convention Committee never wanted the convention to be extended beyond five years. But in paragraph 31, page 18 of their report, the Committee have clearly said:

"The Committee hope that at the end of this period, it should be possible for the railways to make a fairly stable forecast of their revenue position in the light of the expansion of their activities as a result of the implementation of the Plan so that the rate of dividend could be determined on firm data. They, therefore, recommend that a parliamentary committee should review the rate of dividend towards the end of the next quinquennium and suggest for the years following it any adjustment considered necessary in the light of the situation obtaining then."

So, we must be in a position to know the scope of the Third Plan and the impact of the Pay Commission's findings and the return that the railways would get as a result of the revision in the railway freights. All these are material factors which will enable the Convention Committee to come to a firm decision regarding the rate of the contribution the railways have to make to the general revenues.

Shri N. E. Munisamy: He is reading it in a distorted manner. Let him read the first sentence.

Shri Jaganatha Rao: He read only the first sentence, I read the rest.

I entirely support the Resolution and there is every reason for extending the Convention by one year till 31-3-1981.

Mr. Deputy-Speaker: Shri Achar wanted to speak. He is not there. Dr. Aney.

Dr. M. S. Aney: Only a few minutes.

Mr. Deputy-Speaker: As much as he likes

Dr. M. S. Aney: I only want to speak one or two points

Certain hon. Members were referring to other matters which, in my opinion, were not quite germane to the Resolution. I stood up and invited your attention to the matter, but you explained that discussion over a wide range of subjects was not unusual when a Resolution of this kind was under discussion before the House.

One important point that has been raised in the discussion is whether the railways should be considered as a purely public utility concern or a commercial concern.

I wish to invite the attention of the hon. Minister and of the Members of this House to the fact that the separation of railway finance from general finance is itself the result of a long discussion that went on in the country over this matter. The general opinion at that time was that though the railway had to be a utility concern, it had to be run as a commercial concern as well. Unless it is run on a commercial concern, it would not be in a position to perform its duties as a utility concern also. Unless it is in a position to make some profit, it would not be able to do anything to serve the ends which the consideration of utility demands.

15 hrs.

So, if I am asked to choose between the two and say which element should be predominant in the management of the railways, I will say that primarily it must be treated as a commercial concern. Unless it makes more profits, it would not be able to make a better contribution to general revenues, which are used in the interests of the public, and also be in a better position to serve its own customers, namely, the passengers and others who are benefited by it. So, in order to be a public utility concern, it has to be run strictly, as far as possible, as a com-

mercial concern also. This is a very important point to be taken into consideration.

Not only that. After separation has become a department by itself. In fact, it appeared at that time that the general revenues were one big section of Government, the military section was another and the third section of Government was represented by the railway itself. So three kinds of States were running at that time, of course, the supreme authority lay in the hands of the executive Government which was there. But the railway in itself has become a Government of a sub-State with a separate branch of education, health, sanitation, etc. That was due to the fact that it was to be run on the consideration of utility also.

Therefore, this utility concern is possible and can serve truly the interests it is meant to serve only if there are sufficient funds in the hands of the railway. At the same time, I find that on account of this, it has become necessary for the Railways to have some kind of understanding with general finance, some kind of understanding has to be arrived at between the Railway Board and the general revenues with regard to the share which the latter has to have from the profit that the railway makes. The convention has come into existence as a result of that. I find that at present a dividend of 4 per cent is paid to general revenues by the railway. If I remember aright, if my memory does not fail me, it was one per cent. interest on the capital at charge which was considered to be a proper share to be given by the railways to general revenues at that time. I do not know what is the position today compared to that.

Shri Jagjivan Ram: That was the 1924 convention.

Dr. M. S. Aney: But I think this convention cannot be a permanent one. It will have to be changed in accordance with the exigencies of the environments and the plans the coun-

try itself has to undertake. At the time of the previous conventions, there was no idea before the country of having a big plan of development, a big plan of general welfare for the country as a whole. Our Government calls this State a Welfare State. It is now planned to undertake and carry out a big Plan with a view to create a particular kind of social pattern of State in this country. In view of these bigger requirements, the old conventions cannot continue. Therefore, the relation between the railway and general revenues as regards its requirements for getting profits will have to be changed. I think the hon. Minister was right in having only asked for the continuation of the present convention for a period of one year. When a new Convention Committee will meet to consider this matter, it will have to take into consideration many big problems, problems connected with the Third Five Year Plan, and see what are our requirements and how far it will be possible for us to depend upon foreign capital and how far we can mobilise in this country itself as much resources as possible. From that point of view, probably the present convention will have to undergo considerable change. Therefore, the limited demand which the hon. Minister of Railways has made that the present convention be continued for one year is, in my opinion, a proper and modest demand which the whole House should agree to.

Mr Deputy-Speaker: Does any other hon. Member want to speak?

(No hon. Member rose)

It is not always the Members who feel disappointed, sometimes the Chair has also to feel disappointed.

Shri Jagjivan Ram: The proposition before the House is a very simple one and I do not propose to reply to all the points which have been raised while discussing this simple proposition which seeks nothing more than an extension of the present convention by only one year. As you have

stated, when this question touches indirectly upon the whole finance of the railways and their relation to the General Budget, naturally the scope for discussion can be said to be wide enough to cover all aspects of the Railway Administration. The discussion here has, by and large, been as if the subject of the whole Railway Administration was before the House.

My hon. friend, Shri Naushir Bharucha, wanted to know how the Pay Commission or the introduction of the new freight structure or the size of the Third Plan was germane to this proposition. Of course, we can lay down certain principles, and if we have to lay down abstract principles, all these data will not be necessary. But I am afraid Shri Naushir Bharucha will not be satisfied only with laying down abstract principles to regulate the relation between the General Budget and the Railway Budget. If certain principles have to be laid down, they should be based on some realistic considerations with regard to their enforcement. If we have to lay down certain principles to regulate the relation between general finance and railway finance and also to regulate the working of the railway finances *inter se*, they will have to be based on certain data. Unless we know the size of the Third Five Year Plan and the allocation out of that to the railways for their Third Five Year Plan, it will not be possible to have a realistic approach to the problem that has to be solved by the Convention Committee.

Ch. Ranbir Singh in his own inimitable way—which perhaps very few Members might have marked—said that it was not only the size of the railways' Third Five Year Plan which was relevant, but this was also dependent upon what was going to be the pattern of the Third Five Year Plan as a whole, where the various industries were to be located, how the trade and commerce depending upon diversification or location of industries were going to be generated, and what traffic the Railways will be called upon

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to move during the Third Five Year Plan. It will not be realistic to lay down certain principles as to what dividend is to be paid by the Railways unless we know what are the reasonable expectations of the Railway earnings dependent upon the traffic, both goods and passenger, which the Railways will be called upon to move.

We can lay down abstract principles that on the capital-at-charge so much percentage will have to be paid. Whether the capital-at-charge is one rupee or Rs 100 or Rs 1 crore or Rs 1,000 crores, the principle holds good. Theoretically, it is quite correct. But, whether in actual practice, the volume of the capital-at-charge makes any difference or not—I think any reasonable person will agree that it does make a difference.

Shri Naushir Bharucha: May I interrupt the hon. Minister? Even at the end of one year, how is my hon. friend going to know—supposing Rs 2,000 crores are to be allotted to Railways—how much of it is to be capital-at-charge, how much will be for loans or something else? He may not be able to know anything of that sort.

Shri Jagjivan Ram: We will have to base our calculations on the reasonable data that we have before us. He asked, while we are urging the impending decision or recommendation of the Pay Commission, how are we sure that the prices of materials and other things are not going to rise. We must have some reasonable basis to anticipate certain things. Here is the Pay Commission. One can reasonably anticipate about its decisions. If we have some data by which we can reasonably anticipate about the prices of goods, equipment etc. that also will have to be taken into consideration. That is why when I say about the Pay Commission I say that because here is a factor about which we can have some reasonable anticipation. What we seek is to extend the period by one year.

Shri Bharucha raised other questions which I will not go into at this stage, because those are the very factors which have to be considered by the Convention Committee itself.

What should be the principle on which allocation to the Depreciation Fund should be determined, whether what has been recommended or decided by the present Convention Committee is quite correct or not, whether it should be modified or it should be based on certain other principles?—these are all matters to be considered by the next Convention Committee and decided by them. So, I will not argue what should be the principle. Of course, Shri Bharucha has given various principles on which the diversion of funds to the Depreciation Fund is determined or based. And, Shri Sharma has, in his own way, replied to him. I will leave it at that because these issues are to be decided by the Convention Committee itself. (Interruptions)

The same applies to other Funds also. I will say only about the Development Fund. Perhaps, some people feel, because the word 'development' is there that this Development Fund is meant for the normal developmental work of the Railways such as the construction of new railway lines, as it may be understood in general parlance. That is not the fact. The Development Fund is meant for certain works which have been enumerated in the Convention Committee's Report itself and which cannot be regarded as normal works for which capital can be charged, such as passenger amenities which bear no reasonable return or revenue on the investment on this account.

The Convention Committee itself has said that if, at any stage, it is necessary to supplement this Fund by taking temporary loans from the general revenues, that may be done. Objection has been taken to that. And, one hon. friend argued, 'How is it that you are making certain contributions

to the general revenues and again taking loans from that whereby that contribution has no meaning? It is a very fallacious argument. In a way, this Development Fund is meant for passenger amenities and labour welfare. If we are to spend these huge amounts from the accretion to the revenues in a particular year, that also may not be quite proper.

Knowing full well that it may not be possible in every year to divert so much amount to this Development Fund, as was envisaged in the Second Five Year Plan period, the Convention Committee rightly said that, if occasion arises, a loan from the general revenues may be considered. And, that is what we have done.

The other way of doing that was to reduce the expenditure on those heads and that, perhaps, would not be proper. We have to provide more and more passenger amenities, we have to provide more and more welfare measures for the Railway employees and that we have been doing. If we were a purely commercial organisation—about which I will mention a few words—perhaps, the other way of meeting the obligation to some extent without taking loan from the general revenues would have been not to spend as much over these heads as we have been doing.

My hon. friend, Shri Bharucha, mentioned something about an *ad hoc* committee. I do not know what he meant by the *ad hoc* committee and what work will be entrusted to that *ad hoc* committee.

Shri Naushir Bharucha: It has been recommended by the last Convention Committee on page 18, I think—paragraph 27.

Shri Jagjivan Ram: That will not be necessary because what we are proposing in this resolution is that this period is necessary so that reasonable data may be collected to be placed before the Convention Committee—on which they can reach certain conclusions

which will be realistic and worthy of implementation, and not mere abstract principles.

It has also been asked whether the Railways are a commercial organisation or a public utility. And, Shri Bharucha has given certain criteria as to how it can become a commercial organisation—if it pays income-tax, if it does not get any preferential treatment and things like that.

In a commercial organisation, the primary motive is the profit motive. That is the guiding principle of a commercial organisation, apart from other criteria which you may lay down. In a public utility, the guiding principle is not the profit motive. You may make profit in the course of your functioning while providing certain utility or service to the community. If you function efficiently, you may make some small profit even if you do not intend to. But, if that service has to be provided to the community and it is essential for the good of the community, that service will have to be provided even at the cost of the community itself. That will be the fundamental difference between a commercial organisation and a public utility organisation. I will say that the Railways function as a public utility *cum* commercial organisation, because we have to run certain railways which we know if we are functioning as a purely commercial organisation we will consider whether to continue those railway lines or to discontinue them. But if for the benefit of the community the running of the railway line is required we have to run that, because after all the community will subsidise the loss directly or indirectly. I think, Sir, the House will agree with me that the Railways cannot but function also as a public utility service. But it is our endeavour that whatever money is invested in the Railways gives a reasonable return.

What is a reasonable return is again a subject which is not so easy of determination. Efforts have been made. It all depends on what sort of economy

[Shri Jagjiwan Ram]

you are functioning on. What is a reasonable return in a capitalist economy cannot be regarded as a reasonable return in a socialist economy. If you have a mixed economy, you will have to strike a mean between the two.

Therefore, Sir, I will not go into all these details at this stage, because these are matters, again, to be determined by the Convention Committee itself. Whether the 4 per cent that we are paying at present is a reasonable return or not, or whether it is an excessive return, all these things have to be determined by the Convention Committee. Whether in a commercial organisation, if any capital is invested and there are a number of shareholders, interest is payable on the capital in addition to dividend or not, or where the company does not make any profit any interest can be charged on the capital investment itself, all these are matters which have to be considered even in commercial organisations. Therefore, I will not give any categorical answer to all these questions which have been raised. Whether the 4 per cent is a reasonable return, or it is an excessive return or a very small return, all these factors are to be determined by the Convention Committee itself, and I will leave these things to be determined by the Convention Committee, because the Convention Committee again will have to take into consideration the factors whether the Railways are called upon to construct lines or provide facilities which a purely commercial organisation might not even consider to undertake. All these factors will have to be taken into consideration by the Convention Committee itself.

Shri Harish Chandra Mathur: But in the meanwhile you also will have to give some consideration to it. We want an indication of your attitude.

Shri Jagjiwan Ram: I say, Sir, we will have to submit a memorandum to the Convention Committee. I

will not anticipate the consideration or deliberations of the Convention Committee. I think, Sir, it will not be fair on my part.

My hon. friend, Shri Mathur, raised the question, again, which was not very germane to the issue before the House, about rail-road competition or the transport policy of the Government. I will assure Shri Mathur that when I think about rail-road co-ordination or when I think about the transport policy of the Government, I never think only as the Railway Minister whatever policy we have to determine. I have said on more than one occasion that there is scope in our country, a very wide scope, for the development of all modes of transport. What the policy should be, how the coordination should be, is decided with a spirit to subserve the greatest national interest, not the interest either of the railways or of the roads but with a view to see that it is of the greatest benefit to the nation and how far the given resources of the nation can best be utilised to subserve the national interest. That should be the only criterion to determine the transport policy of the Government, and that should be the only criterion to determine what should be the quantum of coordination between railways, roads or other modes of transport, and what limitations and restrictions ought to be placed on one mode of transport or the other. All those things should be determined only by this criterion and this criterion alone. I will not say more than that at this stage.

Questions were raised about staff amenities and passenger amenities. My hon. friend, Shri Tangamani, wanted to know about the Class IV Promotion Committee. I may inform him that out of the 33 recommendations made by the Class IV Promotion Committee orders have already been issued in respect of about 22 recommendations. Two recommendations are such that we can't implement them at present because they

are dependent upon the recommendations of the Pay Commission. Decision has been taken in respect of one more recommendation, and five are pending. I am expecting, Sir, that during the course of this session I will lay a statement on the Table of the House regarding the recommendations of the Class IV Promotion Committee and the decision of the Government thereon.

As regards the one-man tribunal, Shri Tangamani is aware of the causes which led to abnormal delay in the finalisation or reference of the issues before the one-man tribunal. Because there was not much love lost between the two factions of the Federation and they themselves wanted postponement, the delay occurred. Last year I expedited it, and a few issues which could not be resolved by negotiation between the Railway Board and the Federation were referred to the tribunal. His decision has been received and is under consideration of the Government. We hope that we will reach a decision thereon very shortly.

He wanted another thing, and that was about some overpayment regarding some earth-work and other things on the South-Eastern Railway. I may inform him that three officers have already been suspended on that account and the matter is under investigation.

The question of safe travel and other questions regarding passengers have been raised. It is our earnest endeavour to minimise the chances of such occurrences on the Railways. But in spite of our best efforts, cases wherein some person enters a compartment, a genuine passenger, and when the train starts running indulges in undesirable activities, it will not be so easy to check, whether it is in the female compartment or in the male compartment. The railway officials will only see whether he is a bona fide passenger, with a ticket for travel. Instances have occurred where gentlemen, dressed as gentlemen,

holding tickets as gentlemen, travelled with gentlemen and when one or two passengers in the compartment fell asleep performed their functions and disappeared.

As regards ladies we have provided that after sunset if a lady in a compartment is alone she can have some of her female attendants in the compartment. We have also instructions that where they feel so they may request her to move to other compartments. Where the administration is convinced that police escort is necessary on certain trains, police escorts are also provided. Therefore, we are taking certain steps, but I will not say that all these steps will be so fool-proof as to eliminate the evil completely, unless the social consciousness is also aroused among the people and whenever undesirable elements are detected they are dealt with not only under the provisions of law but also by social sanctions. That is what is very necessary to deal with all these undesirable activities whether on the running trains or at the stations and other places.

As I have said, I do not propose to enter into details of the matters to be considered by the Convention Committee itself. Therefore, I am not proposing to answer many of the points which are only germane to the consideration of the question by the Convention Committee itself.

Sir, I move.

Shri S. C. Samanta (Tamluk): May I ask for one clarification? In 1924, railway finance was separated from general finance and in order to investigate into the financial position this convention, after every five years, was to be set up. At that time, the railways also were sometimes running at a loss. Now, the situation has changed.

Mr. Deputy-Speaker: Would this be a speech or a question only?

Shri S. C. Samanta: I am putting my argument.

Mr. Deputy-Speaker: Argument on what? If he wants to put any question he might put it. Otherwise,

*Delegation to 41st
(Maritime) Session of
International Labour
Conference*

[Mr. Deputy Speaker]

it is not the stage now when a speech can be made after the hon. Minister's reply.

Shri S. C. Samanta: I want to know whether the time has not come when Government should think of the scope of this convention at the present time. Only financial questions are being referred to this Convention Committee. As the Government has shown that it is a utility plus commercial concern, I want to know whether things relating to utility also could be referred to this Convention Committee and whether Government is thinking on that line. That is the clarification which I want.

Shri Jagjivan Ram: If the hon friend will refer to the report of the last Convention Committee, he will find that while determining the financial matters the Convention Committee has made recommendations which touch upon many things pertaining to the railways and not only to the railway finances.

Mr. Deputy-Speaker: The question is:

"That this House resolves that the period for the continuance in force of the recommendations of the Railway Convention Committee, 1954, governing the arrangements between railway finance and general finance which were approved by this House by a resolution adopted on the 16th December, 1954, be extended by one year up to the 31st March, 1961".

The motion was adopted.

15.33 hrs.

**MOTION RE REPORT OF
INDIAN DELEGATION TO 41ST
(MARITIME) SESSION OF IN-
TERNATIONAL LABOUR CON-
FERENCE.**

Shri Tangamani (Madurai). Sir, I beg to move:

"That this House takes note of the Report of the Indian Government Delegation to the 41st (Mari-

time) Session of the International Labour Conference held at Geneva in April-May, 1958, laid on the Table of the House on the 29th November, 1958."

When I gave notice of this motion I also indicated the points on which I would like to know the view of the hon. Minister. The following are the seven points which I have raised in the motion. 1. Wages, hours of work and manning; 2. Engagement of the seafarers; 3. Medical facilities to seamen; 4. Competency certificates and identity cards, 5. Safety of life in sea; 6. Shipowners' liability; and 7. Convention No. 109 and the recommendations 105 to 108.

Before I go into those matters in detail, I would like to refer to certain preliminary points about the conference itself. The International Labour Organisation has regular conferences once a year. Regarding maritime aspects, such conferences take place once in six years or sometimes once in seven years.

Shri Raghunath Singh (Varanasi): This conference was held after 12 years.

Shri Tangamani: The last conference which was the sixth of its kind took place at Seattle in 1946. The seventh in the series of the maritime conferences was held in Geneva from 29th April to 14th May, 1958. So it is easy to imagine how important this conference is. This conference was taking place at a time when our Government was taking several steps for the development of the shipping industry. A very important Act was passed in the last session, namely, the Merchant Shipping Act of 1958. That has dealt with in great detail not only the various aspects of development of the shipping industry but also the conditions of service of seamen. As I indicated earlier, this conference is tripartite in nature. There are representatives from the Government of India, from the shipping

[Shri Tangamani]

there even before the Merchant Shipping Bill was discussed here. The question did arise about the implementation of this convention in the joint committee meeting also. Convention No. 109 concerns wages, hours of work on board the ship and manning (sea) and it is the revised convention of 1958. So, most of these International Labour Organisation conventions are given the number and also the year. There was a similar convention earlier at the Seattle Conference and the revised convention is the convention of 1958.

Annexure XV deals with Convention No. 109. Part I deals with the general provisions; Part II deals with wages. Without reading verbatim what the convention says, I shall give the basic pay of the seamen. As the hon. Minister knows, as per the report of the D.G. Shipping, we have 65,000 seamen. Most of them are engaged on the ocean-going ships and most of these ships are not out ships. So, probably more than 40,000 seamen are employed in foreign companies. It is necessary that our Government which acts as the recruiting agent, guaranteeing certain conditions of service for these employees, must see that certain accepted international conventions are implemented so far as these employees are concerned.

They say, the basic pay shall not be less than £16 per mensem. But in a subsequent resolution, they say, £16 is the minimum and under conditions prevailing today it should be £25. Here are men who are on the high seas. They are engaged for 6 months, 1 year or sometimes 2 years. When they come back, until they are chartered for another ship, they may be without employment for a few months or even years sometimes. £16 is according to the British standard. Normally, even during the pre-war period, a bus conductor in England was getting £5 or £6 per week. With the prices having gone up, it may be much more now. Here

a sort of compromise is made, where you have not only Indians, Asiatics, but Europeans also. So, they say the minimum should be £16 per mensem. When they fixed this, they did take into consideration the scales of pay prevailing amongst the Asiatics and also Europeans amongst all the member-nations, of which India is one. They want to go a little further and make it £25. I would like to know whether we have accepted this convention and ratified part II of this convention. If we have not ratified it, what are the reasons standing in our way of ratifying it? If we have not ratified this, what is the scale of pay we are demanding from the foreign companies who engage our seamen? These are points for which I want definite replies.

Part III deals in great detail with hours of work. There is one whole chapter in our Merchant Shipping Act about hours of work. In the agreements that we enter into with these foreign companies, the foreign companies are somehow reluctant to introduce a clause on hours of work. If our seamen are made to work for 12 or even 15 hours a day, there is nothing which will empower the Government of India to challenge that particular company. That is the position today. Even according to Part III dealing with hours of work in this convention, I do not say it is very satisfactory.

They divide the ships into three types—coastal ships, which they call 'near trade ships'; ocean-going ships which they call 'distant trade ships' and passenger ships. For coastal ships they say, when at sea, 24 hours in any period of two consecutive days. When in the port, 8 hours or less, according to the agreement; on weekly holidays, 2 hours for attending to certain routine and sanitary duties; 112 hours in a period of two consecutive weeks. So, for coastal ships, anything exceeding 112 hours in two weeks will be considered as overtime. This would mean, on an

average, 8 hours per day, or 56 hours for 7 days or 112 hours for two weeks. This is for the home trade.

Regarding ocean-going ships, for the staff employed in the deck, engine-room and radio departments, when the ship is at sea, it is 8 hours per day. At port, it is 8 hours; on weekly holidays, 2 hours. So, it is 48 hours a week and anything over 48 hours a week will be construed as over-time and over-time wages will have to be paid. They say, the minimum over-time wage will be 1½ times the normal wage.

Article 15 deals with catering department. When the vessel is at sea and on days of sailing and arrival, it is 10 hours in a period of 14 hours. At port, when the passengers are on board, ten hours in a period of 14 hours. In other cases, on the day preceding the weekly day of rest, five hours; on the weekly day of rest, five hours for persons engaged in messing duties and two hours for ordinary routine and sanitary duties in the case of other persons; on any other day, eight hours. In the case of a vessel which is not a passenger ship, when the vessel is at sea and on days of sailing and arrival it is 9 hours in any period of 13 hours; when at port, on the day preceding the weekly day of rest, it will be 6 hours; on weekly holidays it is 5 hours and on any other days, it is 8 hours in any period of 12 hours. This comes to 112 hours in two consecutive weeks.

Normally eight hours a day has been accepted in our country as early as 1946. 48 hours a week or 8 hours a day was accepted for all factory workers.

I understand and I do appreciate that there will have to be certain difference in the case of this ocean-going crew and it will have to vary when it is on the sea, when it is in the port and then how the weekly holiday is to be fixed for them. So,

having accepted the eight-hour day, it is necessary for us to stipulate that those companies which engage our seamen should accept either this Convention or at least the 48-hour week.

As the hon. Minister knows, when the Select Committee went to the various ports we had occasion to meet the seamen in Bombay and we had occasion to meet the seamen in Calcutta also. Most of the seamen complained to us that they did not know as to what is the total number of hours they are expected to work in a week and that if they claimed any overtime that is considered as a breach of discipline and action has been taken against them. Action has been taken against some employees when they demanded from the management as to what exactly is the weekly hour and whether they are entitled to any overtime wages. This sort of situation cannot continue.

I know what the hon. Minister will say by way of a reply. He will say that these crews are the best foreign exchange earners and there is so much competition in the market, so, when we lend their services to these ocean-going vessels or to the foreign companies, there is a danger if these foreign companies engaging crews from other countries which are also training these crews. But in the name of competing with the other Asiatic countries or other countries which recruit these crews we should not allow slave labour so far as our crews are concerned. That is my submission.

So, I would like to know whether we have ratified this Convention. If we have not ratified this Convention, what is the limit beyond which we do not allow our seamen to work, whether it is on the deck or whether it is in the radio station or whether it is in the engine room? That is what I want to know. These are the two points on which if a good reply could be given by the hon. Minister I will be very grateful to him.

[Shri Tangamani]

But there are certain recommendations. These recommendations I will rapidly run through. Now, there is recommendation No. 108. That deals with the agencies for signing on or signing off of sea-farers, conditions in accordance with the standards accepted by the traditional maritime countries. There must be freedom of association. There must be proper repatriation. Then it is regarding the question of competency. So, this recommendation No. 108 deals with the normal trade union rights of these crews. What have we done about recommendation No. 108?

Recommendations No. 105 and No. 106 deal with medical facilities. That is given in *extenso*, I shall not read them because they are all given, that is, recommendations No. 105 and No. 106. They go to the extent of saying that if a specialist is to be immediately got for a crew or for any of the seamen or any of the members of the crew, radio signal must be sent and a specialist got as soon as possible from any ship which is available or from any port of call. That is the importance that they give for the safety of these seamen at sea. There is a danger of their contracting certain types of diseases also. There is another question also, that is, the question of the safety of these crews on board the ship. There may be some kind of a rioting. There was an instance. It was stated in this House as to how there was a quarrel between the two and one of them was ultimately murdered. So, when these crews are away from their homes—we have always been saying that at the work spot he must be given full protection—and when one falls ill it is the duty of the employer to see that he recoups himself as soon as possible. On these two matters also, if we have not adopted this, I would like to know what are the various facilities given to these crew and what are the conditions that we are

demanding from these shipping companies?

15.55 hrs.

[SRI BARMAN in the Chair]

On the question of Indianisation, I do not want to say very much because it is necessary that we must have as many Indian crew as possible. Indian crew must be allowed to man our ships and we will have to send our own men. If there are certain foreign nationals and certain conditions, we will have to keep them also and not send them away. At the same time, Indianisation of the crew is a point on which I do not think we will have any difference of opinion.

Having said this about the main recommendations and the Convention, I would briefly refer to certain issues raised by the D G, Shipping himself. What are the facilities which are given to these people whom we are going to call upon to man the ships? The first thing that is required is training. We have to produce efficient trained personnel to man our vessels. In this regard, we have got seven institutions. That is what the D G, Shipping says. The first institution is for training of officers in *Dufferin*. *Dufferin* is one of the old battle-ships, which is anchored very near Bombay. So far, I think, since 1949, more than 1000 trainees have passed out from this institution and they are very successfully manning our merchant navy. It is really a proud record. Here, what I would suggest is, what I find is, sufficient publicity has not been given to this. Only young men from a certain sector come and avail themselves of this training. When we want to develop our merchant navy, when we want to increase our tonnage also, we require more and more men for manning our ships. So, it is not enough that we train only 75 persons at a time. Only 75 persons can be admitted in the *Dufferin* at a

tune. Another Dufferin will have to be created. Unless that is done, we will not have enough men to man our ships. That is about the Dufferin.

There is the question of training our own Engineering personnel, marine engineers. There is the Marine Engineering College in Calcutta. Some of the Members of the Select Committee did visit the Marine Engineering College at Calcutta. They were complaining to us how, if the diploma that is given to them is to have universal application, they have to have another super training in the U.K. When they are able to finish the academic carrier and qualify themselves in their own colleges, that separate test is also put there. A fine set of young men are there. Highly qualified students come there and they are given the best and rigorous training. Having received this training, steps must be taken by the Government to see that they are given the same status as any other trainee from other countries.

The next one is about the Nautical and Engineering College in Bombay about which I will not say much. There are three training centres of seamen, one in Bombay, one in Calcutta...

Shri Raghunath Singh: How does this come here? This report does not deal with these things; what schools and colleges we have got in Bombay or Calcutta. That is not concerned with this report.

Shri N. E. Muniswamy (Vellore): Standard of training incidentally comes.

Shri Tangamani: Please read page 2. There is Shri Nagendra Singh's report. I would like my hon. friend to read that.

Shri Raghunath Singh: We are dealing with the Convention and the recommendations only.

Shri Tangamani: I would like my hon. friend to read the text of the 35 LSD—7

speech of Shri Nagendra Singh. In the beginning also I said that in addition to the wages and hours of work, I shall also deal with the training of seamen. I prefaced my speech that the question of training is also a point which I would like to raise.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): How is it germane to the consideration of the report? That is the question.

16 hrs.

Shri Tangamani: Actually, if the entire report is gone through, it will be found that the Director-General of the ILO has dealt with not only the shipping industry but also training, the various conventions, and the relations between the employers and employees. As far as possible, I am not going into the development of the shipping industry.

Shri Raj Bahadur: I have no objection if the hon. Member does so.

Shri Tangamani: When we are talking about the seamen in our country, the question of training of seamen is a very important thing. Without training our seamen and without getting enough seamen, how are we going to have conditions of service for these seamen?

Shri Raj Bahadur: May I make myself clear? My hon. friend Shri Raghunath Singhji has raised an important question of principle, in fact. Does the hon. Member opposite mean that any particular stray observation which has been made by any of the speakers or any member of our delegation to the ILC can form the subject-matter of discussion here? I think that cannot be the case. What is proposed to be discussed are the broad conclusions and the recommendations or the conventions. Personally speaking, I have no objection if the hon. Member refers to the training question also, but let us rather devote our attention to the subject that is under discussion before us.

Mr. Chairman: Towards the later part of his speech, the hon. Member has said that unless we have adequate and qualified seamen, we may not be able to demand the rights for our seamen, which are accorded by these international conferences. In that way, he was going to refer to this. Anyhow, it is better not to go into the details of that.

Shri Tangamani: I shall not develop that point.

Shri Raj Bahadur: I have no objection if the hon. Member deals with that point.

Shri Tangamani: The only point that I would like to mention on the question of training of our seamen is that we have either to increase the number of trainees in these training ships in the three centres, or we must have another training centre. The Estimates Committee also has gone into this question and made some recommendations.

Mr. Chairman: It is not irrelevant. Naturally, I also thought that unless we had adequate training facilities in India and had adequately trained seamen, we may not be able to demand that the seamen of our country should get the rights that are accorded or recommended by these international conferences. In that way, it is relevant. At the same time, however, I feel that it is not strictly relevant if the hon. Member were to say that there are three or four centres now, and the number should be increased to five or six, for, that would mean going wide of the mark. So, the hon. Member should confine himself to discussing the rights that have been laid down by these conferences, how far we are giving those rights to our seamen, and how far Government have taken notice of those recommendations.

Shri Raghunath Singh: There are only seven points.

Shri Tangamani: The main points that I wanted to emphasise have been

emphasised and brought to the notice of the House already. I know also that many of these conventions have not been ratified. So, I would like to know from the hon. Minister about the hours of work, the wages, the steps we are taking for the encouragements of these seafarers and for guaranteeing that they get the proper treatment, how the competency certificates and identity cards are issued, and what facilities are now extended to them in the ports of call. For, we find that one of the important points raised at this conference was in regard to the facilities now given to them whether in Bombay or in Calcutta or in the ports of call. That was one of the points raised by our Director-General of Shipping, that the seamen from the Asian countries find difficulty at the ports of call in the different countries. So, what are the steps that the Government of India have taken in the light of the decisions arrived at this conference?

Mr. Chairman: Motion moved:

"That this House takes note of the Report of the Indian Government Delegation to the 41st (Maritime) Session of the International Labour Conference held at Geneva in April-May, 1958 laid on the Table of the House on the 29th November, 1958."

श्री रघुनाथ सिंह: समापति महोदय, हमारे भाई ने जो बहुत यहाँ धारणा की है यह कुछ प्रीमियोर सी है। इस बास्ते प्रीमियोर सी है कि लेबर मिनिस्ट्री का सम्बन्ध इस रेकमेन्डेशन से है और इस इन्स्ट्रुमेंट के प्राप्ता पर १८ महीने के बाद तक इस हाउस के सामने कोई सजेशन या चीज उपस्थित करनी चाहिये और उस वक्त समय होगा कि उस पर कुछ डिटेल् के साथ बहस हो।

हमारे भाई श्री तंगामणि ने बड़ी अच्छी भाषा का प्रयोग किया है और सीमेन्ट के सम्बन्ध में जो कुछ उन्होंने कहा है उसके

अब लड़ी को सहानुभूति होगी लेकिन इस विषय पर जब विचार करते हैं तो एक बात हमें विचार कर लेनी चाहिए कि भारतवर्ष में ८० हजार सीमेन् हैं और ८० हजार सीमेन् में से केवल ४ हजार सीमेन् हिन्दुस्तानी जहाजों में काम करते हैं और बाकी जितने सीमेन् हैं वह विदेशी जहाजों में काम करते हैं। इसका अर्थ यह है कि ७६ हजार सीमेन् फ़ारेन शिप्स में एम्प्लायमेंट पाते हैं और केवल ४ हजार सीमेन् ऐसे हैं जो कि हिन्दुस्तान के जहाजों में काम करते हैं।

मैं थोड़े से आंकड़े देना चाहता हूँ। बम्बई और कलकत्ता दो जगहों पर हमारे भाई गये और मैं भी उनके साथ था और हम ने उनको देखा। बम्बई में जो सीमेन् हिन्दुस्तानी जहाजों पर काम करते हैं उनकी संख्या है ३१६३ और कलकत्ता में उनकी संख्या है ६६४, अर्थात् हिन्दुस्तानी जहाजों पर जो हिन्दुस्तानी सीमेन् काम करते हैं उनकी संख्या है सिर्फ ४१८७। इसकी तुलना में जो हिन्दुस्तानी बम्बई में विदेशी जहाजों पर काम करते हैं उनकी संख्या है १८,७१४ और कलकत्ता में जो हिन्दुस्तानी विदेशी जहाजों पर लगे हुए हैं उनकी संख्या है १४,३५८ अर्थात् कुल ३४,०७२ हिन्दुस्तानी सीमेन् फ़ारिन शिप्स पर काम करते हैं। इस प्रकार ८० हजार सीमेन् की तादाद है उसमें से केवल ३८,२५६ को अब तक काम मिल सका है। यह ठीक है कि जिनको काम नहीं मिला है उनके साथ हमारे तंगमणि साहब की सहानुभूति है। लेकिन सूची सहानुभूति से तो कोई फायदा नहीं हो सकता क्योंकि ८० हजार हिन्दुस्तानी सीमेन् में से केवल ३८००० हजार को काम दिला सके हैं। इसमें कोई दो मत नहीं हो सकते। इन ३८ हजार आदमियों में से भी ३४ हजार पर हमारा कोई अधिकार नहीं है। वह विदेशी कम्पनियों में काम करते हैं। इन विदेशी कम्पनियों में जो काम करते हैं

उन्हीं से ८० प्रतिशत केवल यू० के० की कम्पनियों में लगे हुए हैं। इनमें ११,००० हजार पाकिस्तानी सीमेन् भी शामिल हैं जो कि कलकत्ता पोर्ट में रजिस्टर और भरती होते हैं। हमको यह विचार करना है कि जो विदेशी कम्पनियां विदेशी फ्लैग ले कर चलती हैं उनकी रजिस्ट्री हमारे यहाँ नहीं है, उन पर हमारा कोई अधिकार नहीं है। ये कम्पनियां हमारे हिन्दुस्तान के करीब ४० हजार आर्थियों को एम्प्लायमेंट देती हैं। यह हमारी स्थिति है। इस अवस्था में हमारी नीति सहानुभूतिपूर्ण, सौजन्यतापूर्ण और उदारतापूर्ण होनी चाहिए। मैं एक उदाहरण देना चाहता हूँ। पिनांग और सिगापुर में जो कि साउथ ईस्ट एशिया में दो महत्वपूर्ण स्थान हैं वहाँ पर ज्यादातर सीमेन् हिन्दुस्तानी हैं शायद तमिल लोग हैं। हुआ यह कि यू० के० का एक जहाज आया और उसने सीमेन् मागे। वहाँ पर दो हिन्दुस्तानियों की यूनियन है। एक कम्पुनिस्ट यूनियन है। जैसा कि हमारे भाई ने कहा, उसी तरह उस यूनियन ने कहा कि साहब हमको तो २५ पाउंड मिलना चाहिए जो कि अग्रेज सीमेन् को मिलता है। अगर इतना मिलेगा तब तो हम आपके जहाज पर काम करेंगे वरना नहीं करेंगे। उसका परिणाम यह हुआ कि यू० के० की जहाजी कम्पनियों ने पिनांग और सिगापुर से हिन्दुस्तानियों को रिफ़्यूट करना छोड़ दिया। आज मैं कम्पुनिस्ट पार्टी से कहना चाहता हूँ कि वहाँ पर दस हजार हिन्दुस्तानी सीमेन् हैं जिनको फ़ारिन कम्पनियां लेती थी, वे आज बेकार हैं, और कम्पुनिस्ट चाहे उल्टे भी टंग जायें वे उनको काम नहीं दिला सकते। नतीजा क्या हुआ? नतीजा यह हुआ कि हिन्दुस्तानियों के हाथ में जो एक बड़ा भारी व्यापार था साउथ ईस्ट एशिया में वह उनके हाथ से निकल गया। दस हजार सीमेन् बेकार हो गये और अब जो जहाज सिगापुर और पिनांग से हिन्दुस्तान आते हैं हम अक्सर में पढ़ते हैं कि आज उनके द्वारा तीन हजार हिन्दुस्तान

[श्री रघुनाथ सिंह]

वापस आये, कल बार हवार वापस आये। एक उसटी नीति के कारण ही अपना एक बड़ा भारी व्यापार खो दिया। उस नीति को हमें हिन्दुस्तान में पुहराना नहीं है। हमको तो जो हिन्दुस्तानी कनवेंशन है उसकी सिकारिश के अनुसार चलना चाहिए।

तगामणि साहब ने बहुत सी बातें कहीं। उन्होंने कहा कि नियर ट्रेड शिप्स में ५६ बंटे हैं और डिस्टेंट ट्रेड शिप्स में ४८ अवर्स सीमैन को काम करना पड़ता है। वो प्रकार के शिप होते हैं नियर ट्रेड शिप और डिस्टेंट ट्रेड शिप। नियर ट्रेड शिप में ५६ बंटे हैं और डिस्टेंट ट्रेड शिप में ४८ बंटे काम होता है। लेकिन साथ ही साथ केटारिंग डिपार्टमेंट में ५६ अवर्स है। जो लोग इंजिन में काम करते हैं, बाइलर में काम करते हैं या डेक साफ करने का काम करते हैं उनका अधिक मेहनत का काम है। इसलिए उनके लिए ४८ बंटे हैं और जो सिर्फ खाना पीना देते हैं उनके बास्ते ५६ अवर्स का कनवेंशन था। मैं तो कहूंगा कि यह कनवेंशन बिल्कुल ठीक था और साइंटिफिक था। जो आदमी मेन्यूअल लेबर करता है उसको ज्यादा भाराम की आवश्यकता है और जो आदमी नाय पानी और बिलाने पिलाने का काम करता है उसको अधिक मेन्यूअल काम नहीं करना पड़ता। इसलिए उसके लिए ५६ अवर्स है। तो यह कनवेंशन बिल्कुल ठीक है।

दूसरी बात हमें यह कहनी है कि सभापति महोदय आपके सभापतित्व में जो कानून बना है उसके सेक्टर ७ में करीब-करीब १३० धारों हैं सीमैन के बारे में। इसी डिस्टेंस और किसी कानून में नहीं होंगी। हम लोग सीमैन के बारे पर गये और उनकी स्थिति का अध्ययन किया और उसके बाद वह कानून बनाया। मैं पूछना चाहता हूं कि

यू० के०, अमरीका, सोवियत या किसी भी देश के कानून में सीमैन के बारे में इसी धाराओं रखी गयी हैं। हम चाहते हैं कि हम अपने सीमैन को काम दे सकें लेकिन हम कैसे काम दे सकते हैं। हमारे पास ज्यादा जहाज नहीं हैं। हम तो केवल बार हवार लोगों को एम्प्लायमेंट दे सकते हैं। हम अपने ८० हजार सीमैन को एम्प्लायमेंट नहीं दे सकते। उनको विदेशी कम्पनियां एम्प्लायमेंट देती हैं। वे हमारे कानून के अधीन नहीं हैं। अगर हम इस पालियामेंट में बैठकर कोई कानून बनायेंगे तो वह केवल हिन्दुस्तानी जहाजी कम्पनियों पर ही लागू होगा। फारिन कम्पनीज पर वह कानून लागू नहीं होगा। इसी बास्ते इंटरनेशनल कनवेंशन और कानूनों होती हैं और वह कुछ सुझाव देती हैं और चाहती हैं कि हर देश उनको मान ले। मैं तगामणि साहब से पूछता हूं कि यू० के० एक मीरीटाइम नेशन है। क्या उसने इन कनवेंशन को माना है। उसने उसकी कुछ सिकारिशों को नहीं माना है। इसका कारण यह है कि सब का असल-असल इंटरेस्ट है। हमारा स्वार्थ यह है कि हमारे जो हिन्दुस्तानी सीमैन हैं वे ज्यादा से ज्यादा तादाद में विदेशी कम्पनियों में जायें, ज्यादा से ज्यादा तादाद में उन कम्पनियों में उनको काम मिले। हमारा यह इंटरेस्ट है। इसी तरह से यू० के० का सीमैन सोचता है कि हिन्दुस्तानी सीमैन हमारे जहाजों में क्यों काम करे, हम अंग्रेज सीमैन देंगे। लेकिन हमारे सीमैन को विदेशी कम्पनियों में क्यों लेती है? क्या कारण है? कारण यह है कि हमारे सीमैन सस्ते हैं। वे लोग २५ पाउंड डिमांड करते हैं और हम १६ पाउंड पर ही काम करने के लिए तैयार हैं। इसलिए हमारी भाव ज्यादा मांग है। अगर एक दुकानदार भारतीय ६ घाने गज बेचता है और दूसरा दुकानदार भारतीय बार घाने गज बेचता है तो हर भारतीय बार घाने गज की भारतीय

सेमि के लिए तैयार होना। यही कारण है कि दुनिया भर में हिन्दुस्तान सीमैन की डिमांड है। क्योंकि हम सस्ते हैं। इसलिए हमें काम मिलता है। लेकिन अगर हमारा स्टैंडर्ड सोवियत, यू० के० और अमरीका के सीमैन के बराबर हो जाये तो यह स्थिति नहीं रहेगी। हम तो चाहते हैं कि हमारे सीमैन का स्टैंडर्ड यू० के० आदि के सीमैन जैसा हो। लेकिन हो भी तो। अभी तो वैसा होना मुमकिन नहीं है। इसका कारण यह है कि हमारे रिसोर्स इतने नहीं हैं। हमारे पास इतने जहाज नहीं हैं कि हम अपने ८०,००० सीमैन को काम दे सकें। तो ऐसी स्थिति में अगर उनको कुछ थोड़ी तनखाह पर काम मिलता है तो क्या वह अच्छा नहीं है। क्या इसके मुकाबले उनका बेकार रहना अच्छा है। आधा पेट भोजन अच्छा है या भूखा रहना अच्छा है। मैं तंगमणि साहब से कहता हूँ कि वह इन दोनों में से कोई भी चीज पसन्द कर लें। क्या वह आधा पेट रहना चाहते हैं या भूके पेट रहना पसन्द करेंगे। जो परिस्थितियाँ आज हमारे सामने हैं उनका हमें गम्भीरतापूर्वक सामना करना चाहिए।

उन्होंने बेजिज के सम्बन्ध में सवाल उठाया। समापति महोदय, आप को याद होगा कि अभी हमारे सैन्ट्रल हाल में एक भी गुब्बार जी ने एक सैक्चर दिया था। उस की रिपोर्ट छपी है। उस रिपोर्ट के यह बाहिर होता है कि एशियाटिक सीमैन सैन्ट्रल सीमैन की तरह से एक्टिविस्ट नहीं है, उतना लैबोरियस नहीं है। एक काबुली-अफ़ग़ानिस्तान का पठान जितना अच्छा काम कर सकता है, जितना बोझा उठा सकता है, उतना हमारे ईस्टर्न यू० पी० का आदमी नहीं उठा सकता है। इस कारण यह है कि प्रकृति ने उस को मजबूत और ताकतवर बनाया है और हम को कमजोर बनाया है। अगर हम कमजोर हैं, तो हम उतना ज्यादा काम नहीं कर सकते हैं, जितना कि बाहर

का मजबूत आदमी कर सकता है। एक काबुली दो मन उठा सकता है, लेकिन ईस्टर्न यू० पी० का आदमी केवल एक मन का बोझ उठा सकता है। दोनों की काम करने की कैपेसिटी में बहुत बड़ा अन्तर है। इस लिए आप देखेंगे कि सैन्ट्रल सीमैन और एशियाटिक सीमैन की जो पैरिटी दिखाई गई है, वह इस प्रकार है। अगर एक सात हजार जी० भार० टी० का जहाज हों, तो डैक पर दस, इंजन रूम में आठ और सैलून में सात सैन्ट्रल सीमैन एम्प्लाय किए जाते हैं और अगर उसी सात हजार जी० भार० टी० के जहाज पर एशियाटिक सीमैन को लेना होगा, तो डैक पर दस सैन्ट्रल सीमैन के बजाय उन्नीस एशियाटिक सीमैन लिए जायेंगे और इंजन रूम में आठ सैन्ट्रल सीमैन के स्थान पर आठारह एशियाटिक सीमैन लिए जायेंगे। इस तरह से आप देखेंगे कि दुनिया में जो सिस्टम, जो प्रणाली चल रही है, वह क्यों चल रही है। अगर दस सैन्ट्रल सीमैन के स्थान पर दस इंडियन्स काम करने के लिए तैयार हैं, तो फिर सैन्ट्रल सीमैन को छोड़ कर अपने आदमियों को छोड़ कर हिन्दुस्तानी को क्यों रखेंगे ?

श्री दासप्पा (बंगलोर) : सैलून में कितने हैं ?

श्री रघुनाथ सिंह : सैलून में सैन्ट्रल भी सात हैं और हिन्दुस्तानी भी सात हैं। सैलून का काम क्या है ? बूट पालिस करना, खाना परोसना, साफ़ करना। मैं तो उस में रहा नहीं हूँ। वह वहाँ पर रहे हैं। इस लिए वह ज्यादा एक्सप्सेन कर सकते हैं। लेकिन जहाँ तक सैलून का सम्बन्ध है, सात सैन्ट्रल हैं और सात हिन्दुस्तानी हैं। उस में कोई फ़र्क नहीं है। लेकिन जहाँ तक डैक और इंजन रूम का सम्बन्ध है, करीब करीब दुगुने का फ़र्क है। इस लिए जब सैन्ट्रल और एशियाटिक सीमैन का कम्पैरिजन करते हैं, तो दोनों को एक तराजू पर एक तुला पर हम

[श्री रघुनाथ सिंह]

तोल नहीं सकते। उन में कुछ भ्रन्तर तो है ही। एशियाटिक सीमैन के लिए १६ पौंड बैतन रखा गया है, जो करीब करीब १६० रुपए होता है और हिन्दुस्तान में रखा गया है ११५ रुपए से १६० रुपए तक। एक संज्ञेक्षण हिन्दुस्तान की तरफ से है हमारे अधिकारी लोग इस बात की कोशिश करते हैं कि हिन्दुस्तानी सीमैन को ११५ रुपये से लेकर १६० रुपए तक मासिक प्राप्त हो जाये। इसको कहते हैं एडजस्टिड ईक्वीवेलेंट बेजिज्ज अर्थात् जहाजी कम्पनियां यह चाहती हैं कि जिस मद् में उनको जितना रुपया खर्च करना है, उससे ज्यादा उनको न खर्च करना पड़े। अगर डैक पर किसी जहाजी कम्पनी को एक हजार रुपया खर्च करना है, तो वह उससे ज्यादा खर्च नहीं करेगी, चाहे वह वैस्ट्रन सीमैन को एम्पलाय करे और चाहे एशियाटिक सीमैन को। इस को कहते हैं एडजस्टिड ईक्वीलेट बेजिज्ज। अगर मान लिया जाय कि हम इस कनवेंशन को मान लें तो उसका फल क्या होगा? उसका फल यह होगा कि हिन्दुस्तानी कम्पनियां बेजिज्ज ज्यादा देंगी और यू० के० को कम बेजिज्ज देनी पड़ेगी। सभापति महोदय, आप जानते हैं कि पनामा, हाब्रुस और लाइबेरिया के पास वर्ल्ड में सबसे ज्यादा टनेज है यू० के० को छोड़ कर। उन के पास इतना टनेज क्यों है? इसलिये कि वे ट्रैम्प शिपिंग करते हैं। आज हिन्दुस्तान में उसका काम्पीटीशन हो रहा है—सारी दुनिया में हो रहा है। और करने वाले कौन हैं। अमरीकन और यू० के० वाले। अमरीका और यू० के० के पूंजीपतियों ने जब सोचा कि इनकम टैक्स से कैसे बच सकते हैं, ज्यादा से ज्यादा रुपया कैसे पा सकते हैं और इन्टरनैशनल कनवेंशन और इन्टरनैशनल ला हम पर लागू न हों, उनसे कैसे बच सकते हैं, तो उन्होंने पनामा, हाब्रुस और लाइबेरिया में अपने शिप्स को रजिस्टर कराना शुरू कर दिया।

आज शिप्स पनामा में ११ मिलियन टन जहाज रजिस्टर्ड हैं। उन पर कोई कानून लागू नहीं है। यह तो व्यापार है। मान लें कि एक हजार टन का माल हिन्दुस्तान से बाहर भेजना है और उसका माड़ा समझ लीजिए कि लो रुपया है। अगर पनामा हमारे पास आकर कहे कि हम अस्सी रुपए लेंगे, तो आप चाहे कितने ही पैट्रियाटिक क्यों न हों, आप सोचेंगे कि बीस रुपए का फर्क है, हम पनामा के शिप्स में माल क्यों न भेजें, हिन्दुस्तानी शिप्स में क्यों न भेजें। इस बात को धेड़नबर रखना चाहिए कि हम वर्ल्ड मार्किट में कम्पीट करने के लिये जा रहे हैं। दुनिया के बाजार के स्टैंडर्ड को हम को मानना होगा, बाजार के काम्पीटीशन में हम को एण्टर करना होगा। हम किसी ऐसी नीति को नहीं अपना सकते, जिसको अपनाने से हमारी शिपिंग कम्पनीज को हमारी शिपिंग को घाटा हो—नुकसान हो, क्योंकि जब तक कि इकानोमिक प्रापोजीशन नहीं होगा, तब तक कोई प्लान चल नहीं सकता है। इसलिये मैं कहता हू कि इस पर बड़ी गम्भीरता के साथ विचार करना है। मैं इस बात के पक्ष में नहीं हू कि हम इस कनवेंशन को, इस रीकमैडेेशन और सजेशन को जहां तक हो सके मान लें। यू० के० और अमरीका ने भी इस को पूरा नहीं माना है। हम भी उस को मानेंगे, जो हमारी परिस्थिति के अनुकूल हो, जिससे हमारी जहाजरानी की तरक्की हो, जिससे दुनिया के बाजार में हम ठहर सकें, जिससे हम कुछ चल सकें, कुछ जीवित रह सकें। जब हम इस नीति को अपनायेंगे, तो हमारे शिपिंग की तरक्की होगी, नहीं तो नहीं होगी।

एक बात मैं और कहना चाहता हूँ और वह है आइडेंटिटी कार्ड के बारे में। दुनिया की बड़ी बड़ी मैरिटाइम नेसज्ज जैसे अमरीका और यू० के०, हमसे ज्यादा फ़ार्वर्ड हैं और उनके कम से कम एक एक करोड़ टन के

चाहता है। लेकिन घमटीका भी बिल्कुल इस को मानने के लिये तैयार नहीं है और हिन्दुस्तान को भी बिल्कुल मानना नहीं चाहिए, मैं इस के पक्ष में हूँ। मैं श्री राज बहादुर से कहना चाहता हूँ कि आईडेंटिटी कार्ड के जिस सिस्टम को वह फ़ालो कर रहे हैं, वह ठीक है और कनवेंशन के सिस्टम की नहीं मानना चाहिए। उसका डेंजर क्या है? मैं बताता हूँ कि हमारी सरकार ने यह पालिसी बड़ी भ्रष्टी प्रक्रियार की है। हमारे यहाँ अब भी ग्यारह हजार पाकिस्तानी आई एम्प्लायड हैं। वे फ़ारेनर्ज हैं और उनके पास आईडेंटिटी कार्ड हैं, लेकिन बीसा होना चाहिए, पासपोर्ट होना चाहिये। मान लीजिये कि मलाया के दो हजार के करीब लेबरर्ज हिन्दुस्तान में कलकत्ता पोर्ट में आ जाते हैं। उनके पास आईडेंटिटी कार्ड हैं। सरकार बाउंड है कि वह विदेशी कम्पनियों से कहे कि वह उनको सीमैन की हैसियत से काम दे। हम हिन्दुस्तान में फ़ारेन सीमैन का एम्प्लायमेंट एक्सचेंज नहीं खोलना चाहते। हम कलकत्ता और बम्बई को फ़ारेन फ़ारेनर्ज के लिये एम्प्लायमेंट एक्सचेंज नहीं बनाना चाहते, क्योंकि अगर हम बनायेंगे, तो उसका फल यह होगा कि हमारे जो प्रस्ती हज़ार सीमैन हैं, उनका क्या होगा? अगर हम फ़ारेनर्ज को एलाऊ करेंगे, तो बहुत से देश ऐसे हैं, जहाँ के लेबरर हमारे यहाँ से चीप हैं। अगर उनके पास आईडेंटिटी कार्ड हैं, तो वह कलकत्ता और बम्बई में आ सकते हैं। अगर उन्होंने हमारे साथ कम्पीट करना शुरू कर दिया तो हम कहां रहेंगे? लिहाजा पासपोर्ट होना आवश्यक है। हम जिस को पासपोर्ट, बीसा दें, वही हमारे देश में आए। वे फ़ारेनर्ज हैं और फ़ारेनर्ज की तरह ही हम उस को ट्रीट करते हैं। हम भी सीमैन की हैसियत से उसका स्वागत करते हैं। हम भी कोशिश करेंगे और ईस्कर की कृपा से काम दे देंगे। इसलिए मैं भारत सरकार को बचाई देना चाहता हूँ कि उसने एग्जिटेरियन

ब्यू आफ विन्स लिया है और ११,००० जो पाकिस्तानी आई सीमैन हैं, उनको काम दिलाने की कोशिश की है। लेकिन मैं कहना चाहता हूँ कि पासपोर्ट और बीसा सिस्टम को हमें जरूर लागू रखना चाहिए और इस पालिसी को हमें अवश्य कंट्रिब्यू करना चाहिए। अगर ऐसा नहीं किया गया तो घाने चल कर खतरा पैदा हो सकता है।

आप देखें तो आपको पता चलेगा कि मलाया ने एक कानून बना रखा है इसके बारे में और मैं समझता हूँ कि तगामणि साहब को उसका पता ही होगा। वहां पर १४ परसेंट आबादी हिन्दुस्तानियों की है, ४६ परसेंट आबादी चीनियों की है और पचास परसेंट से कुछ ज्यादा मलाया के लोग हैं। इसी तरह से सिंगापुर में ७० परसेंट आबादी चाइनीज है और जो मलाया के लोग रहने वाले हैं, उनकी आबादी १० परसेंट ही है और बाकी हिन्दुस्तानी है। मलाया गवर्नमेंट ने जब देखा कि उनके देशवासियों का क्या होगा अगर दूसरे लोग ही यहाँ आ गये, ४६ परसेंट चाइनीज हो गये, १३ परसेंट हिन्दुस्तानी हो गये, और इस चीज को देखते हुए उसने एक कानून बनाया कि अगर मलाया में आज कोई घाना चाहता है, सिंगापुर में कोई घाना चाहता है या पीनाग घाना चाहता है, तो उसको यह बतलाना होगा कि उसको पांच सौ रुपये के ऊपर की नौकरी मिल गई है। मलाया में उसको तब तक जहाज के नीचे पैर नहीं रखने दिया जा सकता है जब तक कि वह इस बात की गारंटी न दे कि उसको इस तरह की नौकरी मिल गई है। मलाया हमारा पड़ोसी है। वहां पर १३ परसेंट आबादी हिन्दुस्तानियों की है। उन्होंने इस बास्ते यह कानून बनाया है कि यह न हो कि हिन्दुस्तान की जितनी भी अनएम्प्लायड लेबर है या चाइनीज लेबर है, वह उधर चली जाये और मलाया के लोग परेशान हो जायें और उनको नौकरी न मिले। इस बास्ते उन्होंने इस कानून को बनाया है।

[श्री रघुनाथ सिंह]

इस बास्ते में कहना चाहता हूँ कि यह जो बीसा अवस्था पासपोर्ट की पालिसी है, इसको हमें कंठस्थ करना चाहिये। अगर इसको त्याग दिया गया तो इस का नतीजा यह होगा कि बाइनीज लेबर तथा दूसरे मुल्कों की लेबर हिन्दुस्तान में भावेगी आईमिग्रेण्टी कार्ड्स के साथ और कहेगी कि हम को भी नौकरी मिलनी चाहिए। इस बास्ते में कहना चाहता हूँ कि यह पासपोर्ट और बीसा सिस्टम जरूर लागू रहना चाहिये।

एक और बात का यहां जिक्र किया गया है और वह यह कि आई० एन० टी० यू० सी० के रिप्रेजेंटेटिव्स को लिया गया और दूसरी यूनियन के रिप्रेजेंटेटिव को नहीं लिया गया जब हम इस रिपोर्ट को पढ़ते हैं तो इस में कोई आबजैक्शनबल बात को नहीं पाते हैं, वहां पर सोवियत प्रतिनिधि मौजूद थे और दूसरे मुल्कों के प्रतिनिधि मौजूद थे, किसी ने भी कोई आबजैक्शन रज नहीं किया। मैं समझता हूँ कि इस में कोई हर्ष की बात नहीं है अगर आई० एन० टी० यू० सी० को प्रतिनिधित्व मिलता है। अगर सीमैन् आई० एन० टी० यू० सी० में ज्वायन होते हैं तो इस में कोई आपत्ति की बात नहीं है। मैं समझता हूँ कि यह तो दो दलों में इन्ड है। आप चाहते हैं कि सारा देश कम्युनिस्ट हो जाये और हम चाहते हैं कि सारा देश गांधीवादी हो जाये। आई० एन० टी० यू० सी० में जो भी घाना चाहेगा, हम उसका स्वागत करेंगे। अगर उसको प्रतिनिधित्व मिल गया तो यह हर्ष की बात ही है।

इन शब्दों के साथ मैं आपका धन्यवाद करता हूँ कि आपने मुझे एक बार फिर सिपिंग पर बोलने का अवसर प्रदान किया है। १८ महीने के बाद एक बिल के रूप में या एक रिक्मेंडेशन के रूप में जब यह चीज फिर इस सदन के पटल पर रखी जायेगी, उस वक्त औरेबार इस पर विचार किया जायेगा और

तब मैं अपने विचार विस्तारपूर्वक व्यक्त करूंगा।

श्री राम सिंह भाई बर्मा (निवाड़) : सभापति महोदय, कम्युनिस्ट पार्टी के मानवीय सदस्य ने बहस की शुरुआत करते हुए, जैसी कि उनकी परम्परा रही है, उसके अनुसार ही इस बार फिर, अपने भाषण का श्रीगणेश..

Mr. Chairman: I have not called any hon. Member. I want to know how many hon. Members want to speak and how much time the hon. Minister wants.

Shri Raj Bahadur: About 20 or 25 minutes.

Shri Aurobindo Ghosal (Uluberia): Mr. Chairman, so far as I have understood Mr. Raghunath Singh, he supported the action of the Government on the non-implementation of the recommendations of this 41st Session of the International Labour Conference.

श्री रघुनाथ सिंह : एक बात में कहना भूल गया हूँ। जहां तक इम्प्लेमेंटेशन का सवाल है, वह अभी पैदा नहीं होता है। १८ महीने के बाद या उसके अन्दर यह चीज फिर हमारे सामने भावेगी जिसमें कहा जायेगा कि हम इस कनवेंशन को इम्प्लेमेंट करना चाहते हैं।

There is no question of implementation just now.

Shri Aurobindo Ghosal: In support of argument, he has brought so many international problems and magnified some of the apprehensions. To me, it seems very simple. The recommendations of this conference are on three important points: wages, working hours and manning scale. We have to consider this from this point of view, whether, if our Government accepts these three recommendations of this conference, the condition of the seafarers will be improved. I would not go into the recommendations regarding the engagement of seafarers.

medical facilities, competency certificates identification cards, etc. I would like to confine myself to the three recommendations I have referred to.

The seafarers have got a very hazardous life. They spend months together on the high seas without any touch with society, without any enjoyment or recreation in their life. So, they are in a very peculiar condition. So, in order to ameliorate their present condition and to develop their present standard, if some minimum wage is introduced, as recommended in this convention, I think it will rather improve their condition and standard of work. As already mentioned by the previous speakers, the minimum wage is £25 in U.K. But in our country, there is no such wage fixed and taking advantage of the unemployment problem, the shipowners are in a bargaining position. There is more supply of seamen than what the companies demand and so the shipowners are bargaining on their wages.

It is also to be remembered that a huge percentage of these seafarers belong to Pakistan nationals. The Government complains that youths among Indian nationals do not come forward to accept these salaries. The main difficulty in accepting the service of a seaman is that there is no continuity of service, no security, no provident fund, no retirement benefits and nothing of the kind, so that the youth may be allured to accept this job. Naturally, the Indian youth are not available for service as seamen. So, in order to give some allurements and in order to give some status to the Indian sea-farers at least the minimum wage should be introduced in our country as recommended in that Conference.

Now, as regards the second point, that is, the working hours, 48 hours for distant trade ships and 86 hours for near trade ships have been recommended. But in our country no working hours have been fixed. Not only

that, I definitely remember that in the Select Committee when we demanded that in the agreement that is executed between the owners and the seamen at least the wages, as also the leaves that they are entitled to, and the working hours should be mentioned, whatever it might be, but these were not even allowed so that these things can be incorporated in the terms of agreement that are executed between the shipowners and the sea-farers. Therefore, taking advantage of the absence of any working hours and also of the absence of any fixed wages, the shipowners are rather exploiting the sea-farers. So, the service of seamen has not proved to be very alluring to the Indian youth.

As regards the third point of manning scale, of course that is there in the Convention also but they have not fixed any manning scale. The manning scale should be fixed according to the ship and the chart of the route. In our country about this manning scale, a complaint has come from the seamen that the manning scale is such that the work on these sea-farers is too heavy. Therefore, in the Merchant Shipping Act we should have prescribed a manning scale for sea according to the tonnage. But we did not do it. Naturally when the seamen fall sick while on voyage, the work of those seamen, who go out due to sickness or due to other reasons, is to be shared by the other workers and consequently their work load is increased. Naturally, during the consideration of the Merchant Shipping Bill, we suggested that at least the shipowners should be called upon to fill up the depleted strength of the seamen at the next port. But it was also not accepted. From that point of view also the recommendation of this Convention is quite good and should have been accepted by the Government of India.

As regards the physical strength of our seamen, as pointed out by my hon. friend, Shri Raghunath Singh

[Shri Aurobindo Ghosal]

that only because of the cheapness of Indian labour, we are being recruited. But I do not subscribe to his views because we are recruited not only for our cheap price but we are also recruited because of our efficiency. But if more training is given as pointed out by my hon. friend, Shri Tangamani, and efficient training arrangements can be made by the Government, certainly our seafarers would be better than the sea-farers of U.K. or U.S.A., as mentioned by my hon. friend, Shri Raghunath Singh. Therefore, from that aspect, I am not willing to agree to the proposition of my hon. friend, Shri Raghunath Singh.

Shri Raghunath Singh: That is one of the factors.

Shri Aurobindo Ghosal: That may be one of the factors but that is not the only factor for which our seamen are accepted.

Now, as regards the welfare of our seamen, we have said that about 130 clauses have been incorporated in our Merchant Shipping Act on the issue of various amenities to our seamen. But the main issue hinges round three items: minimum wage, working hours and manning scale and determination of work load. If these three things are granted, if these recommendations of the Conference are accepted by the Government of India, I can assure them that not only the standard of our seamen will improve, but also a sufficient number of Indian youth will come forward to accept this job, and also Indianisation will be speedily made in this sector also.

With these words, I request the recommendations of the Convention should be implemented by the hon. Minister.

श्री रामसिंह भाई बर्मा (निवाड़) :
समापति महोदय, जैसा मैंने घनी निवेदन किया है कि भारत में कुछ इस प्रकार की परम्परा रही है कि जब कभी भी कोई सुन

काम की शुरुआत की जाती है, तो सब से पहले गणपति पूजन होता है। इसी प्रकार से हमारे कम्युनिस्ट मित्रों की भी पालियामेंट में एक परम्परा रही है कि जब कभी भी पालियामेंट में लेबर का सवाल आता है तो आई० एन० टी० यू० सी० की आलोचना से ही वे अपने भाषण की शुरुआत करते हैं। मुझे इस पर कुछ कहना नहीं था, लेकिन चूंकि मेरे मित्र कम्युनिस्ट पार्टी के सदस्य ने डरते डरते और झिझकते झिझकते भाँसिर को आई० एन० टी० यू० सी० का नाम ले ही डाला . . .

Shri Tangamani: Let my hon. friend read the report. In the report there is reference to the I.N.T.U.C. There credentials were challenged. It is on that basis that I mentioned it. Let him refer to the report. Let him not unnecessarily cast aspersions on the Communist Party. I do not know his language. Only I want to inform him beforehand.

श्री रामसिंह भाई बर्मा : आप मेरी बात सुन लीजिये। आपकी धड़ेजी मैंने नहीं समझी है और न मैं समझता हूँ और मेरी हिन्दी को आप नहीं समझते हैं, दोनों की ही यह कठिनाई है।

Shri Tangamani: If you are able to speak in Tamil, I will speak in Hindi.

Mr. Chairman: Order, order; the hon. Member may go on.

श्री रामसिंह भाई बर्मा : वह भाषा भी पढ़ लूंगा और कोई दिन आयेगा कि उसमें बात भी कर सकूंगा।

मैं यह निवेदन कर रहा था कि माननीय सदस्यों की धाज से नहीं बहुत पहले से ही कुछ आदत सी रही है कि जब कभी भी मैं बोलने के लिए खड़ा होता हूँ तो कुछ गड़बड़ी पैदा करते हैं। मेरी यह आदत नहीं है कि जब कोई बोलता हो तो उसमें मैं बिज्ज डालूँ

Mr. Chairman: He may come to the subject now.

भी राजसिंह भाई वर्मा : जो सबजैकट है, वह इससे जुड़ा हुआ है ।

मैं यह निवेदन कर रहा हूँ कि मेरे बिरोधी मित्र ने कहा कि आई० एल० ओ० के अन्दर एक ही सस्था के प्रतिनिधि, एक ही सेंट्रल भार्गेनाइजेशन के प्रतिनिधि बम्बई और कलकत्ता से भेजे गये हैं । मैं समझता हूँ कि यह सबाल किसी विशेष व्यक्ति अथवा व्यक्तियों को भेजने का नहीं है । यह भी एक नीति और एक परम्परा हमारे शासन की जो रही है और उसी के अनुसार उसने आई० एल० ओ० के अन्दर प्रसिद्ध ट्रेड यूनियंस के प्रतिनिधियों को ही भेजा है । यह नीति और परम्परा १९४७ से जब से भारत आजाद हुआ चली आ रही है और उसके अनुसार इसका भी पता लगा लिया गया है कि किस यूनियन के सब से ज्यादा मेम्बर है और किस के कम है । मैं माननीय सदस्यों को यह बताना चाहता हूँ कि १९४७ के पहले यही कम्युनिस्ट लोग षण्डी बाध कर एक समय तक आई० एल० ओ० में बैठ कर रहे थे, मानो-भोली इनके हाथ में थी, सीधे आई० एल० ओ० में जाते थे और उस समय की पार्लियामेंट में भी मजदूर प्रतिनिधि के नाम से नामिनेट हो जाते थे । लेकिन जब से हमारा देश आजाद हुआ है, यहाँ पर प्रजातांत्रिक विधान की स्थापना हुई है, तब से दोनों तीनों सेंट्रल ट्रेड यूनियंस के प्रतिनिधियों में यह निर्णय हो गया है कि कौन आई० एल० ओ० के अन्दर प्रतिनिधि बन कर जा सकता है, कौन नहीं जा सकता है, गवर्नमेंट का प्रतिनिधि कौन हो सकता है, एम्प्लायर का कौन हो सकता है, ट्रेड यूनियन का कौन हो सकता है और यह निर्णय १९४८ में भी किया गया था उसके अनुसार जो प्रतिनिधि आई० एल० ओ० के अन्दर गये हैं और जिन का जिक्र इस रिपोर्ट में है, वे कोई बाहर के आदमी नहीं गये हैं । मुझे बड़ी खुशी होती है इसी रिपोर्ट

को देखने से और इसको पढ़ने से कि मजदूरों के जो प्रतिनिधि भारत से गये हैं, और जिन्होंने आई० एल० ओ० में हिस्सा लिया है उन्होंने बहुत ही शानदार पार्ट भदा किया है और ऐसा नहीं कहा जा सकता है कि मजदूरों के संगठन से उनका सम्बन्ध नहीं था । बम्बई का जो प्रांतनिधि गया है, उसकी सारी फैमिली जहाजरानी में काम करती है, उसका पिता इसी काम में है और वह खुद एक मजदूर के तौर पर काम करता है । यह चीज इस रिपोर्ट को पढ़ने से अपने आप सिद्ध हो जाती है कि जो भारत का प्रतिनिधि बन कर वहाँ जा कर बैठा है उसने कितना अच्छा और कितना शानदार काम किया है । भारतीयों ने श्रमिकों का बहुत अच्छी तरह से प्रतिनिधित्व किया है ।

जिन लोगों को प्रतिनिधित्व नहीं मिलता है या जिनको मिलना नहीं चाहिये, ऐसा देखा गया है कि वे जनमत को बिगाड़ने की कोशिश करते हैं । यह परम्परा भी मैं समझता हूँ बहुत बुरी है और चूँकि मुझे इस तरह की बातों से दुःख होता है, इसी वास्ते मैं बोलने के लिए खड़ा हुआ हूँ । हमेशा ही आई० एल० टी० यू० सी० का नाम लेना और उसकी आलोचना करना, मैं समझता हूँ ठीक नहीं है । यह तो नियम और परम्परा को तोड़ना हुआ । १९५८ में मई में नैनीताल में जो इंडियन लेबर कान्फ्रेंस हुई थी, उसके अन्दर कम्युनिस्टों के प्रतिनिधि गये थे, हम लोगों के भी गये थे, एम्प्लायर्स के भी गये थे, उस वक्त यह उनमें तय हो गया था कि किस इंडस्ट्री में, तथा किस-किस अन्तर्राष्ट्रीय सम्मेलन में किस प्रकार प्रतिनिधित्व किया जायेगा । यह तय हो गया था कि जिस ट्रेड यूनियन की मेम्बरशिप ज्यादा होगी वही आई० एल० ओ० के अन्दर मजदूरों का प्रतिनिधित्व करेगी, इंडस्ट्री में भी इसी आधार पर आज आई० एल० टी० यू० सी० की

[श्री रामसिंह भाई वर्मा]

सदस्य संख्या सब से ज्यादा है। आप भी काम करें और अपनी यूनिम की सदस्य संख्या बढ़ावें। लेकिन अगर हम झूठे किंग्स रख कर सदस्य संख्या बढ़ावें और जांच करने के बाद वे नीचे आ जायें तो उसका हम क्या करें? फिर प्रतिनिधित्व भी ऐसा होना चाहिये कि जब हम विदेशों के भ्रमर जाते हैं, तो उससे भारत का नाम रोशन हो। जब एक दफा हमारे देश का डेलिगेशन विदेश गया तो मैं भी उसके साथ गया था। उसमें कम्युनिस्ट पार्टी के भी तीन सदस्य थे। सब हम विदेशों में जाते हैं तो देखते हैं कि हमारे साथ जो कम्युनिस्ट पार्टी के सदस्य जाते हैं, वे उन देशों में मजदूरों का प्रतिनिधित्व करने की बजाय शराब पी कर पड़े रहते हैं। हम कहते हैं कि भाई, हम अपने देश में शराब बन्दी कर रहे हैं, हम शराब से दूर हैं, और आप विदेशों में जाते हैं, शराब पी कर पड़े रहते हैं। जब खाना खाने बैठते हैं...

Shri Tridib Kumar Chaudhuri (Berrampur): This is very objectionable. This is not at all relevant.

Mr. Chairman: These observations are not at all relevant.

श्री रामसिंह भाई वर्मा : मैं जो डेलीगेशन या उसका जिक्र कर रहा हूँ।

Shri Tangamani: It is not a public platform.

Mr. Chairman: The hon. Member may please come to the subject.

डेलीगेशन के साथ आप दूसरी बात का जिक्र क्यों करते हैं कि कौन शराब पीता है कौन नहीं। I do not allow this kind of remark.

श्री रामसिंह भाई वर्मा मैं निवेदन करता हूँ कि हमेशा इस तरह की बात होती है। जब कभी सरकार कोई नीती

निर्धारित करती है कि कौन प्रतिनिधित्व करता है, सब वहाँ पर इस चीज का सवाल उठाया जाता है।

दूसरी बात मैं यह निवेदन करना चाहता हूँ कि हमारे भाननीय मित्र ने वैंजेज का जिक्र किया। वैंजेज का जिक्र करते हुए उन्होंने कहा कि एम्प्लायमेंट देने के लिहाज से जो मिनिमम वैंजेज देने का जिक्र रिपोर्ट में किया गया है वह उस के बिबद्ध है। उन्होंने कहा कि एम्प्लायमेंट देने के लिये अगर ज्यादा प्रादमियों को छोड़े वैंजेज के भ्रमर काम मिलता है तो यह नीती अच्छी है। श्रीमान्, मेरे मत से यह नीती अच्छी नहीं है। मैं तो यह निवेदन करूंगा कि वैंजेज के क्योंकि आज ज्यादा बेतन देने की शक्ति देश की नहीं है भ्रमर से कुछ बचा कर दूसरे प्रादमियों को काम देना या प्राफिट करना ठीक नहीं है। एक प्रादमी जिस कसर्न में काम करता है, जिस कम्पनी में काम करता है वह उस के भ्रमर बराबर काम कर सके और उसकी पूति हो, इतनी वैंजेज उस को मिलनी ही चाहिये। इस लिये मेरा निवेदन है कि रिपोर्ट के भ्रमर जो मिनिमम वैंजेज का जिक्र किया गया है और जो कुछ भी रिपोर्ट के भ्रमर बताया गया है उस को भ्रमली रूप देना होता है। इस लिये रिपोर्ट के बारे में जो हमारे भाई तंगमणि जी ने कहा है, मैं उस के विरोध में बोलने के लिये सदा हुआ हूँ।

Shri N. R. Munisamy: At the outset, I wish to congratulate the leader of the Indian Government delegation on subscribing to many of the resolutions and the instruments in this International Conference.

While making an assessment of this performance, I may be permitted to say a few words in respect of the real achievements. In this international conference, we find that several resolutions and instruments have been

adopted. I wish to make out one point which I hope, the hon. Minister will give some thought to, and that is that instead of allowing a private Member to force a discussion on this issue, it is better that they themselves come forward with a resolution for ratification by this House, whenever such conventions and resolutions have been subscribed to by Government in such important international conferences. Ordinarily, the reports of these committees and conferences are placed on the Table of the House; and we are receiving an innumerable number of such reports. We are not able to make out which is important and which is not. I therefore request that in such matters as the present one which are important, Government should of its own accord come forward and seek the ratification of Parliament rather than leaving it to the initiative of a private Member.

Shri Tangamani stated that proper training should be given to our seamen so that they may compare favourably with the seamen of other countries. He also stated that our labour is comparatively cheap, but I shall not go into that question.

There are three training schools now—at Bombay, Calcutta and Visakhapatnam, but I am told that the training given at these places is not uniform, that the training given at Calcutta is much superior to that given in Bombay and Visakhapatnam. The Bombay training school is purely intended for officers and for Dufferin-cadets between 15½ and 17½ years who are recruited. In this connection, I would suggest that this limit may be lowered to between 13 and 17 or between 13 and 15 years, and thereafter they can go in for further training.

While giving training we must see that our crew do not lag behind the crew of other countries in efficiency.

I find that people are mostly chosen not for particular jobs in a ship, but for doing jobs on the deck as also non-deck jobs. They can be called semi-skilled if not skilled, but our

crew are mostly recruited as unskilled. Hence, the training imparted to the sea-farers must be of the skilled type, so that if there is any trouble at the time of manning the ship, they may be able to deal with it. They should have astronomical, scientific and technological knowledge imparted through proper training. From this point of view the question of training becomes relevant.

The certificates issued should not necessarily be in relation to a certain type of work. The training must be multi-purpose and the certificate broad-based embracing different types of work. The training imparted has to be reoriented in this light so that our seamen may be much better than others.

The leader of our delegation I find has okayed many of the resolutions except one or two which were adopted after some modification. For example, as regards the engagement of sea-farers, I believe they have some identity cards of efficiency, but when they are recruited by ships registered in foreign countries, they must also carry with them our own local, personal and national laws and rules and regulations. If they barter away our national laws and rules and regulations, they must be brought to book. Therefore, we must see when we issue cards that certain regulations are prescribed in order not to impair our own laws. I would suggest that when we are issuing certificates, this aspect may be borne in mind.

As regards wages, hours of work on board a ship and manning, each has to be viewed with care and caution. Wages vary from place to place. Shri Tangamani said that about £16 per month is paid. It works out to a certain figure in terms of our currency at the rate of Rs. 13-8-0 to a £. It may even work out more. But when they serve in a place other than their country, always on the oceans and the seas where the vagaries of the weather are such that nobody can be sure of reaching shore, we have also to make

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out a case that the wage that is prescribed, £. 18 or even £. 20, has to be modified according to the exigencies or the risk that the crew take.

As regards hours of work on board, they vary from place to place and from ship to ship. As a matter of fact, if the crew serve in a particular ship, after reaching harbour, they take a larger number of days; also they do not discharge any service. Therefore the hours, 40 or 48 or even 28, as the case may be, must be changed according to the place where they have to work. The limit of 40 hours need not be rigid; it must be a flexible one.

With respect to manning, I have said already that we must give proper training. Then only our crew who are recruited at the lower rungs will be able to discharge the functions of others who are doing a better type of work.

Shri Raj Bahadur: Mr. Chairman, Sir, As observed by Shri Raghunath Singh, the discussion on this Report has come a little prematurely. It is obviously so because, as the House is aware, as soon as a Report is received, we send it to the various State Governments for their opinion. We have sent this Report to the various employing Ministries of the Government of India as also other organisations of employers and workmen. When we get their reactions and conclusions about the various recommendations and conventions, the Government of India in the Ministry of Labour, in consultation with the Ministry of Transport and Communications formulate their conclusions. According to the accepted conventions, as observed by Shri Raghunath Singh, we present in 18 months time our report or conclusions to the House. It would evidently be more appropriate for hon. Members to enlighten the Government with their opinions on the various topics and subjects which form the subject matter of this Report at that stage. Even so, it would not be inappropriate that discussions are held even at the present stage. This dis-

cussion would also be useful for us because it enables us to know the direction in which the mind of this House or of the Members who have participated in this discussion are working. To that extent, it will enable us to come to right conclusions about the various matters involved in the Report. I at any rate would like to thank Shri Tangamani for the opportunity given to us to know how Members are thinking about it. I am also grateful to the Members who have participated in the debate because they seem to have studied the Report thoroughly. Here I would also like to join Shri Munisamy in paying my tribute or expressing my appreciation of the work that has been done by our delegation at this maritime session of the I.L.O.

We know very well that the maritime session of the I.L.O. is convened every ten years. The session was last convened at Seattle in U.S.A. in 1946. The session is always preceded by a Preparatory Commission. In this particular case, before the Geneva session, there was a Preparatory Commission which met in London. That was in 1956. Then the session was convened at Geneva in 1958.

To begin with, objection was raised by Shri Tangamani to the composition of the delegation to this last session. He referred to the very first paragraphs where some reference is made to the fact that the credentials of the workers' representatives had been challenged. I would only remind him that in such conferences whenever any challenge is thrown in regard to the representative character of a particular member or a particular delegation, normally a committee is constituted by the session itself, and it goes into the whole question. I have been informed that whenever in the past the representative character of the I.N.T.U.C. was challenged by certain organisations at such conferences, then the representatives of the challenging organisation or those who raised the objection were given a hearing; and it

was after full deliberation and full consideration of the matter that the I.L.O. also upheld that the I.N.T.U.C. is the most representative organisation of the workers of this country and the nominees of the I.N.T.U.C. on such delegations are entitled to represent the workers of this country.

When this question has been thrashed out over and over again in such sessions, it does not behove us to raise this question again. More particularly I will appeal to all the labour organisations—whatever their political persuasion—that so far as the disputes in regard to our representative character are concerned, let us settle them here. It does not look nice that at every session and at every conference of such international bodies we take up this dispute. Let us not extend these conflicts to such forums. We should better settle these disputes here and see that so far as these questions are concerned they are amicably settled.

17 hrs.

In regard to the representation in this particular delegation, my hon. friend, Shri Tangamani will not deny that the National Union of Seamen in Calcutta and Bombay do really have an overwhelming following of seamen. Even on numbers, I think, very few seamen could be found to be outside the pale of this organisation and owe allegiance to any other organisation.

It happens to be a matter of accident that the I.N.T.U.C. is of congress persuasion. But it will not look nice or it will not be advisable on our part as Government to encourage splinter groups or to try to create a division among the ranks of the workers. Our policy has been to encourage that union of workers which represents, by and large, the entire body of the workers. If we have got such a body is it for the Government to find some other association or organisation and nominate their representatives in such delegations? We can then rightly be accused of encouraging dissipated tendencies in the workers' organisa-

tions. So, I would submit in all humility that so far as the selection of workers' representatives is concerned, it was thoroughly just and fair and we cannot agree with Shri Tangamani in regard to the points he has just now urged.

I would now come to some of the observations he has made in regard to the various conventions and recommendations. He has largely dwelt upon the convention or recommendation pertaining to wages, hours of work and manning. He is very well aware that the House has already had the opportunity of discussing this question in connection with the debate on the Merchant Shipping Bill and we have already, thoroughly thrashed out that point. At that time, we came to the conclusion that so far as these three matters are concerned, in the conditions obtaining in our country, keeping in view the good and future prospects of our seamen, keeping in view also the need and the desirability of providing fullest possible employment opportunities to our seamen, we should leave these matters to the parties, namely, to the seamen's organisations on the one hand and the shipowners on the other.

Therefore, in the National Maritime Boards also we have only these two parties represented. They are bipartite boards and Government is not there. We leave all these matters to be mutually settled. Why? Because, as has been pointed out just now by facts and figures, as many as 34,000 jobs which are open to our seamen, out of a total of 38,000 jobs, are provided by foreign ships, that is, the ships of foreign nationality. Only 4,000 jobs are provided by our own national shipping. If we want to retain this great advantage, we should not do anything or take any steps which may jeopardise in any way the employment opportunities that are open today to our countrymen.

Then, with regard to wages, hours of work and manning, we shall also

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have to take note of the fact that there are some very important maritime States which have not fallen in line with the Recommendation or convention as they want to preserve some sort of independence in these matters. I think I could do no better than repeat or quote from the speech or observations made by the leader of the Indian Delegation, our Director-General of Shipping. On pages 2 and 10 of this report he says:

"As far as the Convention is concerned there is a difference of opinion, and although my Government takes a progressive attitude and I would, therefore, be entitled to vote for the Convention, I would like to have it recorded that the ratification would entirely depend upon there being an agreement between seafarers and ship-owners on all the issues that arise out of the Convention."

Now, this is an observation which is entirely in keeping or in tune with our own policy, and that policy, as I submitted just now, has been accepted by this House.

So far as the difference between the recommendation and the Convention is concerned, Members might have observed that in the Convention wages have been recommended at minimum of £ 16 or \$ 64, and 48 hours of work in the case of distant trade ships and 56 hours in the case of near trade ships has been recommended. In the recommendation wages have been recommended at a minimum of £ 25 or \$ 70 and 8 hours work per day has been recommended. I would submit that this by itself shows that there is not much of unanimity between the various opinions or an international level about these matters. Each country has got to keep in view its own conditions and the circumstances in which it has to function.

As regards manning the phraseology used in the Convention is: "sufficiently and efficiently". In the recom-

mendation they say that the manning should be sufficient. There are two limits of this sufficiency. Firstly, the manning of a ship should not be such that it leads to excessive over-time work by the workers. Secondly, it should not jeopardise in any manner the rules of safety at sea. These are the two points which have to be borne in mind. But even these two depend upon mutual agreement between shipowners and seamen's organisation. So I think at best we should leave it to them. I do not think I should expatiate more on this point. But let me state that by and large, the important objections which have been raised by Shri Tāngmanā—L. should take note of this fact—have been already very well met by the valid arguments of my hon. friend. Shri Raghunath Singh.

I would now come to a point, in this connection, which was made by Shri Raghunath Singh himself while dealing with this matter. It is a painful fact for all of us that so far as our output is concerned, the output of our seamen is concerned, the capacity to work is concerned, our seamen do not show that capacity of work which is shown by foreign seamen, or seamen belonging to other nationalities. He has pointed out that whereas for a ship of 7000 GRT we would require,—if it was to be manned by foreigners or seamen of other nationalities,—only 25 seamen, but if it were to be manned by Indians it would require as many as 44 seamen. He says that it is because a Pattan or a Kabli can carry a bigger load than our eastern U.P. man. He says it is because he is perhaps kamjor or weak. I do not think we should advance this argument. Basically I do not agree with this argument either. I find that Shri Raghunath Singh himself is as strong physically as anybody else from any other nationality. Why should we labour under such an inferiority complex?

Shri Bose (Dhanbad): It is not 'Indian'; it is 'Asians'.

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Shri Raj Behar: Even if it is 'Asians'. the question has got to be viewed against the background of certain solid facts. Firstly, our capacity and output of work depend upon the environment, the climate, our habits and our aptitudes. It does not, however, mean that man to man, physically or mentally, we are inferior to other people. Secondly, there is a psychological factor which has got to be taken note of, and that is, that our seamen would like that as many of them as possible may be employed. That is the main thing. Where it comes to the question of employment opportunities, where it comes to the question of bread, they would like to share it and I think that is the factor which accounts for this disparity much more than any other factor. I say so because through the ages, through the centuries, the Indian seaman has proved his mettle. He has been appreciated by all the foreign shipping companies, and that is why they run to Bombay or Calcutta to recruit him. They would not have accepted him if he were not—I would not say docile—disciplined, and if he were not sufficiently efficient, if he were not sufficiently persevering and painstaking by nature or in his habits or in the performance of his work. Had that been so, they would not have engaged one seaman. So, I would suggest that so far as this aspect is concerned, it is only symptomatic of the problem that faces our country, namely, unemployment. I would not like the slightest slur to be cast upon our seamen.

Then I would come to another point made by Shri Tangamani. He wanted me to tell him something about the various recommendations. He referred to recommendation 108 which refers to social conditions and safety of seafarers in relation to registration of ships. In regard to this particular recommendation, I would just point out what the state of affairs at present is. Let us turn to page (iv) of the appendix XVIII. Item (a) of 88 L.S.D.—3

Appendix XVIII is preceded by the following:

"The country of registration should accept the full obligations implied by registration and exercise effective jurisdiction and control for the purpose of the safety and welfare of seafarers in its seagoing merchant ships and in particular should—

here, item (a) says:

"make and adopt regulations designed to ensure that all ships on its register observe internationally accepted safety standards;"

In this respect, I would point out that our country has already ratified two conventions, firstly, the Load Line Convention of 1930 by which we have committed ourselves to observe the load line rules and secondly, the Safety of Life at Sea Convention of 1948. Both of them have been ratified and we are observing them. The Safety of Life at Sea Convention of course provides for the provision of life-belts, life-boats, etc. in a ship. Then, in item (b) it is said that proper ship-inspection should be done and some machinery should be kept for this. The whole of our Merchant Marine Department and its surveyors are engaged on this work. Every ship that comes to our ports is inspected by the surveyors and therefore this particular condition is already being fulfilled.

Then it has been said that we should establish both in our territory and abroad the requisite Government controlled agencies to supervise the signing-on and signing-off of seafarers. This is already being done. Here, I can point out that a very efficient institution is being run under the Director-General of Shipping, namely, our seaman's Employment Offices at Bombay and Calcutta. We know how these offices are running. I can only say that they meet our requirements efficiently and thoroughly. I should like to pay a tribute to the organisation and efficiency with

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which these institutions are being run.

The next point is about the "conditions under which seafarers are engaged, and whether they are in accordance with the standards generally accepted by the traditional maritime countries." This also, we are already doing. We have got a National Welfare Board, which appointed two sub-committees sometime back. We have also received the reports of these two sub-committees. Particularly, I would mention the report of the social security sub-committee. I can only inform the House that in the next week or so, we are going to consider this report and we shall come to some conclusions.

The next recommendation is, that freedom of association should be ensured for the seafarers serving on board ships. We recognise our unions and there is complete freedom of association, and it is also guaranteed by our constitution.

The next recommendation is, that proper arrangements for repatriation of the seafarers serving on board its ships are provided in accordance with the practice followed in traditional maritime countries. Section 161 of our Indian Merchant Shipping Act provides for this, and I can say that it is also being observed already.

Lastly, the recommendation is:

"ensure that proper and satisfactory arrangements are made for the examination of candidates for certificates of competency and for the issuing of such certificates."

This is also provided by our Indian Merchant Shipping Act. Thus in fact, all the various parts of this recommendation are already being followed and I can only say that when the proper time comes, there should be no difficulty in accepting it. I cannot, of course, anticipate the decision of the House or the Govern-

ment at this stage. It is for the House to take a final decision about it. Here I have stated the facts of the situation as they obtain at present.

Regarding recommendation No. 107, concerning the engagement of seafarers for service in vessels registered in a foreign country, as explained by Mr. Raghunath Singh, this is meant to ensure that we should not allow our seamen to be engaged on ships which carry or bear flags of convenience. It is in regard to certain countries—I need not name them—but we should ensure that our seamen should get at least a modicum of social conditions and service conditions and they should not be deprived of those conditions because they are employed in foreign ships which do not observe those conditions. I would only say, in principle, there is no difficulty in accepting it. But it is for the House at the proper stage to accept it.

About medicine chests on board ships, it is already being done. But in our rules, we exclude ships with tonnage less than 200 tons. I would only say that in case this is the opinion of the various State Governments or the bodies concerned, we may consider what to do about it further to extend its scope of application. I think the rule that is there is sufficient to meet our requirements and we need not make it more elaborate.

If I have been able to understand Mr. Raghunath Singh correctly, he is of the opinion that we may leave it as it is today. I am not quite sure about it. Reference was also made to medical advice by radio to ships at sea. This is also already there and we are observing this to the maximum extent possible for us.

So far as these recommendations are concerned and so far as Government is concerned, our mind is clear about it. Our spokesman, the leader of the delegation, has placed his viewpoint before the maritime session

very ably and cogently. All the speeches and observations which have been reproduced verbatim here will convince that the delegation has done its work very efficiently. I think I would be voicing the feelings of the House if we approve and commend the work that the delegation has done at the maritime session of the ILO.

I do not think I need say anything about identity cards, because on that there is complete agreement. We have discussed this and all these things have been noted.

Shri Tangamani: I am thankful to the hon. Minister for clarifying certain points. My purpose in raising this discussion was that the position of seamen may be made known to this House. As I said earlier, the seamen are not so well-organised as the workers in other sectors of industry. So, the question of organisation of the seamen is very important.

On the question of representation in the international bodies, my reference was only with a limited purpose. I know that in ILO the INTUC has been represented. Here it is a particular sectional conference dealing with seamen. So, if the seamen are to be represented, representatives of the two organisations, namely, the organisation under the INTUC and the organisation under the United Seamen's Federation.....

Shri Raj Bahadur: Where is the other organisation?

Shri Tangamani:should have been sent. That would have been better, because I know about the INTUC.....

Shri Raj Bahadur: Where is the other organisation?

Shri Tangamani: There is no question of sending INTUC or AITUC. Even this United Seamen's Federation is not affiliated to the AITUC. This is just to clarify this point. But if they were very serious to get pro-

per representation from the employees it would have been better if representatives of these two organisations were sent. That was my purpose.

On the question of wages and hours of work I am very sorry to say that the hon. Minister has left the thing as vague as it was in the beginning.

I will also join him in saying that this delegation was very ably led by Dr. Rajendra Singh, who is the DG Shipping.

Shri Raj Bahadur: Dr. Nagendra Singh.

Shri Tangamani: Dr. Nagendra Singh. His report for the first time probably in such international bodies gives to the other delegates the exact position. He has not either magnified or reduced the importance for which we are very grateful. But I would again.....

Shri D. C. Sharma (Gurdaspur): So, you would not attack Dr. Nagendra Singh.

Shri Tangamani: But I would again request the hon. Minister to take up this question of hours of work and wages seriously and take up this matter when the time comes.

Mr. Chairman: The question is:

"That this House takes note of the Report of the Indian Government Delegation to the 41st (Maritime) Session of the International Labour Conference held at Geneva in April-May, 1958, laid on the Table of the House on the 29th November, 1958."

The motion was adopted.

17-23 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 29, 1959/Vaisakha 9, 1881 (Saka).

[Tuesday, April 28, 1959/Vaisakha 8, 1881(Saka)]

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3618	Recruitment of Anglo-Indians .	13739-40
3619	Agricultural Labourers	13740-41
3620	Sale of land	13741
3621	Appointment of class IV employees in Southern Railway	13741
3622	Rural water supply schemes in Madras State .	13742
3623	Mental morbidity in India . . .	13742-44
3624	Sidhpur Railway Station .	13744
3625	Catering contractors	13744-45
3626	Co-operative Farming Schemes in Orissa	13745-46
3627	Sawing of timber by Chatham Saw Mill, Forest Department, Andamans	13746-47
3628	Post Master General's Office in Madhya Pradesh .	13747

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No	Subject	COLUMNS
3629	R.M.S. Division in Madhya Pradesh	13747
3630	Corruption on Railways	13747-48
3631	Election to Imphal Municipal Board	13748-49
3632	Court Cases instituted by staff of Eastern Railway	13749
3633	Horticulture in Uttar Pradesh	13749
3634	Control of diseases	13750-51
3635	Daily paid staff of Indian Agricultural Research Institute	13751
3636	Fish seed Centres in Punjab	13751-52
3637	Mokameh Bridge	13752
3638	Central Research Institute for Indigenous Systems of Medicines, Jamnagar	13753
3639	Inter-state River Board for the Ganga	13753
3640	Janata Express	13754
3641	Telephone tariffs	13754
3642	Late running of Howrah-Nagpur night passenger trains	13755
3643	Railway bridges	13755-57
3644	Pochampad Project in Andhra Pradesh	13757
3645	Food storage godowns in Imphal	13757-58
3646	Derailement of engine at Arkonam Junction	13758
3647	Latales sold by hawkers between Kotah and Godhra Stations	13758-59
3648	Passenger trains on Ratlam Godhra Section	13759
3649	Sale of tickets on W. Railway .	13759-60
3650	Overbridge at Megh Nagar Station	13760
3651	Monthly ticket-holders on Burdwan-Howrah Section	13760-61
3652	Local Train services between Howrah and Burdwan	13761-62
3653	Travel Agencies	13762
3654	Derailement of goods train at Bareilly	13762-63

WRITTEN ANSWERS TO QUESTIONS—contd.

COLUMNS

U.S.Q. Subject COLUMNS

3655. Fire in Railway wagon 13763-64

3656. Victoria Zangana Hospital, Delhi 13764

PAPER LAID ON THE
TABLE 13764-65

A copy of statement showing the details of the proposals received from the various State Governments regarding Inundation of Agricultural Lands by Salin Water in the coastal belts was laid on the Table in pursuance of an assurance given on the 15th April, 1959 to a supplementary on Starred Question No. 1834.

REPORT OF ESTIMATES
COMMITTEE PRESENTED 13765

Fifty-seventh Report was presented.

REPORT OF PUBLIC ACCOUNTS COMMITTEE
PRESENTED 13765

Fourteenth Report was presented.

STATEMENTS BY MINISTERS 13765-66

(i) The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha) made a statement correcting the statement regarding action taken by Government on assurances, laid on the Table on the 18th December, 1958.

(ii) The Deputy Minister of Railways (Shri Shah Nawaz Khan) made a statement correcting the reply given on the 1st April, 1959 to a Supplementary by Shri T.B. Vittal Rao on Starred Question No. 1593 regarding Railway Workshop at Mysore.

BILL UNDER CONSIDERATION—CONSIDERATION HELD OVER

13766-83

The Minister of Finance (Shri J. Morarji Desai) moved that the Reserve Bank of India (Amendment) Bill, 1959 be taken into consideration. Shri Naushir Bharucha moved an amendment for postponement of consideration of the Bill to a date to be fixed by the Chair. After some discussion, further consideration of the Bill was held over till 29-4-59. The amendment was, by leave withdrawn.

RESOLUTION ADOPTED . 13783-13855

The Minister of Railways (Shri Jagjivan Ram) moved the Resolution re Recommendations of Railway Convention Committee. Shri Jagjivan Ram replied to the debate and the resolution was adopted.

MOTION RE : REPORT OF INDIAN DELEGATION TO FORTY-FIRST (MARITIME) SESSION OF INTERNATIONAL LABOUR CONFERENCE 13855-13900

Shri Tangamani moved for the consideration of the Report of Indian Delegation to Forty-first (Maritime) session of International Labour Conference laid on the Table on 29-11-58. After some discussions the motion was adopted.

AGENDA FOR WEDNESDAY, APRIL 29, 1959/
VAISAKHA 9, 1881 (Saka)

Consideration and passing of the Reserve Bank of India (Amendment) Bill and also consideration of the motions to refer the State Bank of India (Subsidiary Banks) Bill, 1959 and the State Bank of India (Amendment) Bill, 1959 to Joint Committees.