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Monday, September 15, 1958

LOK SABHA DEBATES

(**Fifth Session**)



(*Vol. XX contains Nos. 21-30*)

LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

No. 21.—Monday, 8th September, 1958.

COLUMNS

Oral Answers to Questions—	5133—68
Starred Questions Nos. 1009, 1011—1017 and 1019 to 1022	5168—86
Written Answers to Questions—	
Starred Questions Nos. 1010, 1018 and 1023 to 1054	5187—5222
Unstarred Questions Nos. 1632 to 1696	
Motion for Adjournment—	
Alleged food crisis in Uttar Pradesh	5222—46
Arrest of two Members	5246—47
Conviction of two Members	5247—48
Papers laid on the Table	5248
President's assent to Bills	5249
Correction of Answer to Starred question No. 80	5249
1. Supreme Court Judges (Conditions of Service) Bill	5250
2. International Finance Corporation (Status, Immunities and Privileges) Bill.	5250
} Introduced	
Public Premises (Eviction of Unauthorised Occupants) Bill—	
Motion to consider, as passed by Rajya Sabha	5251—5366
Clauses 2 and 3	5329—66
Statement <i>re</i> : informal meeting to discuss food situation	5366—72
Daily Digest	5373—78

No. 22.—Tuesday, 9th September, 1958.

Oral Answers to Questions—

Starred Questions Nos. 1055, 1056, 1058, 1059, 1061, 1063, 1065, 1067 to 1069, 1071 to 1074, 1076, 1078 and 1079	5379—5414
Short Notice Question No. 8	5414—17

Written Answers to Questions—

Starred Questions Nos. 1057, 1060, 1062, 1064, 1066, 1070, 1075, 1077, 1080—1089 and 565	5417—27
Unstarred Questions Nos. 1697 to 1755	5428—64

Motions for Adjournment—

Calling of armed constabulary in U.P. Assembly to restore order	5465—85
Papers laid on the Table	5486, 5489
Statement by Shri S. L. Saksena	5486—89
Message from Rajya Sabha	5490

Public Accounts Committee—

Ninth Report	5490
Public Premises (Eviction of Unauthorised Occupants) Bill	5490—5568
Clauses 4 to 14 and 1	5490—5562

Motion to Pass	5562—68
Motion re : Food Poisoning in Kerala and Madras States	5567—5614
Daily Digest	5615—20

No. 23.—Wednesday, 10th September, 1958.

Oral Answers to Questions—

Starred Question Nos. 1090 to 1100 and 1103 to 1108	5621—56
---	---------

Written Answers to Questions—

Starred Questions Nos. 1101 and 1102	5656—66
Unstarred Questions Nos. 1756 to 1814 and 1816 to 1830	5666—6721

Resignation of a Member

5721

Re : Motion for Adjournment—

Absentee by Opposition Members from U. P. Assembly Session	5721—31, 5731—36
Committee on Private Members Bills and Resolutions—	

Twenty-sixth Report	5731
---------------------	------

Indian Medical Council (Amendment) Bill—

Motion to consider	5736—66
--------------------	---------

Clauses 2 and 1	5761—66
-----------------	---------

Motion to pass	5766
----------------	------

Delhi Rent Control Bill—

Motion to refer to Joint Committee	5766—5800
------------------------------------	-----------

Discussion re : Rehabilitation of Displaced Persons from East Pakistan	5800—50
--	---------

Parliament (Prevention of Disqualification) Bill—

Report of Joint Committee	5850
---------------------------	------

Business Advisory Committee—

Twenty-ninth Report	5850
---------------------	------

Daily Digest	5851—56
--------------	---------

No. 24.—Thursday, 11th September, 1958.

Oral Answers to Questions—

Starred Questions Nos. 1140 to 1145, 1147, 1150, 1183, 1151 to 1154, 1156 to 1159, 1162 to 1164, 1166, 1168, 1169, 1171 and 1172	5857—94
--	---------

Written Answers to Questions—

Starred Questions Nos. 1138, 1139, 1146, 1148, 1149, 1155, 1160, 1161, 1165, 1167, 1170, 1172 to 1182 and 1184	5894—5910
--	-----------

Unstarred Questions Nos. 1831, 1903, 1905 to 1913 and 1915 to 1918	5929—56
--	---------

Re : Motion for Adjournment	5955—57
-----------------------------	---------

Papers laid on the Table	5957—58
--------------------------	---------

Messages from Rajya Sabha	5958—59
---------------------------	---------

Petition re : Liability of State in Tort	5959
--	------

Statement re : Explosion of Ammunition packages in Pathankot	5959—61
--	---------

Business Advisory Committee—	
------------------------------	--

Twenty-ninth Report	5962—63
---------------------	---------

Delhi Rent Control Bill—	
--------------------------	--

Motion to refer to Joint Committee	5963—6cgo
------------------------------------	-----------

Daily Digest	6091—98
--------------	---------

No. 25.—Friday, 12th September, 1958.

Oral Answers to Questions—

Starred Questions Nos. 1185 to 1188, 1190 to 1196, 1198 to 1203, 1207 and 1208	6099—6136
Short Notice Question Nos. 9 and 10	6136—43

Written Answers to Questions—

Starred Questions Nos. 1189, 1197, 1204 to 1206 and 1209 to 1222	6143—53
Unstarred Questions Nos. 1919 to 1972 and 1974 to 1999	6153—97
Death of Sardar Sampuran Singh	6197—98
Papers laid on the Table	6198—99
Message from Rajya Sabha	6199—6200

Calling Attention to Matter of Urgent Public Importance—

Results of talks held between Prime Ministers of India and Pakistan	6200—10
Correction of answer to Starred Question No. 913	6211
Correction of answer to Starred Question No. 232	6211
Business of the House	6212
Statement <i>re</i> : oil exploration	6212—14

Election to Committee—

Estimates Committee	6214—15
High Court Judges (Conditions of Services) Amendment Bill—Introduced	6215

Delhi Rent Control Bill—

Motion to refer to Joint Committee	6215—35
------------------------------------	---------

Merchant Shipping Bill—

Motion to consider, as reported by Joint Committee	6233—52
--	---------

Committee on Private Members' Bills and Resolutions—

Twenty-sixth Report	6252—53
Resolution <i>re</i> : Formation of a National Council of India Youth—withdrawn	6253—61
Resolution <i>re</i> : Exclusion of certain tribunals from the jurisdiction of High Courts and Supreme Court— <i>Nigamiv d</i>	6261—6317

Resolution <i>re</i> : Commission to adjudicate Boundary Disputes between the States of Orissa, Madhya Pradesh and Bihar	6318
--	------

Daily Digest	6319—26
--------------	---------

No. 26.—Monday, 15th September, 1958.

Oral Answers to Questions—

Starred Questions Nos. 1223 to 1225, 1227, 1228, 1230, 1232 to 1235, 1237 to 1241, 1243 to 1246 and 1253	6327—67
Short Notice Questions Nos. 11 and 12	6367—70

Written Answers to Questions—

Starred Questions Nos. 1226, 1229, 1231, 1236, 1242, 1249 to 1252 and 1254 to 1263	6371—84
Unstarred Questions Nos. 2000 to 2089	6384—6435

Motion for Adjournment—

Statement by Finance Minister in Washington <i>re</i> : Quemoy and Matsu	6435—45
Point <i>re</i> : Adjournment Motion	6445—55

Papers laid on the Table	6455-56
Message from Rajya Sabha	6456-57
Arrest and Conviction of a Member	6457
Arrest of a Member	6457
Merchant Shipping Bill—	

Motion to consider, as reported by Joint Committee	6458-6515
--	-----------

Discussion re : Report of Advisory Committee on Slum Clearance	6515-72
Daily Digest	6573-80

No. 27.—*Tuesday, the 16th September, 1958.*

Oral Answers to Questions—

Starred Questions Nos. 1265 to 1267, 1269, 1271 to 1276, 1278 to 1281, 1283, 1284, 1287 and 1288	6581-6619
--	-----------

Short Notice Question No. 13	6619-22
------------------------------	---------

Written Answers to Questions—

Starred Questions Nos. 1264, 1268, 1270, 1277, 1282, 1285, 1286 and 1289 to 1305	6622-34
--	---------

Unstarred Questions Nos. 2090 to 2176	6634-79
---------------------------------------	---------

Arrest of two Members	6679-80
-----------------------	---------

Papers laid on the Table	6680-82
--------------------------	---------

Calling Attention to Matter of Urgent Public Importance—

Reduction in commission to Insurance Agents	6681-84
---	---------

Merchant Shipping Bill—	
-------------------------	--

Motion to consider, as reported by Joint Committee	6684-6826
--	-----------

Daily Digest	6827-34
--------------	---------

No. 28.—*Wednesday, 17th September, 1958.*

Oral Answers to Questions—

Starred Question Nos. 1306 to 1310, 1312, 1315 to 1317, 1321 to 1328 and 1330	6835-73
---	---------

Short Notice Question No. 14	6873-75
------------------------------	---------

Written Answers to Questions—

Starred Questions Nos. 1311, 1313, 1314, 1318 to 1320, 1329 and 1331 to 1349	6875-79
--	---------

Unstarred Questions Nos. 2177 to 2263	6889-6942
---------------------------------------	-----------

Re : Motion for Adjournment	6942-43
-----------------------------	---------

Point of Information	6943
----------------------	------

Papers laid on the Table	6943-44
--------------------------	---------

Committee on Private Member's Bills and Resolutions—

Twenty-Seventh Report	6945
-----------------------	------

Calling Attention to Matter of Urgent Public Importance—

Cholera epidemic in Kalahandi district of Orissa State	6945-46
--	---------

Poisons (Amer. dr. ent)—Bill Introduced	6946
---	------

Merchant Shipping Bill, as reported by Joint Committee—

Clauses 2 to 20, 22 to 100, 102 to 149, 21, 101, 103 to 461, the schedule and 1	6947-7068
---	-----------

Motion to pass as amended	7059-68
---------------------------	---------

Motion re : Appraisal and Prospects of the Second Five Year Plan	7069-94
--	---------

Daily Digest	7095-7100
--------------	-----------

No. 29.—Thursday, 18th September, 1958.

Oral Answers to Questions—

Starred Questions Nos. 1350, 1351, 1354, 1356 to 1365 and 1367 7101—35

Written Answers to Questions—

Starred Questions Nos. 1352, 1353, 1355, 1366, 1368 to 1379 and 1381 to 1395 7135—52

Unstarred Questions Nos. 2264 to 2376 7152—7223

Papers laid on the Table

7223—25

Conviction of a Member

7225

Motion re: Appraisal and Prospects of the Second Five Year Plan

7225—7394

Daily Digest

7395—7404

No. 30.—Friday, 19th September, 1958.

Oral Answers to Questions—

Starred Questions Nos. 1396, 1398 to 1400, 1402, 1404, 1405, 1408, 1409, 1411, 1412 and 1414 7405—42

Written Answers to Questions—

Starred Questions Nos. 1397, 1401, 1403, 1407, 1410, 1413 and 1415 to 1426 7442—51

Unstarred Questions Nos. 2377 to 2436 7452—85

Death of Dr. Bhagwan Das 7486—95

Papers laid on the Table 7495—96

Message from Rajya Sabha 7497

Business of the House 7497—7500

Elections to Committees—

1. Estimates Committee; and 7500—01

2. Public Accounts Committee 7501

Representation of the People (Amendment) Bill—Introduced 7501—02

Motion re: Appraisal and Prospects of the Second Five Year Plan 7502—63

Committee on Private Members' Bills and Resolutions

Twenty-seventh Report 7563—64

Sterilisation of the Unfit Bill Introduced 7565

Cantonments (Amendment) Bill—

Motion to consider 7566—7605

Companies (Amendment) Bill—

Motion to consider 7605—28

Business Advisory Committee—

Thirtieth Report 7628

Half-an-hour discussion re: Social Security Scheme 7628—30

Daily Digest 7631—38

Consolidated Contents (8th September to 19th September, 1958) (i—v)

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

LOK SABHA DEBATES

5327

6328

LOK SABHA

Monday, 15th September, 1958.

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Incidents of "Alarm Chain" Pulling

*1223. Shri Damani: Will the Minister of Railways be pleased to state:

(a) how many incidents of "Alarm Chain" pulling have so far occurred on the Indian Railways during 1958;

(b) how many of these caused unjustified stoppage; and

(c) what action is being taken to avoid misuse of the "Alarm Chain"?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 26,749 upto June, 1958.

(b) 23,096.

(c) A statement is placed on the Table of the Lok Sabha. [See Appendix V, annexure No. 71]

Shri Damani: May I know in which class and in which railway zone the pulling of alarm chains has been excessive, and how many trains were delayed due to this trouble?

Shri Shahnawaz Khan: Chains are mostly pulled from third class compartments, but occasionally ticketless travellers enter first class compartments also and pull chains from there. The zones mostly affected are: Eastern Railway, South-Eastern Railway and North-Eastern Railway.

184(A) LSD-1.

Shri Damani: May I know whether there is a move that the alarm chain facility has to be discontinued; if so, what other safety measures are being considered?

Shri Shahnawaz Khan: There is no proposal to do away with the alarm chain on a wholesale basis, but we had to resort to this extreme step on sections which are very badly affected, and we have had to blank off alarm chains on certain sections only.

Shri Hem Barua: May I know if the Government have any information as to the number of incidents of alarm chain pulling that were done with the avowed intention of looting and sabotage?

Shri Shahnawaz Khan: We have no separate statistics for that, because it is very difficult to determine the intention of the chain puller; but in most cases the intention is to get away without paying the fare.

Shri Hem Barua: May I know if the Government have prepared any list showing the number of such incidents which resulted in looting and sabotage?

Mr. Speaker: If looting and sabotage had followed the pulling of alarm chains on certain occasions, the hon. Member wants to know whether the number of such incidents has been maintained separately.

Shri Shahnawaz Khan: A few such incidents have come to our notice.

Shri Goray: May I know whether the Government have disconnected the alarm chains on the Central Railway?

Shri Shahnawaz Khan: No, Sir.

Shri Goray: I was a victim of this, that is why I put that question.

Mr. Speaker: Possibly it was not working properly.

Shri Tangamani: We find from the statement that more than 23,000 cases of unjustified alarm chain pulling occurred in two or three railway zones. As a result of the action taken, may I know how many prosecutions have been launched?

Shri Shahnawaz Khan: In the year 1958, up to June, 392 prosecutions were launched.

Shri S. M. Banerjee: May I know the total amount realised?

Shri D. C. Sharma: The hon. Deputy Minister stated that only about 400 prosecutions have been launched. May I know what happened to the other cases?

Shri Shahnawaz Khan: People got away after pulling the chain before the railway servants could reach the spot.

Afforestation in Delhi

*1224. **Shri Naval Prabhakar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the efforts made with regard to afforestation in Delhi; and

(b) the acreage of land used for this purpose?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) A statement is laid on the Table of the Lok Sabha.

Statement

A Forest Officer was appointed in 1948 to take up afforestation of Delhi village waste lands by organising Co-operative Societies. In 1950 the staff was strengthened and a Forest Ranger, an additional Forester, six Forest Guards, and one Mali were appointed to extend this work. By the end of the First Five Year Plan, seven Co-operative Societies were organised and nearly 800 acres were actually afforested.

Under the Second Five Year Plan, four Schemes have been formulated to further intensify the work of afforestation. These Schemes aim at afforestation along Jamuna Banks to bind the soil, development of Northern and Southern ridges, planting trees along irrigation channels, Railway tracts, road sides etc. At present there is a total area of 5,577 acres for afforestation, of which 2,047 acres have been actually afforested so far.

(b) 5,577 acres.

मी नवल प्रभाकर : क्या मैं जान सकता हूँ कि रिज के प्रतिरक्षित कहां कहां पर इस तरह का कार्यक्रम बनाया गया है और उस कार्यक्रम को पूरा करने में कितना समय लगेगा ?

डा० प० शा० देशमुख : सेकेंड फाइव इयर प्लान में हम ने जमुना बैंक्स पर एकारस्टेशन के लिए १.६ लाख रुपये का प्राविज्ञन किया है और दो हजार एकड़ जमीन पर एकारस्टेशन करने का विचार किया है। नार्दरन और रिजिज के लिए ३.८ लाख रुपया रखा गया है और वहां पर दो हजार एकड़ जमीन पर जंगल लगाये जायेंगे।

Then, planting trees along irrigation channels, railway tracks and road sides—Rs. 0.95 lakhs, 500 acres; afforestation and soil conservation in Aravali Hills, south of Delhi—Rs. 2.25 lakhs, 2,000 acres.

Shri Dasappa: May I know what attempts are being made to prevent the desert slowly encroaching upon Delhi?

Dr. P. S. Deshmukh: We have quite a big plan so far as this matter is concerned, and we are trying to stop the spread of desert.

Shri T. B. Vittal Rao: In the statement it is said that more than 2,000 acres of land has been afforested and 3,000 acres of land is going to be afforested. May I know what has been the effect, whether we have been

successful in the afforestation scheme in these 2,000 acres?

Dr. P. S. Deshmukh: Afforestation naturally takes long time because the trees will have to grow; but we are sure it will have such desirable effects as we can expect from the growing of trees.

बी भस्त दर्शन : क्या माननीय मंत्री जी के ध्यान में यह बात आई है कि जब कि एक और अधिक पेड़ लगाने का आनंदोलन चल रहा है, तो दूसरी और दिल्ली में ही बहुत से पुराने जंगल साफ किये जा रहे हैं, व पुराने पेड़ काटे जा रहे हैं? तो इस बारे में क्या रोक-याम की जा रही है?

डा० पं० शा० देशमुख : हम सूबों की सरकारों का ध्यान इस और आकर्षित करते हैं। हम इस में डायरेक्ट तो कुछ नहीं कर सकते हैं। यह बाक्या है कि कहों कहों ऐसा होता है।

एक माननीय सदस्य : यह तो दिल्ली की बात है।

डा० पं० शा० देशमुख : दिल्ली में भी दिल्ली का एडमिनिस्ट्रेशन है।

Shrimati Ila Palchoudhuri: The statement says that trees are being planted beside railway tracks. Has any attempt been made to plant castor trees along railway tracks so that we can earn foreign exchange from the oil?

Dr. P. S. Deshmukh: So far as castor plantation is concerned, the matter is under consideration—this question, of course, does not refer to castor plantation.

Effect of Foreign Exchange on Road and Bridge construction

*1225. **Shri Panigrahi:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the programme for road development and bridge construction in the Second Five Year Plan period is being affected as a result of

shortage of foreign exchange and steel respectively; and

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

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, to some extent, especially in respect of the construction of large bridges.

(b) Road development schemes are not included in the 'core' of the Plan and therefore, foreign exchange is not provided for road and bridge works, except where the projects are already in an advanced stage of progress or are considered inescapable. Wherever possible, designs which do not involve expenditure of foreign exchange are being adopted though, in some cases, such designs may prove somewhat costlier.

Shri Panigrahi: May I know what was our requirement to fulfil the targets laid down, so far as road and bridge construction is concerned, in the Second Five Year Plan, and to what extent we fall short of it?

Shri Raj Bahadur: In terms of money, our requirements of machinery for bridge construction, high tensile steel and other accessories, come to Rs. 310 lakhs.

Shri Ranga: What are the plans of the Government in regard to the proposed construction of a bridge over Godavari in Andhra—in Alamar, in East Godavari District—which has been delayed for a number of years?

Shri Raj Bahadur: If the reference is to Bhadrachalam....

Shri Ranga: I am referring to Alamar. The project was sanctioned and the foundation stone was also laid, but it has been delayed for all these years. Is it because of the foreign exchange difficulty or the non-availability of resources?

Shri Raj Bahadur: For giving the information asked for in regard to this particular bridge, I require a

separate notice. But I may inform the House that with the resources which might be released to us as a result of the Railway Ministry taking over the construction of Mokameh Bridge—foreign exchange to the tune of Rs. 35 lakhs will be released as a result of that—we propose to undertake the construction of bridges on Gautami and Tungabhadra in Andhra and Cauveri in Madras.

Shri C. D. Pande: May I know, when the foreign exchange component in the matter of road-making is almost negligible and it is not more than 10 per cent. in the construction of bridges, why the construction of a bridge at Garhmukteshwar, which was sanctioned some years back, has been held up for all this period even though the foreign exchange involved is only about Rs. 10 lakhs?

Shri Raj Bahadur: It is true that road-making as such does not involve expenditure of foreign exchange, but bridge-making of the special pre-stressed concrete type does require foreign exchange, because it requires a certain type of machinery and steel which is not available in the country. So, wherever there is delay, it is mostly due to want of foreign exchange.

Shri Panigrahi: May I know whether Government is seeking any foreign loan to fulfil the targets of road and bridge construction?

Shri Raj Bahadur: Yes, Sir; we tried to get a credit of Rs. 1,19,00,000 from the Export-Import Bank, but our efforts were not crowned with success.

National Highway

*1227. **Shri Radha Raman:** Will the Minister of Transport and Communications be pleased to state:

(a) whether National Highway passing through Jamuna Bazar and Bela Road has been completed;

(b) if not, what portion of it remains incomplete; and

(c) the reasons therefor and how long it is expected to take?

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

(b) and (c). A statement is laid on the Table of the Lok Sabha.

Statement

The National Highway is incomplete from Electric Sub-station situated between the two wings of the Red Fort near the Meerut Road over Bridge to a point on the Upper Bela Road—a distance of about 850 feet.

The reason for the non-completion of this section is the fact that a part of the land required for completion is in the possession of some squatters who are not prepared, in spite of persuasion, to leave their huts voluntarily. The proposal to develop a plot of land to the East of the Jumuna Bridge for re-housing these squatters is at present under consideration. The work will be completed as soon as some satisfactory arrangement can be made for resettling the Jumuna Bazar squatters and this is expected to take about one year more.

Shri Radha Raman: May I know how many squatters have to be rehabilitated in order to make clear this area for the continuation of the Highway which is under construction, because now the whole thing is being held up on account of the bigger scheme of Jamuna Bazar rehabilitation?

Shri Raj Bahadur: The figures given to me are that about 65 families are involved.

Shri Radha Raman: May I know whether these 65 families can be made to shift from that area so that the construction may be continued, because according to the statement, it will take one year and the scheme envisages that it will take more than one year to re-house these families?

Shri Raj Bahadur: It is true that it will take about a year according to the Delhi Development Authority to provide these families with alternative accommodation and I think

that is the best that can be done in the circumstances.

Shri Radha Raman: In view of the great inconvenience that is caused to the people who go daily for bathing purposes in Jamuna Bazar, will it not be possible for the Government to shift these 65 families, because I understand the are agreeable to shift to some other place, and to continue the construction work?

Shri Raj Bahadur: I am not quite sure whether they go to Jamuna Bazar for bathing purposes. So far as these families are concerned, if they are willing to be shifted, Government will be only too glad. But I am afraid they are not prepared to shift unless and until alternative accommodation is provided for them.

Inland Water System in Orissa

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*1228. *Shri Sanganna:*
Sardar Iqbal Singh:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 487 on the 25th February, 1958 in respect of Inland Water System in Orissa and state:

(a) Whether the Committee of Experts has since submitted any report;

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

(c) whether they have been accepted by the Government of India?

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

Statement

No, Sir. But they have made some interim recommendations.

The recommendations are as follows:

(1) There should be a traffic survey of the waterways of Orissa.

(2) There should also be technical investigations of Orissa water-ways.

(3) To facilitate the transport of ores to Paradip, the High Level Canal Range I and the Kendrapara Canal should be improved.

The traffic survey is in progress. The State Government have been requested to carry out a hydrographic survey of the Mahanadi and other technical investigations.

Shri Sanganna: May I know what is the inland water transport potential in every State?

Shri Raj Bahadur: I will have to give a long statement for that.

Shri Sanganna: May I know whether any financial assistance is given to the State for the implementation of the recommendations made in the report?

Shri Raj Bahadur: A sort of interim report has been made. But the essential and more important part of the report is that the State Government should be requested to undertake a traffic survey, hydrographic survey and an engineering survey. The State Government have agreed and an officer has been appointed by the State Government to undertake a traffic survey to begin with.

Shri T. B. Vittal Rao: The whole question of inland water transport system was being studied by the Gokhale Committee. May I know whether they have gone to Orissa and submitted any report with regard to the inland water transport there?

Shri Raj Bahadur: That is what I have said in the course of my reply. They have gone to Orissa; they have discussed the matter with the Chief Minister, the Minister for Irrigation and Works and also the officers of the State Government. They have visited some of the canal areas and they have come to a sort of tentative conclusions.

Then they submitted their interim report, a reference to which was made by me earlier in my reply.

Shri T. B. Vittal Rao: May I know when the final report of the Gokhale Committee is expected to be submitted?

Shri Raj Bahadur: The terms are very comprehensive and even extensive. We expect the Gokhale Committee to undertake a detailed technical study of the traffic potential regarding the inland water transport system in the entire country extending from the far east to the south and also in the northern rivers. It will take time for them to give a detailed final report on the inland water transport system in the entire country.

Shri T. B. Vittal Rao: They are doing this work for the last two years. Can we not have an idea as to when the final report is going to be submitted—three years or two years, etc.?

Shri Raj Bahadur: They have submitted an interim report and I think they will continue to submit reports as their study progresses. But then it is difficult for us to tell them that they will have to make a detailed study taking into accounts the costs involved, the traffic potential involved and the economics involved and then ask them to submit their final report within a given time.

Shri Achar: May I know if the interim report can be laid on the Table of the House?

Shri Raj Bahadur: I will see to that, Sir.

Shri Panigrahi: In their interim report, the Committee have suggested the improvement of certain canals to facilitate the export of iron ore from Paradip port. May I know whether the improvement of the canals is going to be taken up and implemented soon?

Shri Raj Bahadur: The Chief Minister of Orissa has asked the Committee to give top priority to the inland

water transport scheme which can serve the Paradip port and that is why certain specific canals have been taken into consideration. The hon. Member knows the names; otherwise, I would give the names here.

Shri Sanganna: Can I have an idea of the evidence that has been tendered before the Gokhale Committee by the Government of Orissa?

Mr. Speaker: The hon. Member wants it to be laid on the Table? How can a gist of the evidence be given?

Issues of Special Stamp for Children's Fund

*1230. **Shri S. M. Banerjee:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Indian Council for Child Welfare have suggested that a special postage stamp may be issued on the occasion of the Children's Day; and

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

The Minister of Transport and Communications (Shri S. K. Patil): (a) and (b). The matter is under consideration.

Shri S. M. Banerjee: May I know when the scheme will be finalised and whether any design has been selected for these stamps?

Shri S. K. Patil: We are desirous of having something, not exactly three stamps that we issued on the last occasion, but may be one stamp, for which designs are being made ready.

Non-Utilisation of Water

*1232. **Shri Jadhav:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that irrigation potential created during the First Five Year Plan is 6.3 million acres and actual area benefited is 4 million acres;

(b) if so, the causes of non-utilisation of water; and

(c) the action taken in this regard?

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

(b) and (c). A statement giving the requisite information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 72.]

Shri Jadhav: May I know whether the excessive irrigation cess is one of the causes for the non-utilisation of the waters?

Shri Hathi: The main causes have been stated in the statement. This is not one of the causes which has adversely affected the utilisation of water.

Shri Ranga: Is it not a fact that their own engineering experts have advised the Government that the betterment tax and the increase in the irrigation duty were also responsible for the non-utilisation of water and is it also a fact that the largest area of non-utilisation of water is to be found in the U.P.?

Shri Hathi: The main reasons given are (i) failure to time the completion of the canals and distributaries to synchronise with the completion of the dam; (ii) inertia on the part of the farmers, who are slow in adapting themselves to unfamiliar agricultural practices and new methods of cultivation and (iii) lack of effort on the part of States to ensure speedy development of irrigation by setting up demonstration farms, educating the farmers to take advantage of the irrigation facilities and by the grant of loans to enable the farmers to prepare their lands in advance for irrigation. These are the main reasons. Of course, betterment levy is one of the factors that have discouraged the cultivators to take more water.

Dr. Ram Subhag Singh: May I know whether the hon. Deputy Minister is in a position to say that the main causes which led the Government in

not making this water available to the farmers will be eliminated this year and the water will be fully utilized?

Shri Hathi: This matter was considered in detail in the meeting of the National Development Council held on 3rd and 4th June 1957, and the Planning Commission has suggested to the State Governments to set up working groups composed of Development Commissioners and officers of Agriculture, Irrigation and Co-operative Departments to watch the progress. In addition, we have also appointed officers, who will go round and see what are the bottlenecks, what are the difficulties and why the irrigation potential is not being utilized, and they will submit their report by November this year.

सेठ गोपिन्द्र शास : अभी मंत्री जी ने यह बतलाया कि सिंचाई का पूरा पानी उपयोग में नहीं आने का एक प्रधान कारण यह है कि जो नालियां बननी चाहियें पानी ले जाने के लिये, वह अभी तक नहीं बनी हैं। मैं यह जानना चाहता हूँ कि क्या इस सम्बन्ध में कोई निश्चित योजना बनाई गई है कि नहरों से यह नालियां, जो सरकार को बनानी हैं, वे बना दी जायें और उस के बाद जो नालियां किसानों को बनानी हैं उन के सम्बन्ध में कुछ ऐसा प्रचार किया जाय जिस से देश में यह नालियां जल्दी बन सकें ?

Shri Hathi: That is exactly what is now being done. Government will construct distributaries up to 100 acre plots and from there the cultivators would be encouraged to have water courses themselves. This is being done by the Community Projects, other popular agencies and the gram panchayats. In fact, we are setting up special machinery for this purpose.

Shri Tridib Kumar Chaudhuri: What has become to the suggestion made last year by the Government of supplying water free to those areas where canals have been constructed in

order to get over the inertia of the peasants who are not accustomed to this?

Shri Hathi: Only in one case, in D.V.C., the Bengal Government did give water free.

Shri Mohammed Imam: Is it not a fact that in Tungabhadra dam only 15,000 acres of land are irrigated as against the capacity of 2,50,000? Is it also not a fact that many of these ryots are asking for loan in order to improve their land and make it fit for better cultivation?

Shri Hathi: So far as Tungabhadra area is concerned, the area irrigated in 1956-57 was 75,000 acres and in 1957-58 1,07,000 acres. It is true that the cultivators there do require financial assistance for levelling their land and bunding them. For that purpose, the Planning Commission had advanced loans to the State Governments for being given to the cultivators.

Shri Tyagi: While inertia has been given quite too much of importance—I challenge that statement—may I have information with regard to the attitude of the Planning Commission in connection with the requests received from various States to reduce water charges and betterment levy for some time so that the peasants could get accustomed to irrigation?

Shri Hathi: That is a big question. By inertia it is meant that when there is sufficient rainfall people would like to have the benefits of the natural rains rather than canal waters. The difficulty of their not being used to irrigation practices is also there.

श्री विश्वनाथ चित्तराम : मैं जानना चाहता हूँ कि कौन कौन से सूबे में इर्गेशन के आर्जेंज बटा दिये गये हैं, जैसे कि बिहार में २० हो से ६० कर दिया गया है? इसी तरह से मैं यह भी जानना चाहता हूँ कि लिप्ट इर्गेशन के आर्जेंज में किन किन सूबों में बटा दिये गये हैं।

Shri Hathi: This question relates to irrigation from major irrigation works, not tube wells and lift irrigation.

Ship "M.V. Rajkumar"

*1233. **Shri Assar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a ship "M.V. Rajkumar" was built in Visakhapatnam for Great Eastern Shipping Company Ltd.;

(b) if so, what was the total cost of this ship;

(c) whether it is a fact that there was no agreement in writing between the Company and ship building department; and

(d) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, the ship is still under construction.

(b) The exact cost will be known after the vessel has been completed.

(c) and (d). There was an agreement between the Company and the Shipyard as a result of which the former has already paid 3 instalments towards the price and the Yard is busy building the vessel which has already been launched on the 5th July, 1958. There has, however, been no formal written contract signed by both parties as some of the terms are still under discussion with the Company.

Shri Assar: May I know whether any objection was raised by the Company?

Shri Raj Bahadur: There is no question of objection. They placed an order as far back as 1954. They were asked to give certain specifications, which they did not supply. Then in 1955 they wanted to cancel that order and go abroad for buying a ship. They were allowed to do so on the condition that they made certain deposits and in case they could not purchase a ship abroad they will place

an order with the shipyard. That has been done now.

Shri Tangamani: May I know whether the Great Eastern Shipping Company will be given the usual 20 per cent. reduction?

Shri Raj Bahadur: Under the present arrangement, because of the rising cost of ships, Government does give an element of subsidy to the shipyard for construction of ships and bring down the prices.

Shri Mohammed Imam: What precautions are taken to see that the difficulties found in the case of S.S. Andamans are not repeated in the case of this ship?

The Minister of Transport and Communications (Shri S. K. Patil): The parts of this ship have been properly examined. It has been launched and it has been under water. The difficulties that we experienced in the case of Andamans are not likely to occur in this case.

Failure of Crops in Snow covered areas

*1234. { **Shri Daljit Singh:**
Shri Hem Raj:
Shri Padam Dev:

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

(a) whether it is a fact that the crops have consecutively failed in Chamba, Lahaul, Pangi area of Chamba District, Chini Tehsil of Mahasu District, Himachal Pradesh, and Lahaul and Spiti scheduled areas of Punjab, due to early and heavy snowfall in 1955, 1956 and 1957, and prospects of the coming crop are also dark in 1958;

(b) if so, the steps taken by Government to relieve the distress of the people; and

(c) what steps Government propose to take for permanently helping these people in these far-flung and snow-covered areas?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). Necessary information is being collected and will be laid on the Table of the Lok Sabha as early as possible.

Shri Daljit Singh: May I know whether any report has been received from the State Government in this regard?

Shri M. V. Krishnappa: In 1955 there was a severe snow-fall and the production was affected. That is all the information that we have got. We are collecting fuller details.

Shri Daljit Singh: May I know whether any concession is being given to the inhabitants of this area for the purchase of foodgrains?

Shri M. V. Krishnappa: Yes, Sir. We are meeting up to Rs. 10 per maund for the foodgrains supplied to them as subsidy in these areas.

श्री पद्म देव : प्रभ के इस संकट को देखते हुए क्या माननीय मंत्री इन इलाकों के लिये परमनेन्ट तौर पर और सभिसाइज्ड रेट्स पर अनाज के एसे भंडार चालू करेंगे जिस से कि इस संकट के सम्बन्ध में यहां हमेशा यह प्रश्न न उपस्थित हो ?

श्री अष्टा हृषि भट्टी (श्री अ० प्र० बैंग) : मेरा अपना स्थायल है कि इन स्थानों के लिये जो पालिसी चलाई गई है वह गलत है । हम उनको गेहूं भेजने की कोशिश करते हैं । वहां पर गेहूं बड़ी तादाद के अन्दर नहीं पैदा हो सकता । हमेशा से वह सोग रुट्स बीरह पर रहा करते थे । मैंने हिमाचल प्रदेश के लेपटेनेन्ट गवर्नर साहब से इस बात को कहा कि वह वहां उन चीजों को उगाने की कोशिश करें जो कि वहां पैदा हो सकती है और वह सोग जो साल दर साल बाहर की चीजों पर निर्भर करते हैं, ऐसी हालत को दूर किया जाय ।

श्री पद्म देव : क्या माननीय मंत्री को यह विदित है कि इन इलाकों की जो जमीन है वह दो, दो गज से ज्यादा चौड़ी नहीं है, और जो चौड़ी बहुत मिट्टी होती है वह बर्फ के दिनों में धूल जाती है तथा कोई भी ऐसा वक्त नहीं आ सकता कि वहां पर मांग के मूलाधिक अनाज पैदा हो सके। क्या ऐसी हालत में जो चीजें वहां पैदा होती हैं, ऊन, फल, लकड़ी वरीरह, उन की कोई इंटर्स्ट्री चला कर के उन की आमदनी बढ़ने और वहां के संकट को दूर करने का कोई प्रयत्न किया जा रहा है?

श्री अ० प्र० जैन : मैं तो वहां कभी गया नहीं, इसलिये मैं नहीं कह सकता कि वहां पर दो गज के लंबे हैं या तीन गज के। अलबत्ता जो कुछ माननीय मेम्बर ने कहा वह जेनरल प्लैनिंग का सबाल है और उस की तरफ देश का ध्यान है ही।

श्री पद्म देव : मैं माननीय मंत्री महोदय को निमंत्रण देता हूँ कि कम से कम एक दफा उन को अपनी आखों से वह जगह देख लेनी चाहिये ताकि आइन्डा यह सबाल पैदा न हो कि वहां जो चीजें पैदा होती हैं उनकी जगह अनाज पैदा किया जाय। वहां अनाज पैदा नहीं होता, और जो घोड़ा बहुत हो भी सकता है वह बर्फ से खराब जाता है। ऐसी हालत में बेहतर होगा कि और इंटर्स्ट्री का चला कर उनकी आमदनी को बढ़ाया जाय और अनाज हमेशा बाहर से भेजा जाय।

श्री च० व० कृष्णप्पा : उस जगह गल्से से आलू और फल ज्यादा अच्छा पैदा होता है, इसलिये वहां पर आलू पैदा करने के बास्ते सब स्टेशन स्पाइट किया जायेगा। इस साल उन लोगों को हम ने अच्छा बीज भी दिया है। दो रिसर्च स्टेशन भी वहां शुरू किये गये हैं, और हम उस जगह पर भी फल और आलू पैदा करने का इन्तजाम कर रहे हैं।

श्री भवत बर्जन : श्रीमन्, केवल इन स्थानों में ही नहा जिनका कि इस प्रश्न में जिक्र किया गया है बल्कि सभी पर्वतीय स्थानों में समस्या यह है कि गल्से से ज्यादा कीमत भ.डे को पढ़ जाती है और जनता को बहुत मंहगा गल्ला पड़ता है, तो मैं यह जानता चाहता हूँ कि क्या केन्द्रीय सरकार ने कोई ऐसा योजना बनाई है कि हमारी राज्य सरकारें ट्रान्सपोर्ट को सबतिडाइज करें और केन्द्रीय सरकार का ग्राह से भा कोई सहायता दी जाय ताकि सस्ते दामों पर उन स्थानों में गल्ला पहुँचाया जा सके?

श्री च० व० कृष्णप्पा : मैंने अभी बताया कि सारा पहाड़ जगहों में अनाज पैदा नहीं होता और उन जगहों पर फल और आलू ज्यादा पैदा होता है। प्रति एकड़ जमीन में अगर अनाज दस मन पैदा होता है तो आलू प्रति एकड़ भूमि में १०० मन उपजेगा और इसलिए उन पहाड़ी जगहों में आलू और फल पैदा करने के लिये सरकार इन्तजाम कर रही है।

श्री भवत बर्जन : प्रध्यक्ष महोदय, उपमंत्री महोदय मेरे प्रश्न को समझे नहीं।

प्रध्यक्ष महोदय : मैं समझता हूँ। एक बार वे पहाड़ी इलाका देख कर आये।

Next question. Shri Mohammed Imam.

Sharavathy Hydro-Electric Project

*1235. **Shri Mohammed Imam:** Will the Minister of Irrigation and Power be pleased to state: (a) the amount of foreign exchange asked by the Mysore State Government for the import of equipment and machinery needed for the Sharavathy Hydro-Electric Project, Mysore State; and

(b) the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Application for foreign exchange worth

Rs. 101.04 lakhs for import of Construction machinery and equipment has been received.

(b) The proposal is under consideration.

Shri Mohammed Imam: Are the Government aware that the Government of Mysore have called for tenders from foreign firms and have received quotations from them for the equipment but they are unable to accept these and place orders because the necessary foreign exchange has not been made available? If so, will the Government please make the necessary foreign exchange available by including this work in the core of the Plan just as they did recently the hydro-electric project at Rihand in U.P.?

Shri Hathi: The Government of India is aware that tenders have been invited by the Mysore Government. The Planning Commission and the Ministry of Irrigation and Power are also of the view that this project should go forward but the difficulty is of having foreign exchange adequately. The Ministry is trying to get foreign exchange from some aid programme.

Shri Mohammed Imam: Is it not the opinion of the experts and also of Shri C. K. Patel, who was in charge of this that this is one of the finest hydro-electric projects in India and that it deserves priority? Are the Government aware that unless this project is completed early there will be a shortage and total lack of power in Bangalore where there are a number of Central Government-owned factories which are not starting on account of shortage of power?

Shri Hathi: There is no doubt regarding the scheme being a cheaper and an economical one. But, as the House knows, priority has been given to certain projects which are in the core of the Plan, i.e., which cater

either to the needs of the Railways, the steel plants or the coal mines. This project does not come within the category of the core. But we have tried to bring it as near the core as we can and it is one of the five schemes out of the rest in which this is included.

Shri Mohammed Imam: The civil works and the construction regarding the dam are proceeding first. At least will the Government give an assurance that the necessary machinery and the generating units will be ready by the time the dam is finished and is ready for storage?

Shri Hathi: The Government is watching the progress. The civil works are going on well ahead. So far as the question of assurance is concerned, I do not think that I am in a position to give any assurance about the availability of the foreign exchange.

Shri Dasappa: May I know whether it is not a fact that nearly Rs. 20 crores will be spent on the dam and the other civil works and that the foreign exchange component during the Second Five-Year Plan is not more than Rs. 2,30,00,000. Would it be advisable to invest as much as Rs. 20 crores and just be niggardly towards this Rs. 2 and odd crores to see that the power is there?

Shri Hathi: The foreign exchange requirement under the first stage of the project is Rs. 795.65 lakhs.

Shri Dasappa: I would like my hon. friend to refer to the further statement here.....

Mr. Speaker: The hon. Member is entering into a discussion.

Shri Dasappa: No, Sir. The foreign exchange commitment during the Second Plan is only of the order of Rs. 2 and odd crores. What he refers to namely, Rs. 7 crores is a thing which comes for payment during the Third Plan and not during the Second Plan. I would like to have a definite answer.

Mr. Speaker: I am not going to allow this kind of discussion in the Question Hour. Hon. Member must be satisfied with this. If they ask a question and insist that he must give an answer, how long shall we go on like this?

Shri Dasappa: It is a very specific question.

Mr. Speaker: I agree. I know the hon. Member is interested in Mysore.

Deep Sea Fishing

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*1237. { **Shri P. G. Deb:**
Shri Kunhan:
Shri Panigrahi:
Shri B. Das Gupta:

Will the Minister of Food and Agriculture be pleased to state the decision arrived at in the recent meeting of the Eastern Zonal Council at Shillong in relation to differences between Orissa and West Bengal over deep sea fishing rights in the territorial waters along Orissa?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): The question was considered at the third meeting of the Eastern Zonal Council held at Shillong on 2nd August, 1958 and it was decided that the matter would be discussed between the Chief Secretaries of the Orissa and West Bengal Governments.

Shri P. G. Deb: Is it not more desirable to refer the matter under article 143 of the Constitution to the Supreme Court by the President to get their opinion?

Shri M. V. Krishnappa: There is no necessity to refer it to the Supreme Court. They will mutually settle the whole matter. Since we have decided to take over the deep sea fishing units from West Bengal, there is the end of the matter. Very soon we are going to take over those trawlers and there will be no complaint afterwards.

Shri Bimal Ghose: Why are they going to take it over from the West

Bengal Government? Have the West Bengal Government said that they are willing to hand over or are unable to proceed with the plan?

The Minister of Food and Agriculture (Shri A. P. Jain): By mutual agreement.

Shri M. V. Krishnappa: The exploration of the seas and deep fishing is done by the Central Government. The West Bengal Government themselves felt that it is better and in their own interest as well as in the interest of deep sea fisheries which has to be started in our country that it should be handed over to the Central Government and that the Central Government will do it efficiently.

Welfare of Indian Seamen

*1238. **Shrimati Ila Falchoudhuri:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Indian Delegation to the 41st National Maritime Conference held at Geneva in May, 1958 put forward any suggestions for the welfare of Indian Seamen at non-Asian Ports;

(b) if so, brief details of the suggestions made; and

(c) the response thereto?

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

(b) It was proposed that the I.L.O. should make a special study of the problems of the Welfare of Asian seamen in non-Asian ports.

(c) The Director General of I.L.O. in his concluding speech stated that this proposal would be given due consideration in planning out the future programme of work of the I.L.O.

Shrimati Ila Falchoudhuri: Has the British Government been approached to give over this fund that is there for the welfare of Indian seamen to the Indian Government so that the security measures for Indian seamen in India may be started as soon as possible?

Shri Raj Bahadur: The question pertains to the proposals or suggestions made by the Indian Delegation at the last I.L.O. Conference. I do not think this question arises out of it.

Shrimati Ilia Palchoudhuri: Did the Indian Delegation make this suggestion? That is what I want to know.

Shri Raj Bahadur: I think this is hardly covered by that. The only proposal that was made has already been indicated by me.

Shrimati Ilia Palchoudhuri: May I ask one other question? Is it a fact that there was an error in the report submitted by the D.G. of the I.L.O. that special facilities were given to our seamen and that they were paid for 90 days, which is not correct?

Shri Raj Bahadur: I require notice for that.

Shri Tangamani: May I know whether for looking after the seamen welfare offices have been set up in ports outside India? If so, in which of the ports?

Shri Raj Bahadur: Certain welfare functions are assigned to some of our consular officers and to the various consulates that we have got. To that extent it might be said that we have done that.

Coal Loading Plants at Major Ports

***1239. Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Government are considering a proposal for installation of mechanical coal loading plants at some major ports of India to handle coal; and

(b) if so, the nature thereof?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A mechanical coal loading plant has already been installed at the Port of Calcutta which is the principal coal-exporting port in

the country. The question of installation of coal loading plant at other major ports does not arise as the export of coal through them is negligible;

(b) Does not arise.

श्री रघुनाथ सिंह : इसमें लंबे किलो मीटर में लंबा है और इसके इंस्टाल करने का कितना कायदा हुआ है? समय की ओर रूपये की कितनी बचत हुई है?

श्री राज बहादुर : इसकी कैरेसिटी प्रति घंटा ५०० टन उठाने की है यानी ४००० टन प्रति दिन। लेकिन अभी यह २००० से २५०० टन प्रति दिन उठाता है यानी साल में लगभग आठ लाख टन। यह इसकी कैरेसिटी के तिहाई के बराबर है।

Shri P. C. Bose: May I know the number of workmen displaced per mechanical unit?

Shri Raj Bahadur: I have not calculated that, Sir.

Transfer of Postal Employees to Kathmandu

***1240. Shri Bibhuti Mishra:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Superintendent of Post Offices, Champaran District (Bihar) is authorised to transfer postal employees to Kathmandu Post Office from his circle; and

(b) if so, what are the principles of selecting such employees?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes, subject to the approval of the Director, Postal Services, Bihar Circle, Patna.

(b) Volunteers are selected according to seniority-cum-fitness and suitability to local circumstances in Nepal.

श्री विभूति मिश्र : मैं यह जानना चाहता हूँ कि जो आदमी बम्पारन से नेपाल जाते हैं

उनके लोकल सरकार्स्टेंसेज में कर्फ क्या पड़ता है क्योंकि बांदर सदा हुआ है ?

श्री स० का० पाटिल : मैं मानता हूँ कि पोस्टल सरविसेज के लोग ने गाल जाना जाता पसन्द करते हैं। इसके माने यही होते हैं कि वहां पर बेंज के रेट्स हाई होने चाहिए।

श्री विभूति भिष्म : मैं चाहता हूँ कि लोकल सरकार्स्टेंसेज को हटा कर सरकार इस बारे में कोई नियन्त्रित एवं संनियन्त्रित पर या किसी और आधार पर नियंत्रित करे जिसके आधार पर वहां लोगों को भेजा जाये।

श्री स० का० पाटिल : यह चीज तो वहां के पी० एम० जा० और डाकरेक्टर करते हैं। लेकिन हमारे पास ऐसी तो कोई शिकायत नहीं आई है कि वहां पर अन्याय हो रहा है।

श्री विभूति भिष्म : मैं सरकार का ध्यान इस बात का आर दिलाना चाहता हूँ कि वहां पर लोगों में इस तरह का फैलिंग है। इसलिए मैं चाहता हूँ कि सेक्युल गवर्नरेंट लोगों को काठमाडू भेजने के बारे में कोई सोनियारिटी पर आधारित नियन्त्रित नीति नियंत्रित कर दे।

श्री स० का० पाटिल : यह तो सजेशन फार ऐक्शन है। हम इसको ध्यान में रखेंगे।

Shri P. C. Bose: May I know whether the postal workers who are transferred to Kathmandu are transferred on an optional basis or is it compulsory?

Shri S. K. Patil: No, they are volunteers, and there is almost a queue because everybody wants to go there.

Agricultural Research Training in Madras

***1241. Shri Nanjappa:** Will the Minister of Food and Agriculture be pleased to state:

(a) when Government will finalise the proposal of Madras Government to

set up a Regional Post-graduate Agricultural Research Training Centre for higher degrees;

(b) what were the conditions proposed by Government for accepting the regional post-graduate set up; and

(c) how far have the Madras Government fulfilled the conditions?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) and (b). The Government of India have agreed to render financial assistance to the Government of Madras for the development of the Agriculture College, Coimbatore as a centre of post-graduate training in Agriculture Science. A statement indicating the terms and conditions for the grant of Central assistance is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 73.]

(c) The Government of Madras have since communicated their acceptance of the terms and conditions of that grant.

Shri Nanjappa: Which are the other States that go to form the regional set-up, and what are their contributions?

Dr. P. S. Deshmukh: Sir, I did not quite follow the question; but if my hon. friend wants to know what are the other Colleges where similar schemes are proposed, I can give them.

Shri Nanjappa: Fifty per cent of the seats are given to the other States. Suppose they do not fill them up. Who will be the agency to fill them up?

Dr. P. S. Deshmukh: I do not think such a difficulty will arise. But if no other State candidates are coming up, the State will probably be entitled to fill them up.

Shri P. R. Ramakrishnan: May I know how many post-graduate students will be admitted in this Research Training Centre?

Dr. P. S. Deshmukh: Per year the admissions will be forty.

Shri Ranga: May I know whether any quotas are fixed for admission from different Centres at Coimbatore, and whether it is proposed to recognise similar Agricultural Colleges in other States also for post-graduate work?

Dr. P. S. Deshmukh: There are five institutions which we have taken up for such a treatment. They are: the Pusa Institute, the Agricultural College, Ludhiana, the Agricultural College, Coimbatore, the Agricultural College, Hirangoda, and the Agricultural College, Nagpur.

There is no specific quota for each particular State, but wherever institutions are taken up for this development, they will be entitled to admit from that State half the number and half will come from outside.

Shri Tangamani: May I know when these forty post-graduate students will be taken up, whether it will be from 1959; and, if so, whether the State has got enough staff to provide for this post-graduate course?

Dr. P. S. Deshmukh: It will of course depend upon the staff, but we expect the date for starting is 1-9-58.

Shri Ranga: How would the students be selected? Would the selection be merely on the basis of a local advisory committee or on the basis of an inter-State advisory committee on which the Central University, that is the Pusa Institute, would also be represented?

Dr. P. S. Deshmukh: It is left to the State Government to arrange for that.

Shri Ranga: In view of the fact that only five institutions are being recognised in this manner to serve all-India purposes, would Government consider the advisability of not restricting the selection of students merely to the local Governments?

Dr. P. S. Deshmukh: We have laid down the conditions. We have sufficient confidence in the State Government that it will not do anything unjust.

Mr. Speaker: He only wants to know whether there is any arrangement.

The Minister of Food and Agriculture (Shri A. P. Jain): We shall bring Mr. Ranga's point of view to the attention of the State Governments. I see some force in it.

Jute Crop

***1243. Shri B. C. Mullick:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received reports from any State regarding damage of jute crop by insects; and

(b) if so, the details thereof?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) and (b). A statement is placed on the Table of the Lok Sabha.

Statement

Reports of damage to jute crop in the following jute growing States have been received:—

West Bengal.

Owing to protracted drought and intense heat wave during the jute season this year, there was widespread incidence of semi-looper and hairy-caterpillar. The incidence of jute pest was particularly heavy in the districts of Nadia, 24 Parganas, Murshidabad, Howrah and Hooghly. Control operations were undertaken over an area of about one lakh acres. With the advent of monsoon, the epidemic fury of insect attack abated to an appreciable extent. It is estimated that the loss of crop would be about 10 per cent.

Assam.

Reports of attack of hairy-caterpillar and semi-looper were received by

the Jute Development Staff and prompt measures were taken to combat the pests. Field staff treated 4150 acres of jute land for controlling the pests.

Orissa.

Jute crop has been badly affected by semi-looper during the current year. Adequate plant protection measures have been taken in the affected jute growing areas of the State. It is estimated that the loss will be 2 to 3 per cent of crop in the entire State.

U.P.

Attack by semi-looper was reported in different tracts in about 500 acres. Control measures were taken and dusting with 5 per cent and 10 per cent B.H.C. was arranged by the field staff.

Shri B. C. Mullick: I find from the statement that there was an attack of hairy-caterpillar and semi-looper on the jute crop in Assam. May I know whether any damage was caused thereby to the jute crop in Assam?

Mr. Speaker: What is the extent of the damage? That is what he wants to know.

Dr. P. S. Deshmukh: So far as Assam is concerned I do not think there has been much damage.

Shri Hem Barua: It is said that hairy-caterpillars and semi-loopers have destroyed the jute crop to a certain extent in four States; and out of the four States, in respect of three States the percentage of damage caused to the crops is given, but about Assam the percentage is not given. Is it because of the fact that the State Government could not collect it or the Central Government did not want it?

Mr. Speaker: Or it is negligible. The hon. Minister said there is not much of it, really no damage.

Dr. P. S. Deshmukh: Sir, the damage is negligible.

Mr. Speaker: Why should the hon. Member increase the damage?

Shri Hem Barua: Sir, the percentage is given in the other cases—1 per

cent, 2 per cent. etc. That is why I asked.

Thefts in G.P.O., New Delhi

***1244. Shri Tangamani:** Will the Minister of Transport and Communications be pleased to refer to the replies given to Unstarred Question No. 2638 on the 23rd April, 1958 and Starred Question No. 174 on the 16th August, 1958 regarding thefts in G.P.O. New Delhi and state:

(a) the steps so far taken to investigates the cases; and

(b) whether Government propose to hold a non-departmental enquiry into the repeated thefts in the G.P.O. New Delhi?

The Minister of Transport and Communications (Shri S. K. Patil): (a) The Police have treated both these cases as untraced. One of the employees of the Treasury Contractor who was suspected in both the cases has been removed by him. The sum of Rs. 1,000 the loss in one case has been made good by the Treasury Contractor. Action is being taken to recover the amount of Rs. 8,000, the loss in the second case also, from the Treasury Contractor.

(b) The Police have already enquired into the cases.

Shri Tangamani: The loss on 6-11-57 was Rs. 8,000 and the loss on 6-7-58 is Rs. 1,000. In view of the fact that within six months similar thefts have taken place, may I think whether Government will consider the question of a non-departmental enquiry, apart from police investigation?

Shri S. K. Patil: This question has been replied. The enquiry has been non-departmental, because it has been handed over to the police, and the police have said it is untraced. Therefore, the non-departmental enquiry is there already.

Shri Tangamani: May I know whether any reports have reached the Ministry that the staff has been unnecessarily harrassed by the police in the course of investigation?

Shri S. K. Patil: I have not got that report.

Flies in Delhi

***1245. Shri Harish Chandra Mathur:** Will the Minister of Health be pleased to state:

(a) whether any drive to clear the city of Delhi and to kill the flies has been undertaken or is proposed to be undertaken; and

(b) what steps have already been taken after the floods to clear the City?

The Minister of Health (Shri Karmarkar): (a) and (b). A statement showing the steps taken by the Delhi Municipal Corporation and the New Delhi Municipal Committee in this regard is laid on the Table of the Lok Sabha.

Statement

Municipal Corporation of Delhi

48 anti-fly teams have been employed to control breeding places and to kill adult flies throughout the city. About 100 extra sweepers have been engaged to remove and dispose of the refuse and filth from open areas.

New Delhi Municipal Committee

(a) Rubbish is being removed regularly everyday and taken to dumping ground outside the city.

(b) All manure pits are being covered with 6 inches of rammed earth and the surface is treated with Gammamaxine.

(c) All places where cattle and horses are kept are being strictly supervised and treated with Gammamaxine.

(d) Cowdung cakes are being destroyed and places treated with Gammamaxine.

(e) All dust bins and their sites are being scrapped and treated with Gammamaxine.

Shri Harish Chandra Mathur: Is it a fact that Delhi was never so dirty and filthy as it is today?

Shri Karmarkar: I cannot say, Sir.

सेठ गोविन्द बास : मैं १९२३ से—करीब पंतीस बरस से—देख रहा हूँ कि जितनी मविलया इस बक्त दिल्ली और नई दिल्ली में पैदा हो गई है, उतनो पहले कभी नहीं थी। इस का क्या सबब है और इस सम्बन्ध में सरकार क्या करने का सोच रही है, ताकि यहाँ पर जो अनेक प्रकार की बीमारियाँ कैल रही हैं, उन की रोक-याम हो सके?

श्री करमरकर : मेरे पास इस बारे में जानकारी नहीं है। मेरे पास जवाब में बताया है कि दिल्ली म्यूनिसिपल कार्पोरेशन और नई दिल्ली म्यूनिसिपल कमेटी ने मविलयों के बारे में क्या इन्तजाम किया है।

Shri Hem Barua: May I know if the Government are aware of the fact that there is an invasion of mosquitoes although on a small scale, not only flies, in South Avenue where the Prime Minister lives?

Mr. Speaker: Why not be satisfied with flies? Why have mosquitoes? Hon. Members ought not to be bitten by flies or mosquitoes.

Shri Karmarkar: I could not follow the question

Mr. Speaker: He wants to know whether the hon. Minister knows that not only flies, there is the other pest of mosquitoes in South Avenue where the Prime Minister lives. Does it bite the Prime Minister or other Members? It is all allegorical. Next question.

National Highway No. 34.

***1246. श्री C. K. Bhattacharyya:**
श्री N. R. Ghosh:

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

(a) whether there is a proposal in the Second Five Year Plan to con-

struct a bridge over River Mahanada near Maida Town on National Highway No. 34;

(b) if so, whether the plan and the estimate have been completed; and

(c) if so, at what stage the proposal is now?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The construction of the bridge in question is included in the Second Five Year Plan but in view of the shortage of funds it may not be possible to take it up during the current Plan period. The position will, however, be reviewed in the final year of the Plan. In the meantime, the Plan and estimates are being finalised.

Shri C. K. Bhattacharyya: In view of the fact that the town of Malda has no railway connection and this is the only approach to the town, will the Minister kindly consider how this proposal can be expedited?

Shri Raj Bahadur: We are very much in sympathy with this demand. We recognise the great need for putting up the bridge. That was why it has been included in the Second Plan projects. But, the same difficulty of foreign exchange has come in. It has got to be assigned a relatively lower-priority, we may consider it towards the last year of the Plan.

Shri C. K. Bhattacharyya: Is the hon. Minister aware that the improvised boat bridge of which this new bridge is going to be a substitute, often remains damaged by heavy traffic passing over it and people are finding lots of difficulties in going from one side of the river to the other?

Shri Raj Bahadur: I am only aware of the present arrangements in regard to crossing the river near Malda, namely, the provision of a ferry during the rainy season and a boat bridge during the rest of the year. Of course, there may be complaint about the boat bridge giving way at certain places. We shall try to keep it as well as possible.

Shri Tridib Kumar Chaudhuri: May I know if the Government have considered the feasibility of constructing a concrete bridge over the River Mahanada at Malda as in some other places in this National highway so that the foreign exchange difficulty may be eliminated to a large extent?

Shri Raj Bahadur: The Chief Engineer of West Bengal Government has sent us estimate for this particular project, amounting Rs. 20,56,000. We have returned it to the State Government for certain modifications. When we get these modifications, in case the type of bridge that is proposed now does not require any component of accessories and machinery to be imported from foreign countries involving expenditure of foreign exchange, we shall try to expedite.

Railway Workshop at Bongaigaon

*1247. **Shrimati Mafida Ahmed:** Will the Minister of Railways be pleased to state:

(a) whether Government have finalised the scheme to establish a Railway Workshop near Bongaigaon on the N.E.F. Railway; and

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

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The Project has been approved. Detailed plans and estimates are being prepared by the Railway.

Shri Basumatari: May I know what is the area of land required for the establishment of this workshop?

Shri Shahnawaz Khan: I have just stated that estimates are being worked out. The exact area is not available just now.

Shri Basumatari: In view of the fact that there is dearth of skilled workers in Bongaigaon area or in Assam, local men have not been able to get employment in these workshops. May I know whether the Government will consider the establishment of a training institution in the

workshop so that local men also may get priority in employment?

Shri Shahnawaz Khan: I am not clear what the hon. Member is trying to get at. Whenever we set up any workshops, we also create training facilities for trade apprentices and apprentice mechanics. That takes time. We can't short-circuit it.

Shri Tridib Kumar Chaudhuri: In view of the fact that there is already a workshop in existence in Bongai-gaon, may I know what type of workshop the proposed one is going to be?

Shri Shahnawaz Khan: It is going to be a major workshop eventually. The estimates are that it may cost Rs 10 crores. It is going to cater for locomotive, carriage and wagon repairs.

Mr. Speaker: Next question.

Shri Sinhasan Singh: 1248.

Shri Jadhav: Question No. 1253 may also be answered.

Mr. Speaker: Yes.

Supply of Wheat to Flour Mills

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Shri Sinhasan Singh:
Shri N. R. Munisamy:
*1248. { Shri Siddananjappa:
Shri Jadhav:
Shri Nath Pai:

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

(a) the quantity of wheat which is being supplied to the flour mills by Government and the price at which it is supplied;

(b) whether the supply was made to these mill owners on their request;

(c) if so, on what conditions

(d) whether it is a fact that the flour mills produce 25 percent of their total product as maida and suji and only 75 per cent or less is turned into flour; and

(e) whether the supply of wheat to the flour mills has also contributed to

the reduction in the quantity of wheat supplied to the fair price shops?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) About 76,000 tons per month at Rs. 14 per maund, inclusive of the cost of bags, f.o.r. destination.

(b) and (c). In order to keep their demand off the market the mills have been prohibited from purchasing indigenous wheat. Imported wheat is accordingly supplied to them on condition that they sell their products at prices based on the price of imported wheat.

(d) The proportion in which the different products are produced varies somewhat according to the needs of the area which is served by the mill.

(e) No, Sir.

Supply of Wheat to Roller Flour Mills

*1253. { Shri Jadhav:
Shri Nath Pai:

Will the Minister of Food and Agriculture be pleased to state what was the procedure adopted by Government in the year 1956-57 for supplying wheat to Roller Flour Mills?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): The wheat was supplied to the mills at Rs. 14 per maund, inclusive of the cost of gunny, on f.o.r. destination basis against the monthly quota fixed for each mill.

Shri Sinhasan Singh: The reply to part (e) of the question is that there has been no reduction in the quantity of wheat supplied to the fair price shops. May I know what was the quantity supplied to the fair price shops before this supply was given to the mills and what it is now?

The Minister of Food and Agriculture (Shri A. P. Jain): In fact, the supply to the mills has nothing to do with the supply to the fair price shops. In the U.P. these mills were making

heavy purchases with the result that in many mandis prices jumped up. Therefore, we decided that the mills should be taken off from the market. We agreed to supply them wheat on the basis of their average crushing done during the last six months or so and the atta and the flour produced by them is now linked with the fair price shops through which they are sold.

Shri Sinhasan Singh: May I know whether maida is also given to the fair price shops in rural areas?

Shri A. P. Jain: I am not sure about it. By-products of wheat are by and large linked with fair price shops.

Shri Sinhasan Singh: May I know whether it is a fact that the millers to whom wheat is supplied for the purpose of converting it into maida and suji, are unwilling to part with it and that has contributed to the rise in the price of wheat and if so, what steps the Government propose to take to see that wheat is supplied at a fair price?

Shri A. P. Jain: I could not follow the question.

Mr. Speaker: Perhaps he is saying that suji prices have gone down and wheat prices have gone up because the stockists are not willing to supply wheat.

Shri A. P. Jain: It is the Government that supplies to the flour mills, not the stockists.

Shri N. R. Munisamy: The millers do not part with the wheat supplied to them. As a result of that, the price of wheat has gone up.

Shri A. P. Jain: We supply wheat to the fair price shops and to the millers separately. They supply the wheat products for sale.

18 hrs.

Shri JadHAV: May I know whether the wheat supplied to the roller flour mills is being sold in the black market?

Shri A. P. Jain: I have no such information. If any such thing happens, we are prepared to take action against them.

Shri Tyagi: Since controlled supply of wheat is made to these flour mills, may I know if there is any control on the sale of the atta which comes out of these flour mills, or has any price been fixed, if so, what margin of profit is permitted to these mills?

Shri A. P. Jain: The price of the products is fixed, though it is not legally fixed. I recently went to Calcutta, and I found that there were some malpractices. I called the millers and told them that unless they brought down the prices to a reasonable level, action would be taken against them. As a result of that, the Calcutta millers have now opened several hundred shops, and then an advertisement in the *Amrita Bazar Patrika* in which the Calcutta Roller Flour Mills' Association has said that household flour will be sold at 9 annas and coarse atta at 6½ annas. They have also said that if any of the agents is selling at a higher price, he must be reported. I find this is working nicely.

Shri Tyagi: I am glad, but there is one important question. When wheat is given to them at controlled rates, is their sale also controlled to any extent not from the point of view of the price, but from the point of view of distribution, because if they are selling the wheat crushed out of the cheap grain in the very town where there are enough number of shops to supply wheat, it will be rather a duplication?

Shri A. P. Jain: They are supplied wheat at a fixed price, and they have to sell their products at a fixed price

Shri Tyagi: I wanted to know whether there is any restriction as to the field of sale, whether they can sell it in the same town where cheap grain shops are opened, or outside as well are they free to sell?

Shri A. P. Jain: In fact, the system varies from place to place. In U.P., the State Government have linked the milled products with the fair price shops. In other places, sometimes quotas are given. For instance, in Bengal some quotas are given for the districts. There is one uniform system. It has to vary from place to place. In some places it is only the price that is controlled and the products are sold through millers' agents; in other places the sale is linked with the fair price shops; in other places quotas are given.

Shri Tyagi: So, I take it there is no control on sales.

Shri Ramanathan Chettiar: May I know if the price of wheat has fallen; if so, by how much?

Shri A. P. Jain: The price of wheat in the Punjab has come down by Rs. 2 and in some places more. In U.P. it has gone down by Rs. 2 and in some places more, in other places less.

Short Notice Questions and Answers

Charging of Extra Fares on account of Diversion

S.N.Q. No. 11. Shri Jinachandran: Will the Minister of Railways be pleased to state whether it is a fact that from long distance passengers extra fare is charged for the distance of the diversion on account of repairs on the Delhi-Madras Grand Trunk route?

The Deputy Minister of Railways (Shri Shahnawaz Khan): It is not correct that all passengers have to pay fares by the longer, diverted route.

Passengers booked by the normal route, prior to the notification of restriction, are allowed to travel by the diverted route without payment of any additional charges. But passengers booked thereafter are charged by the route by which they travel.

Shri Jinachandran: In view of the extra hardship suffered and longer

time taken by the long distance passengers on account of the dislocations, and in view of the small percentage of such long distance passengers, will the Government consider the general question of not increasing the fares in future at least?

Shri Shahnawaz Khan: This is not an innovation in any way. This is one of the accepted commercial practices.

Mr. Speaker: Hon. Members say that on account of unforeseen circumstances and natural calamities a diversion takes place. Why should not the railways charge only the same fare for through passengers?

Shri Shahnawaz Khan: Where the tickets have been purchased and the notification about the diversion is not issued, no excess fare is charged, but after the notification is issued regarding the diversion of the train by the longer route, passengers are charged by the route on which they travel on a mileage basis.

Shri Hem Barua: The diversion is not the responsibility of the passengers. This is done by the Ministry and why should the passengers be made to pay extra?

Mr. Speaker: Hon. Members are entitled to put questions eliciting information on facts. The hon. Minister says this is the practice that they have adopted. The hon. Minister is also seeing a number of Hon. Members getting up simultaneously. They are making a suggestion. I am sure the hon. Minister will consider it.

Shri Hem Barua: He says when the diversion is notified, there will be excess fare.

Shrimati Renu Chakravarty: How can that be? The hon. Minister has stated that this is the accepted practice. There have been diversions on various occasions. Has there been any case where the fares have been increased except this one?

Mr. Speaker: No question of increase. All that he says is....

Shrimati Renu Chakravarty: It is an increase.

Mr. Speaker: There is no meaning in this. Hon. Members may feel that when this diversion is due to some accident or some unforeseen circumstances or natural calamities etc., the fares of through passengers ought not to be increased at all, that is, the additional mileage ought not to be charged. The hon. Minister says that in all the cases before the notification it was not charged, and after the notification it is the practice to charge. Hon. Members want to have a charge in the practice. The hon. Minister will consider it, but there are appropriate proceedings for it, not the Question Hour. Why should all Hon. Members simultaneously get up?

Shri T. B. Vittal Rao: The distance between Delhi and Madras is 1,300 miles. By the diverted route one has to travel another 500 miles. He has to pay an extra fare of almost 33 1/3 or 35 per cent. Is it fair when it is due to natural calamity?

Shri Tyagi: The case deserves special consideration.

Mr. Speaker: He is a Deputy Minister. The hon. Minister must also be consulted. The Hon. Members have made a suggestion. He is as much alive to this as others, and therefore it is not a question which can be solved now. Other independent proceedings have to be taken. He will consult the hon. Minister and try to see what can be done in the matter.

Shri T. B. Vittal Rao: Will he make a statement before the end of the session?

Shri G. K. Manay: I will give one instance. Between Bombay and Poona there were breaches and an announcement was made by the railway that there were breaches and a diversion would take place from Manmad via Dhond, and the passengers there had to pay three times the normal fare between Bombay and

Poona despite the announcement by the railway authorities.

Mr. Speaker: The hon. Member is only just strengthening the hands of the hon. Minister, that this is not the only occasion they have charged. The matter will be considered by him. Hon. Members ought not to make suggestions. Of course one or two suggestions are caught by the hon. Minister.

Diwali Travelling Concessions

S.N.Q. No. 12. Shri Naushir Bharucha: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Diwali Travelling concessions in fares have been announced from the 29th October 1958 upto the 11th November, 1958 only;

(b) whether Government are aware that as Diwali falls this year on the 11th November and New Year on the 12th November, the expiry of concessions before the holidays will cause hardship to the public; and

(c) what steps Government propose to take to remedy the situation?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir. Concessional return tickets will be issued from 29th October 1958 upto 11th November 1958 only, but the concessional return tickets will be available for completion of the return journey for 15 days from the date of issue.

(b) No, Sir. In view of the answer to part (a) no hardship is anticipated.

(c) Does not arise.

Mr. Speaker: The hon. Minister is giving concessions for Deepavali and other things. Why not he give concession so far as the diversion due to an accident is concerned? There is no good being too rigid in this matter following an ancient principle which was being followed by the previous Government. The hon. Minister will kindly consider the inconveniences caused to the general public.

Shri Shah Nawaz Khan: We would like to consider it.

WRITTEN ANSWERS TO
QUESTIONSCertificates for Scheduled Castes and
Scheduled Tribes Candidates

*1226. **Shri Subiman Ghose:** Will the Minister of Railways be pleased to state:

(a) whether the appointment of Scheduled Castes and Scheduled Tribes candidates against reserved posts on Railways is subject to their production of a certificate in support of their claims as Scheduled Castes or Scheduled Tribes; and

(b) if so, the authorities which have been declared as competent to issue such certificates?

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

(b) The following certificates are accepted in support of the claim to be a Scheduled Caste or Scheduled Tribe:—

- (i) Matriculation or School leaving Certificate or Birth Certificate giving the caste or community of the candidate and the place of residence.
- (ii) A certificate issued by a member of a legislature.
- (iii) A certificate issued by a gazetted officer of the Central or a State Government, countersigned by the District Magistrate of the District to which the candidate belongs.
- (iv) A certificate issued by Sub-Divisional Officer of the place where the candidate and/or his family ordinarily reside(s). Where a candidate is unable to produce a certificate as above, he is appointed provisionally on the basis of whatever *prima facie* evidence he is able to produce and his claim is then verified through the district Magistrate of the place where he and/or his family ordinarily reside(s).

Sugar Industry

*1229. **Pandit D. N. Tiwary:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that there is likelihood of a large shortfall in the estimated rated capacity of sugar industry in the Second Plan period; and

(b) if so, the reasons for the same?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). No, Sir. Though a few factories may not be set up due to foreign exchange difficulty the shortfall in production capacity will be relatively small.

Maritime Conventions

*1231. **Sardar Iqbal Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether India has not yet ratified the maritime conventions adopted by the maritime sessions of the I.L.O.; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Out of some 27 Conventions adopted by the I.L.O., India has ratified 3 Conventions—namely those relating to minimum age, medical examination of young persons and seamen's articles of agreement.

(b) The delay in ratification of some of the Conventions is due to the fact that Bipartite Agreement between the shipowners and the seafarers must precede such ratification. This particularly applies to Conventions such as those relating to wages, hours of work etc.

Wheat Consumption in Kerala

*1236. **Shri Kumaran:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of Kerala have submitted a scheme to encourage wheat consumption among people of Kerala; and

(b) if so, what action has been taken thereon?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Yes, Sir. The scheme is under consideration in consultation with the State Government.

Factories and Minimum Wages Acts

***1242. Shri Anthony Pillai:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have advised the Bombay Port Trust to include, with retrospective effect, from the dates of the coming into force of the Factories and Minimum Wages Acts, the element of House Rent Allowance in the calculation of overtime pay; and

(b) if so, whether that advice had been communicated to the Port authorities of Calcutta and Madras?

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

Statement

Before the amendment of the Minimum Wages Act in 1957, there were considerable differences of opinion on the question whether, legally, house rent allowance was part of wages, for purposes of overtime under the Minimum Wages Act. The Government of India did not therefore advise the Bombay Port Trust to give retrospective effect to the inclusion of this allowance in wages for overtime.

As regards the Factories Act also, there have been different legal interpretations on this subject and no special advice in this respect was conveyed by the Government of India to the Bombay Port Trust regarding retrospective effect.

Does not arise.

दिल्ली में चकबन्दी

१२४६. श्री नवल प्रभाकर : क्या तथा तथा हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चकबन्दी करते समय दिल्ली के गांवों में सार्वजनिक सड़कों, चरागाहों, सामुदायिक विकास केन्द्रों और नहर के पानी के लिये नालियों की व्यवस्था नहीं की गई थी जिस के कारण गांवों में अगड़े बढ़ गये हैं;

(ल) क्या ग्रामीणों ने इस सम्बन्ध में दिल्ली प्रशासन को जापन दिया है;

(ग) क्या यह भी सच है कि दिल्ली के गांवों में चकबन्दी के समय जो मार्ग छोड़ दिये गये थे उन पर भी खेती की जाने लगी है; और

(घ) यदि हाँ, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

तथा हृषि मंत्री (श्री अ० प्र० जैन) : (क) से (घ). एक विवरण सभा की टेबिल पर रख दिया गया है।

विवरण

उन गांवों में जिन में चकबन्दी, पूर्वी पंजाब (कंसोलिडेशन एंड प्रीवेन्शन आफ फेंगमेन्टेशन) एक्ट, १९४८ के अधीन की गई है। गांव की सलाहकार समितियों की सलाह से आम रास्तों का, चरागाहों का, नहर के पानी के लिये नालियां बनाने का तथा अन्य सार्वजनिक इस्तेमाल के लिये, जहाँ आवश्यकता थी, साधारणतया प्रबन्ध किया गया था।

खेतों की सड़कें बनाने के विरुद्ध या इन के प्रबन्ध करने के लिये, चीफ कमिशनर को कुछ दररस्वास्तों दी गई थीं। राजस्व प्रबिधिकारी (Revenue Authorities) किसानों की आवश्यकताओं को व्याप में रखते हुए प्रत्येक

लेत से सड़क तक के रास्तों को निकालने के लिये कार्यवाही कर रहे हैं।

कुछ नाजायज कब्जे हुए हैं। इन नाजायज कब्जों को हटाने के लिये चक्रवर्ती के अफसरों द्वारा कार्यवाही की जा रही है।

Steamer Service between Palezaghāt and Mahendrughāt

*1250. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that from April 1958 till June 1958 the steamer service between Palezaghāt and Mahendrughāt had become very irregular due to shortage of steamers and the passengers were put to great inconvenience;

(b) whether it is a fact that one "tug" sank recently while engaged in salvaging a steamer near Mahendrughāt; and

(c) if so, the number of casualties and the amount of loss to the Railway property?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, but with effect from 17-4-1958 due to other steamers used on the service being damaged, train Nos. 45 Dn and 91 Dn have been coupled from Palezaghāt to Sonepore and the passengers of these trains are being carried by one steamer leaving Mahendrughāt at 19-45 hrs.

(b) No, but one steam Inspection Launch placed at the disposal of N.E. Railway's Ferry Superintendent at Dighaghāt sank near Mahendrughāt on 26-4-1958.

(c) The Ferry Superintendent lost his life. The original cost of the Launch at the time of purchase in 1884 was Rs. 11,904 and the scrap value Rs. 2,000 approximately.

Bombay Steam Navigation Company

*1251. **Shri Assar:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Bombay Steam Navigation Company Ltd., have asked for foreign exchange for replacement of machines for their passenger steamers;

(b) whether it is a fact that they have also asked for aid to continue their steamer service; and

(c) if so, the decision taken by Government in the matter?

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

(c) Government have already agreed to release Rs. 15 lakhs in foreign exchange to the Bombay Steam Navigation Co. for replacements of the boilers in some of their passenger ships operating in the Konkan trade. However, the Company has not availed of this release of foreign exchange. The Company's request for financial assistance to enable them to continue to maintain the Konkan Service is still under consideration.

Seed Multiplication Farms

*1252. **Sardar Iqbal Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have decided that each Development Block should be self-contained unit for seed multiplication and distribution; and

(b) the steps taken in this regard so far?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Yes, a Scheme has been undertaken during the Second Five Year Plan for making each Development Block to be self-contained unit for multiplication and distribution of improved seed. The Scheme envisages setting up of seed farms of 25 acres each in

each C.D.N.E.S. Block. 4328 seed farms have been targetted to be set up during the Second Five Year Plan. Against this, 3488 farms have been targetted for the years 1956-57 to 1958-59 and 1860 farms have been set up so far.

Perambur Railway Workshop, Madras

*1254. **Shri Anthony Pillai:** Will the Minister of Railways be pleased to state:

(a) whether the workmen employed at the Perambur Railway Workshop at Madras absented themselves from work on the day the city workers observed a hartal consequent on firing on workers in the Port of Madras;

(b) if so, how many;

(c) whether the continuity of service has been restored for the men who absented themselves; and

(d) if so, for how many?

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

(b) 11,870.

(c) Yes, in the case of all those who had declared individually in writing that they had no intention to strike.

(d) 9,096 upto 28th August, 1958.

Co-ordination between Road Transport, Road Construction and Manufacture of Vehicles

*1255. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any co-ordination between road construction, road transport and manufacture of vehicles for road transport; and

(b) if so, what is the nature of the organisation which brings about such co-ordination?

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

required information is given in the statement laid on the Table of the Lok Sabha.

Statement

The Roads Wing of the Department of Transport, which is directly responsible for construction and maintenance of National Highways only, keeps close liaison with the States regarding the formulation of Road plans and programme as well as the construction and development of road generally; and co-ordinates this activity with the road transport policies of the Ministry which are handled by another wing of the Department of Transport. Manufacture of vehicles is, however, the responsibility of the Commerce and Industry Ministry, but co-ordination between the requirements of road transport and the programme for automobile manufacture is provided through the *Ad Hoc Committee of Secretaries on Automobile Industry*, of which the Transport Secretary is a member and which deals with all major issues. The Ministry of Commerce and Industry also consults the Department of Transport on day to day matters relating to production of vehicles and spare parts, their price fixation and import policies.

Bridge over River Ghagra at Dohrihat

*1256. **Shri Sinhasan Singh:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1704 on the 11th September, 1957 and state the progress since made in construction of a bridge over River Ghagra at Dohrihat?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The construction of a permanent bridge has been given low priority on account of financial limitations and restrictions on foreign exchange expenditure and as an interim arrangement the question of constructing a temporary boat bridge is at present being considered.

Train Derailment

*1257. { **Shri Tangamani:**
Shri M. S. Murthy:
Shri Rami Reddy:
Shri Venkatasubbalah:
Shri Ashanna:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Masulipatam-Dankonda passenger train of Southern Railway derailed at Tari-gopula Station on the 22nd August, 1958;

(b) how many bogies were derailed;

(c) how many passengers were involved; and

(d) action taken to prevent derailment in this sector?

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

(b) The rear three bogie coaches, fifth to seventh from the engine.

(c) 26 persons received injuries. Of these 1 was grievously hurt.

(d) Suitable action to prevent recurrence of such accidents will be taken on receipt of the 'Finding' and Recommendations of the Government Inspector, which are awaited.

Scientific Incentive Schemes

*1258. { **Shrimati Ila Palchoudhuri:**
Shri Daljit Singh:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that introduction of some scientific incentive schemes to raise productivity in Indian Railway workshops is under the consideration of the Government of India;

(b) if so, a brief account of the schemes; and

(c) when these are likely to be put into effect?

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

A statement furnishing the required information is placed on the Table of the Lok Sabha.

Statement

Yes. Incentive schemes are already in force at Chittaranjan Locomotive Works and partially in few manufacturing sections of Jamalpur and Kanchrapara Shops of the Eastern Railway and also in Perambur Shops of the Southern Railway.

The main features of the scheme which is in force in Chittaranjan Locomotive Works are as follows:

(i) The basic data has been built up on scientific lines and the allowed times are so fixed that a workman of normal ability can earn 33-1/3 per cent. over and above his basic wage. The ceiling profit is however, limited to 50 per cent. of the standard basic wage.

(ii) The basic wages of all workers are guaranteed irrespective of their piece work results.

The Chittaranjan pattern is also proposed to be adopted for other Railway Workshops.

Efforts are being made to introduce such schemes in an appreciable measure in most of the Railway Workshops as early as possible.

रासायनिक खाद

१२५६. श्री नवल प्रभाकर : क्या खाद तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) किसानों में रासायनिक खाद (काली या सफेद) बांटने के लिये उसे संप्रदान करने के हेतु सहकारी समितियों ने दिल्ली के कितने गांवों में गोदाम स्थापित किये हैं;

(ल) इन गोदामों में कितनी रासायनिक खाद जमा की गई है; और

(ग) क्या खाद सहायता प्राप्त मूल्य पर या लाभालाभ के आधार पर बेची जाती है।

आंश्च तथा फूलियां भौमी (भी भूमि भौमी):
(क) ३५ गांव।

(ख) ५१६ टन २ हॅर्डवेट।

(ग) नाइट्रोजन वाले खादों को इस मंत्रालय द्वारा नियत की हुई पूल प्राइस (Pool Price) पर बेचा जाता है। इन के लिये सहायता नहीं दी जाती है। सुपर-फास्टेट, दिल्ली प्रशासन द्वारा २५ प्रतिशत की सहायता पर बेचा जाता है।

International Convention of the Inter-Governmental Maritime Consultative Organisation

*1260. { **Shri Assar:**
 { **Sardar Iqbal Singh:**

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

(a) whether it is a fact that International Convention of the Inter-Governmental Maritime Consultative Organisation came into force in April, 1958;

(b) the main features of this Convention;

(c) whether it has been ratified; and

(d) if so, when?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Convention came into force on the 17th March, 1958.

(b) A statement giving the information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 74.]

(c) India has not yet ratified the Convention.

(d) Does not arise.

Purchase of Tractors by C.T.O.

*1261. **Sardar Iqbal Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether purchase of new tractors has been stopped by the Central Tractor Organisation; and

(b) if so, the reasons therefor?

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

(b) Does not arise.

"Grow More Food" Campaign

Shri Harish Chandra Mathur:
*1262. { Shri Sanganna:
 { Shri Vajpayee:
 { Shri Ram Krishan:

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

(a) whether any special drive and campaign for Grow More Food has been launched in some of the States;

(b) what is the nature of the campaign; and

(c) what has already been done in this direction by the various States?

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

(b) and (c). A statement giving an outline of the Campaign is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 75.] Plans for the campaign were discussed with State representatives on the 18th August, 1958 and all the States concerned are taking action to mount the campaign on the lines indicated in the statement with variations to suit local conditions.

Interim Relief for Daily Rated Labour at Major Ports

*1263. **Shri Anthony Pillai:** Will the Minister of Transport and Communications be pleased to state:

(a) whether interim relief of rupees five per month was given to the daily rated labour at major ports in accordance with the interim award of the Second Pay Commission; and

(b) if so, the ports which have so increased the wages and ports which have not?

The Minister of State in the Ministry of Transport and Communications

(Shri Raj Bahadur): (a) and (b). It has been ascertained that daily-rated workers are being paid the interim relief at all major Ports except Madras.

भारत में पागलों के अस्पताल

२०००. { श्री मोहन स्वरूप :
सरदार इकबाल सिंह :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में पागलों के लिये कितने अस्पताल हैं;

(ख) भारत में पागलों की संख्या के बारे में अखिल भारतीय आवार पर कोई सर्वेक्षण किया गया है; और

(ग) यदि हाँ, तो उससे क्या जानकारी प्राप्त हुई?

स्वास्थ्य मंत्री (श्री करमरक्कर) : (क) बत्तीस अस्पताल। उनके नामों की एक सूची सभा पठल पर रख दी गई है। [दिल्ली परिषिष्ट ५, अनुबन्ध संख्या ७६]।

(ख) जो नहीं। लेकिन यह अनुमान लगाया गया है कि पागल-मरीजों की संख्या प्रति हजार जनसंख्या में दो से कम नहीं है।

(ग) यह प्रश्न नहीं उठता।

Forest Development in Bombay

2001. Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any amount was asked for by the Bombay Government for forest development work during the year 1957-58; and

(b) if so, the amount granted?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes. The State Government asked for Central assistance amounting to Rs. 22,75,986 as loan and Rs. 12,07,648 as grant.

(b) Rs. 9,30,479 as loan and Rs. 2,70,104 as grant. The reduced amount was sanctioned after examination of the State proposals in the light of the approved pattern of Central Financial Assistance for State Forestry Schemes and after eliminating schemes which were not eligible for Central assistance, but included in the States proposal.

Road Bridge over River Godavari at Alamuru

2002. Shri M. V. Krishna Rao: Will the Minister of Transport and Communications be pleased to state the progress since made regarding the construction of a road bridge over the Gautami Branch of the river Godavari at Alamuru in Andhra Pradesh?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The foundations of this bridge are required to be taken down to about 100 ft. below the bed of the river. The work on 27 wells out of 49 wells in the foundations has been completed. The remaining wells have also been sunk to three-fourths of the depth. 8 piers out of 47 above the well cap level have also been completed.

An expenditure of Rs. 69,40,735 has been incurred, the overall progress upto the end of August 1958 being 45 per cent.

Late Running of Deccan Queen

2003. Shri Assar: Will the Minister of Railways be pleased to state:

(a) how many times the train Deccan Queen on Central Railway has been late from 1st June to 31st July, 1958;

(b) what has been the daily arrival timings for the above months;

(c) reasons for running late; and

(d) any steps taken by Government to improve the punctuality of the train?

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

A statement furnishing the information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 77.]

(c) The late running of these trains was mainly due to flooding of track on the Bombay-Poona section on account of torrential rains.

(d) As the unprecedented rains in June-July had brought about considerable damage to the track particularly on Poona-Kalyan section, the work of rehabilitating the track on the section made it necessary to impose a number of speed restrictions and in order to provide for the speed restrictions arrangements were made, with effect from 28th July, 1958, to start No. 302 Deccan Queen from Poona 15 minutes in advance of its scheduled departure so as to bring that train to time at Bombay V.T. No. 301 Dn. Deccan Queen was scheduled to arrive Poona 15 minutes later with effect from the same date in order to absorb the loss of time on account of cautious driving. As the work of rehabilitating the track was practically completed in the third week of August 1958, the original timings have been restored with effect from 24th August, 1958. During the month of August, the punctuality of the trains has improved.

Employment Potential in Transport and Road Construction

2004. Shri Anirudh Sinha: Will the Minister of Transport and Communications be pleased to state:

(a) the number of persons employed in Motor Transport as on the 31st December, 1957 in the country; and

(b) the number of persons estimated to be employed per annum during the Second Five Year Plan on road construction?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The information required is not available. It will be collected from the State Governments and placed on the Table of the Lok Sabha in due course.

Amenities at Kantabanji Railway Station

2005. Shri Kumbhar: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1909 on the 1st April, 1958 and state the progress made in providing electric lights and fans at Kantabanji Railway Station building and staff quarters?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): 1. The building and platforms of Kantabanji Station have already been provided with lights.

2. Negotiations for power supply from Orissa Government are finalised and service connection is expected shortly.

3. The work of providing fans and additional lights in the 3rd and upper class waiting rooms, lights on approach road to the station, additional lights in the station buildings, and providing lights and fans in the staff quarters is expected to be carried out during the financial year or soon after.

Payment of Staff on South Eastern Railway

2006. Shri Kumbhar: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2336 on the 14th April, 1958 and state:

(a) whether the pending cases of payment to the staff in South Eastern Railway have been finalised;

(b) if not, the number of such old and new cases pending so far; and

(c) the steps being taken for the same?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) All pending cases have been finalised.

(b) and (c). Do not arise in view of reply to part (a) above.

Scheduled Castes and Tribes in Community Development Centres

2007. Shri Kumbhar: Will the Minister of Community Development be pleased to state whether the reserved quota in services for Scheduled Castes and Tribes has been filled up year-wise and grade-wise in the various Community Development Centres functioning in the Union Territories?

The Minister of Community Development (Shri S. K. Dey): The appointment of personnel under Community Development schemes in the blocks of the Union Territories is made in accordance with the prescribed recruitment rules by the local Administration. The detailed information sought for is not, however, available with the Ministry.

Railway Concessions for Dussehra Festival

2008. Shri Kumbhar: Will the Minister of Railways be pleased to lay a statement showing:

(a) the number of batches of students and teachers of Orissa State who have applied so far for Dussehra Concession Railway journey for their educational excursion in the country;

(b) the batches who have got such concession so far;

(c) proposed places of visit of each batch; and

(d) the total actual train fare and concession fare for these batches?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (d). The required information is not available and its collection will involve undue labour and time which would not be commensurate with the results likely to be achieved.

Security Deposits

2009. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the cash security deposit prescribed for

certain categories of employees on the South Eastern Railway is more than that on the other Railways;

(b) if so, the reasons for such differences from one Railway to another;

(c) the number of employees on South Eastern Railway who are thus affected; and

(d) the steps taken to return the excess amount of deposit to the respective employees.

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (d). Since the information is not readily available, the same is being collected from Railway Administrations and will be placed on the Table of the Lok Sabha in due course.

Second Road Bridge on River Yamuna

2010. { Shri Subodh Hansda:
Shri D. C. Sharma:

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

(a) whether the scheme for a second bridge across the river Yamuna at Delhi has been finalised; and

(b) if so, whether there is any possibility of completing the scheme during the Second Five Year Plan period?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Not yet.

(b) No. It is however expected that the bridge will be taken up for construction and a major portion of the work will be completed during the Second Five Year Plan period.

Water Power Resources of Yamuna

2011. { Shri Ram Krishan:
Sardar Iqbal Singh:

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

(a) whether it is a fact that the U.P. and Punjab Governments have agreed to co-operate with each other

in investigating the hydro-electric power resources of the Yamuna and to prepare schemes for their utilization;

(b) if so, whether any joint schemes have been prepared; and

(c) if so, the details thereof?

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

(b) A project is still under preparation.

(c) Details will be available only after the completion of the project report.

Supply of Water in Mahindergarh District, Punjab

2012. { **Shri Ram Krishan:**
 { **Sardar Iqbal Singh:**

Will the Minister of Health be pleased to state:

(a) whether the Punjab Government has submitted any scheme for the supply of drinking water in the towns of Mahindergarh District;

(b) if so, the details and nature of the scheme;

(c) whether the scheme has been approved by the Central Government;

(d) if so, the amount sanctioned for the scheme during 1957-58; and

(e) the amount to be sanctioned during the current financial year?

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

(b) The details and nature of the schemes are as given below:—

Name and Nature of Scheme	Cost of Scheme
(i) Water supply scheme for Narnaul town	11,44,583
(ii) Water supply scheme for Chankhi Dadri town	11,73,061

(iii) Water supply scheme for Ateli Mandi 1,92,818

(iv) Water supply scheme for Mahindergarh 4,08,710

(c) and (d). The schemes are under scrutiny with the Central Public Health Engineering Organisation.

(e) Funds to the extent of Rs. 36.0 lakhs will be sanctioned during the current financial year for the implementation of the approved urban water supply schemes of the Punjab State.

Bridge at the level crossing in Rajpura.

2013. **Shri Ram Krishan:** Will the Minister of Railways be pleased to state whether any steps have been taken so far to build an over-head bridge at the level crossing in Rajpura on G.T. Road?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): No, Sir. The matter is still under consideration of the Government of Punjab. However, for the overbridge at the Ludhiana end of the Rajpura Yard, plans have been finalised and the estimate is under preparation. The plans and estimate will be sent to the State Government for their approval and acceptance of their share of the cost.

Urban Water Supply Schemes in Punjab

2014. { **Shri Ram Krishan:**
 { **Sardar Iqbal Singh:**

Will the Minister of Health be pleased to state:

(a) the total amount of loans sanctioned to the Punjab Government for the implementation of their urban water supply scheme during 1957-58; and

(b) the total amount of loan to be sanctioned during current year?

The Minister of Health (Shri Karmarkar): (a) Rupees ten lakhs.

(b) Rupees thirty-six lakhs.

Goods Shed at Ateli Railway Station

2015. Shri Ram Krishan: Will the Minister of Railways be pleased to state:

(a) whether Government have received any application from the residents of Ateli-Mandi to provide goods shed at Ateli Railway Station on Rewari-Phulera route of Western Railway; and

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

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

(b) The work of constructing a goods shed with approach road was considered for inclusion in the 1959-60 programme but had to be deleted owing to limitation of funds and materials and priority having been given to other stations handling a larger volume of traffic. The position will be reviewed again in 1960-61.

चारे की जनी

2016. श्री विभिन्न मिश्न: क्या लाल्हा तथा हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह मत है कि सूखे से पीड़ित विभिन्न क्षेत्रों में चारे की बहुत कमी है; और

(ख) यदि हाँ, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है?

लाल्हा तथा हृषि मंत्री (श्री अ० प्र० जैन): (क) जी हाँ। अब तक मिली हुई रिपोर्टों के अनुसार, बिहार और उत्तर प्रदेश में चारे की कमी बतलाई जाती है।

(ख) सूखे क्षेत्रों में चारे की प्राप्ति तथा सप्लाई, संबंधित राज्य सरकारों की जिम्मेदारी है। केन्द्रीय सरकार उनको दूसरे राज्यों से, सप्लाई प्राप्त करने में, मांगने पर सहायता देती है। चारे को दूसरे राज्यों से सूखे क्षेत्रों में ले जाने के लिये भी सहायता देती है।

पिछली फरवरी में भारत सरकार ने बिहार सरकार को 3,000 टन गेहूं का भूसा तथा १८० टन बान के लिनके, मध्य प्रदेश से प्राप्त करने में सहायता दी थी।

राज्य सरकारों को प्राकृतिक संकटों पर लंबे करने के लिये एक फण्ड स्थापित करने के लिये प्रारंभना की गई है। यदि राज्यों द्वारा किया हुआ स्वचं फण्ड में उपलब्ध राशि से अधिक बढ़ जाता है तो ६० लाख सरकार २ करोड़ रुपये तक, अधिक बढ़ हुए स्वचं का ५० प्रतिशत तक की ग्रेजुटी (Gratuity) देती है। यदि कुल स्वचं २ करोड़ रुपये से अधिक बढ़ जाता है तो ६० लाख सरकार ५५ प्रति शत है।

दिल्ली में बीज के कार्म

2017. श्री नवल प्रभाकर: क्या लाल्हा तथा हृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि सरकार, दिल्ली के कलांगला विकास संड में, मुघरा हृषा तथा बड़िया बीज पैदा करने के लिये बीज बढ़ाने का कार्म स्थापित कर रही है; और

(ख) वहाँ कितना बीज पैदा किया जाएगा?

लाल्हा तथा हृषि मंत्री (श्री अ० प्र० जैन): (क) जी हाँ।

(ख) लगभग १,८०० मन प्रतिवर्ष

दिल्ली के अलीपुर संड में नहरी पानी का दिया जाना

2028. श्री नवल प्रभाकर: क्या लाल्हा तथा हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अलीपुर विकास संड में सिचाई के लिये अधिक नहरी पानी देने की व्यवस्था की गई है;

(ख) यदि हाँ, तो कितना पानी दिया जायेगा; और

(ग) कितने भू-भेद की सिक्काई की आयेगी?

आज्ञा तथा फूहि मंत्री (श्री अ० प्र० चैन): (क) जी नहीं।

(ख) तथा (ग). प्रश्न ही नहीं होते।

Fire at Jharia Railway Station

2619. Shri Bose: Will the Minister of Railways be pleased to state:

(a) whether a fire broke out at Jharia Railway Station on the 12th June, 1958;

(b) the cause of the fire;

(c) the damage done by the fire; and

(d) the steps taken to extinguish the fire?

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

(b) The fire is suspected to have been caused by a burning Bidi or Cigarette end or matchstick having been carelessly thrown by the consignor's men on coal tar which had melted in the hot sun and leaked out from some drums.

(c) Goods valued about Rs. 900 were burnt.

(d) The fire was extinguished by the combined efforts of the station staff, the Railway Protection Force Fire Fighting Squad, Dhanbad, the Sindri Factory Fire Brigade and the Mines Rescue Home Fire Brigade.

Wooden Sleepers

2620. Sardar Iqbal Singh: Shri Ram Krishan: Shri Chandak:

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

(a) the names of the countries and firms which tendered for wooden sleepers in response to the Global Tenders floated in December, 1957;

(b) the particulars of firms with whom orders have been placed with details as to size, quantity, species of timber and rate; and

(c) the dates on which these orders were placed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). Two statements showing the requisite information are placed in the Library. [See Index No. LT-926/58.]

Minor Irrigation

2621. Shri Bangshi Thakur: Will the Minister of Food and Agriculture be pleased to state:

(a) what are the Cherras of Belonia, Tripura which have been selected for the work of minor irrigation;

(b) whether any minor irrigation works are in progress at Belonia; and

(c) if so, the names of those areas and what are the areas and Cherras selected for the purpose?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The names of the selected Cherras and their location are given below:—

Name

Location

1. Pillakcherra	:	:	:	:	Purbamadhyapillak.
2. Chagakbai Cherra	:	:	:	:	Charakbai
3. Baikarcherra	:	:	:	:	Baikora
4. Manucherra	:	:	:	:	Manupather
5. Kulacherra	:	:	:	:	Baggafa
6. Gajacherra	:	:	:	:	Devipur
7. Abhayacherra	:	:	:	:	Dhendrapather.
8. Wangcherra	:	:	:	:	Mullartilla

(t) No.

(c) Does not arise.

**Late Running of Delhi-Lucknow
Express**

2022. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that passengers to and from Delhi often miss connection at Lucknow by 301 Up and in 302 Down (N.E.) due to late running of both 301 Up (N.E.) and Delhi-Lucknow Express; and

(b) whether any steps have been taken to run these trains to scheduled time?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, sometimes due to the late running of trains No. 30 Dn (B.G.) Delhi-Lucknow Express and 1 Up (MG) (old No. 301 Up) Avadh-Tirhut Mail, the connections between 30 Dn (B.G.) and 2 Dn (M.G.) and 1 Up (M.G.) and 29 Up (B.G.) are missed.

(b) The Railway Administrations have taken steps to improve the performance of these trains, so as to ensure the maintenance of connections at Lucknow.

Incidence of Toxoplasmosis

2023. Pandit D. N. Tiwary: Will the Minister of Health be pleased to state:

(a) whether Dr. Mrs. Lise Skellar, a voluntary research worker from Denmark, has submitted any report about the pilot surveys she undertook to find the incidence of Toxoplasmosis in the country; and

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

The Minister of Health (Shri Karanmarkar): (a) and (b). Dr. Mrs. Lisbeth Skjellar, a voluntary research worker from Denmark, who was associated with the Vallabhbhai Patel Chest Institute, Delhi, for some months worked on the pilot survey on the incidence of Toxoplasmosis, an infectious disease caused by protozoa, in Delhi area only in collaboration

with Dr. Hans Smetana, formerly Consultant Pathologist attached to the Chest Institute. No formal report on the survey was submitted but their findings were published in the Indian Journal of Medical Research of May, 1958.

Irrigation Projects

2024. **Shri Assar:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government have received a letter dated the 14th February, 1958 from Madhyavarti Janseva Mandal of Bombay on subject "some alarming facts about our irrigation projects which the Food Grains Enquiry Committee have somehow overlooked"; and

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

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

(b) The Mandal stated in the letter that assessment of irrigation benefits as contained in the Report of the Foodgrains Enquiry Committee and in the Review of the First Five Year Plan was highly exaggerated. The Mandal did not give in their letter any details permitting an examination of their conclusion. As the comments of the Mandal, however, related to Bombay, a copy of their letter was forwarded to the Government of Bombay to make more detailed investigation.

Sion Post Office

2025. { Shri T. B. Vittal Rao:
Shrimati Parvathi
Krishnan:

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

(a) whether it is a fact that Post and Telegraph employees working in the Sion Post Office (Bombay State) threatened to stop all work from the 8th July, 1958;

(b) whether it is also a fact that water began to leak through the ceiling of the building during the rains and fell on the papers and employees in the office; and

(c) if so, what action has been taken by the Post and Telegraph authorities in the matter?

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

(a) Yes.

(b) Yes.

(c) Repairs were carried out immediately.

Barnagar (M.P.) Railway Station

2026. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to raise the level of the platform of Barnagar (M.P.) Railway Station on Ratlam-Indore Line; and

(b) if not, whether Government are aware that on account of the increase in traffic passengers are put to inconvenience?

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

(b) The present platform at Barnagar, like those at many other stations, is 10" above the rail level. Since the floor of a metre gauge carriage is not very high, the passengers are not put to any exceptional inconvenience.

Sweet Potatoes

**2027. { Shri Supakar:
Shri Sanganna:**

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

(a) whether Government have examined the Annamalai experiment of stimulating better growths of sweet potatoes and other tuberous food crop with the help of music; and

(b) whether this experiment can be made use of on a large scale for growing more and better sweet potatoes?

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

(b) Does not arise.

Ravalgaon Sugar Factory, Nasik

2028. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the agriculturists supplying cane to Ravalgaon Sugar Factory in Nasik District complained against the factory management to the Minister while he visited Malegaon, District Nasik regarding the deduction of Rs. ten per ton as deposit to guarantee the supply of sugar-cane;

(b) the nature of grievances of the agriculturists; and

(c) the steps that Government propose to take to redress the grievances of the agriculturists?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir, to the Minister of Co-operation.

(b) and (c). The grievance seems to be that the Ravalgaon Sugar Factory has taken guarantee deposits of Rs. 10 per ton from the growers for the supply of cane. The matter is being looked into by the State Government.

Development of Minor Ports

2029. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that National Harbour Board has appointed a Dredging Committee to make inquiry regarding development of minor ports;

(b) whether the committee has submitted its recommendations;

(c) if so, when;

(d) action taken by Government on the recommendations of the committee;

(e) names of the ports of Ratnagiri District recommended by the Committee for development; and

(f) when work of development will commence?

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

Statement

At the fifth meeting held at Visakhapatnam in November, 1955, the National Harbour Board appointed a Committee to assess the dredging requirements of the various minor ports of India and make concrete recommendations for consideration by Government. The Committee was not required to make an inquiry regarding the development of minor ports.

The recommendations of the Committee were submitted to the National Harbour Board in August 1957. The Committee recommended the establishment of a 'Dredger Pool' consisting of three dredgers and ancillary craft at an estimated cost of Rs. 1.9 crores for undertaking dredging at 18 minor ports. Efforts are being made to obtain the dredgers under a scheme of loan assistance offered by the Export-Import Bank, U.S.A.

The minor ports recommended for dredging in the Ratnagiri District are: Ratnagiri, Jaigad, Dabhol and Bankot.

Nagpur Express

2030. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there was stoppage of Nagpur Express at Nandura Station on the Central Railway for the last so many years;

(b) whether it is a fact that stoppage of Nagpur Express at Nandura has been cancelled from 1st April, 1957.

(c) if so, reasons thereof;

(d) whether it is a fact that some representations have been sent but no reply has been given;

(e) whether Government are aware that cancellation of stoppage at Nandura has become troublesome and inconvenient to the public of Nandura Taluk and Jalgaon Taluk and other villages; and

(f) if so, whether Government will consider the stoppage of Nagpur Express at Nandura?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, till 31st March, 1957.

(b) Yes.

(c) The long distance traffic dealt with at the station did not justify the retention of the halt.

(d) Yes, but replies have been given to the representations.

(e) and (f). The needs of short-distance passengers are adequately served by the three passenger trains each way stopping at Nandura. Further, in the Time Table to come into force with effect from 1-10-1958, the timings of No. 382 Dn. Bhusaval Nagpur passenger are being advanced, so that the passenger train will closely follow the Nagpur Express and pass Nandura at about the same time at which the Nagpur Express used to pass Nandura station prior to the deletion of the halt. There is, therefore, no justification for the restoration of the halt of the Nagpur Express trains at this station.

Wells in Adra Railway Colony

2031. Shri B. Das Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that about eleven wells were sanctioned for construction in different parts of the Adra Railway colony and Adra Railway premises (S.E. Railway) in 1956-57;

(b) the amount sanctioned and expended for the construction of those wells;

(c) whether any further amount has been sanctioned for filling up all or some of those wells; and

(d) if so, the total amount sanctioned and expended for this filling up of wells?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir. However, due to scant rainfall in the monsoon of 1954, four existing wells were reclaimed and five kachcha wells were excavated to overcome the acute water shortage in the summer of 1955. Subsequently, as the rains during 1955 were also below normal, the sinking of two new 30 feet diameter wells was taken up. As, the work on these wells did not make good progress on account of difficult strata encountered, the work was suspended and an emergency scheme for supply of water from the Darakeswar river by a temporary pipe line pushed through.

(b) the five kachcha wells were dug and the four existing wells were reclaimed at a cost of about Rs. 9,000. A further sum of Rs. 29,000 against the sanctioned estimate of Rs. 2,98,000 was spent on the two new 30 ft. wells up to the time of suspension of the work thereon. The resumption of this work is under examination.

(c) No, Sir.

(d) Does not arise.

Staff under District Mechanical Engineer, Samastipur.

2032. Shri Rajendra Singh: Will the Minister of Railways be pleased to state:

(a) the number of casual labourers and permanent class IV staff appointed during the period from 1st April, 1956, to the 31st December, 1957 under District Mechanical Engineer, Samastipur (North-Eastern Railway);

(b) the number of such staff appointed through Employment Exchange during this period;

(c) the number of such staff appointed from the Register maintained for the relations of Railway employees; and

(d) the rules under which all these appointments were made?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 246 persons were recruited as casual labour and 191 as other than Casual Labour.

(b) 189 from names given by Employment Exchanges.

(c) 116 from a register of applications received from relations of employees.

(d) All these appointments were made only after considering all available applicants in accordance with the instructions issued from time to time by the General Manager, North Eastern Railway.

Science of River Training

2033. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state:

(a) whether the Railway Board have undertaken comprehensive expert study in the science of river training;

(b) the nature and details of this scheme; and

(c) the organisations which will conduct this study on behalf of the Railway Board?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). The Railways have been pioneers in the bridging of rivers and the evolution of their training works and the subject is under constant study of the Railway Administrations. Technical papers by Railway officers engaged on such works are also published by the Railway Board. Special problems are referred for advice or conduct of model experiments from time to time

to the River Research Stations of the State Governments and that of the Central Water and Power Commission at Poona, particularly the latter.

Loan to Fruit Growers

2034. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government of India have provided loan to fruit growers;

(b) if so, total amount given under this scheme to each State in the years 1956-57 and 1957-58;

(c) whether States have utilised these loans;

(d) if so, to what extent; and

(e) loans given to each State during the current year?

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

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 78].

(c) In 1956-57 only Tripura Administration utilised part of the loan. During 1957-58, the States of U.P., Andhra Pradesh, Bihar, Madhya Pradesh, Punjab, Rajasthan, Mysore, Madras, West Bengal, Jammu and Kashmir, Himachal Pradesh, Tripura and Delhi utilised these loans.

(d) and (e). A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 78.]

Fishery Training Institute

2035. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is a proposal to set up Fishery Training Institute;

(b) name of the place where this institute will be situated;

(c) the nature and type of training to be given in this institute;

(d) whether any foreign country has offered any assistance for this purpose; and

(e) if so, of what nature and what amount?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). Yes. The Government of India have set up a Committee on Fisheries Education to review and assess the training requirements for fisheries personnel to man the administrative and executive posts in the fisheries projects and for the growing needs of the industry in the country, to examine the need for higher or ancillary training facilities and to recommend the location, courses of study, staff required and other practical details for the establishment of such a training institute. The Committee has just commenced its work.

(d) No.

(e) Does not arise.

Remodelling of Sabarmati Railway Yard

2036. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state the progress made so far in the scheme of remodelling of Sabarmati Railway Yard?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The remodelling of the Sabarmati Yard has been completed excepting some residual works which are in progress. Both the broad gauge and metre gauge yards have been brought into use.

Suicide by Shri B. K. T. Iyenger in Railway Office

2037. Shri Ghosal: Will the Minister of Railways be pleased to state:

(a) whether any enquiry was made to find out the reasons for committing suicide by the late F.A. & C.A.O. Eastern Railway in his office in Calcutta; and

(b) if so, the result of the enquiry?

The Deputy Minister of Railways (Shri Shahnuwas Khan): (a) and (b). The local police conducted enquiries and found it a simple case of suicide. The reason for suicide could not be known.

रेलवे के राजनीति पदाधिकारी

२०३६. श्री क० भ० मालवीय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) १ जनवरी, १९५८ और १५ मार्च, १९५८ के बीच रेलवे के कितने राजनीति पदाधिकारी सेवा निवृत्त हुए ;

(ख) इनमें से कितने पदाधिकारियों को सेवा निवृत्ति से पूर्व के अवकाश पर जाने से पहले प्राइवेट कम्पनियों में नियुक्तियां लेने की आज्ञा दी गई ; और

(ग) क्या इनमें से कुछ कम्पनियों के रेलवे के साथ व्यापारिक सम्बन्ध हैं ?

रेलवे उपमंत्री (श्री शाहनवाज लां) :

(क) पन्द्रह ।

(ख) कोई नहीं ।

(ग) सवाल नहीं उठता ।

रेलवे कर्मचारियों को वर्दियों का दिया जाना

२०३६. श्री क० भ० मालवीय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे मंत्रालय को यह पता है कि रेलवे कर्मचारियों को वर्दियां समय पर नहीं दी जाती ; और

(ख) यदि हां, तो वर्दियां समय पर दी जायें इसके लिये क्या कार्यवाही की जा रही है ?

रेलवे उपमंत्री (श्री शाहनवाज लां) :

(क) अधिकतर कर्मचारियों को वर्दियां समय पर दी जाती हैं ।

(ख) इस बात का बयान बाहर आना रक्ता जाता है कि कर्मचारियों को बर्दी देने में अनुचित देर न हो ।

रेलवे वर्दी समिति

२०४०. श्री क० भ० मालवीय : क्या रेलवे मंत्री १६ दिसम्बर, १९५७ के तारांकित प्रश्न संक्षया १६८८ के उत्तर में सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) रेलवे मंत्रालय द्वारा मई, १९५५ में नियुक्त की गई रेलवर्दी समिति ने अपनी रिपोर्ट में कितनी सिफारिशों की है ;

(ख) उनमें से कितनी सिफारिशों को अमल में लाने के लिये रेलों को हिदायतें जारी कर दी गई हैं ; और

(ग) यदि कोई हिदायतें जारी नहीं की गई हैं, तो इसके क्या कारण हैं ?

रेलवे उपमंत्री (श्री शाहनवाज लां) :

(क) मे (ग). रेलवे वर्दी समिति की रिपोर्ट पर सरकार सक्रियता के साथ विचार कर रही है और आशा है कि इस सम्बन्ध में जल्द फैला हो जायगा ।

Co-operative Societies in Tripura

2041. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Co-operative Officer, Tripura, on the 22nd October, 1958 asked all Co-operative Societies in Rehabilitation Centres in Tripura, to pass a resolution to purchase bidi leaves, tobacco, threads etc. from the Sales Emporium and to deposit Rs. 2,000 for this purpose; and

(b) if so, whether it was permissible for the Co-operative officer to issue such directive under the existing co-operative laws and bye-laws of Tripura?

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

Merchant Navigation School

2042. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that establishment of Merchant Navigation School at Ratnagiri, Bombay State has been sanctioned;

(b) if so, whether any preliminary arrangements have been made; and

(c) if so, from what date the school will start?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) If it is presumed that the reference is to the establishment of a Merchant Navy Ratings Training School at Ratnagiri, no sanction has been issued. A request has been received from the inhabitants of Ratnagiri District that a training institution should be located there, which is being examined.

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

Boundary Wall

2043. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that wall of bricks and cement is being built from Ghatkopar to Bombay Victoria Terminus on Central Railway;

(b) if so, whether work has been done through a contractor or departmentally;

(c) the reasons for building wall of such length;

(d) whether it is a fact that newly constructed wall collapsed at many places during the rainy season;

(e) if so, whether any inquiry has been made into the matter; and

(f) action taken by Government in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No. Sir. The Boundary Walls between Byculla and Ghatkopar are being built with brick masonry in lime mortar and not in cement mortar.

(b) The work is being done by contract.

(c) To prevent encroachment and also trespass on railway land.

(d) to (f). During the recent rains, there was no damage nor have the walls collapsed due to defective materials or workmanship. However, at certain locations these walls have been damaged by miscreants. There is no question of any enquiry being held as the damage is the wilful act of the miscreants. The matter has been reported to the police for necessary action.

"Sea Island Cotton Scheme"

2044. Shri Assar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have sanctioned "Sea Island Cotton Scheme" for Bombay State;

(b) if so, since when;

(c) whether Government have selected any area for experiment of Andrews cotton in Bombay State; and

(d) if so, the name of the place and area?

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

(b) Does not arise.

(c) and (d). Government have not selected any area for experiment of Andrews cotton in Bombay State. However, while considering the first progress report for 1957-58 on the scheme for the development and improvement of Sea Island Cotton 'Andrews', which is functioning from May, 1957 in the State of Kerala, Mysore and Assam, the Indian Central Cotton Committee, Bombay at its

meeting held in February, 1958, recommended that a few exploratory trials might also be undertaken in the 'Mawal' areas of Bombay State where extensive land of the required type is available. Steps were accordingly taken to implement the above recommendation and the Director of Agriculture, Bombay State, has intimated that the trials would be arranged during the next season.

Hindustan-Tibet Road

2045. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the progress made so far in the construction of the Hindustan-Tibet Road; and

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

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bhadur): (a) The present position of the road is that starting from Simla, it has been made motorable upto mile 81 (Rampur). A jeep track is ready in a length of 25 miles beyond Rampur. In the remaining length till Chini (mile 141) rock cutting for a jeep track is in progress in several spots.

(b) A motorable road upto Chini is expected to be completed by the end of the Second Five Year Plan. The work in the portion beyond Chini will be taken up in the Third Plan period.

Railway Protection Force on Northern Railway

2046. Shri Daljit Singh: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 3595 on the 8th May 1958 and state:

(a) whether the quota reserved for Scheduled Castes and Tribes in the Railway Protection Force on Northern Railway for the year 1957-58 has been filled by this time; and

(b) if not, the time by which this quota will be filled.

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

(b) It is not possible to give a firm time limit but the Northern Railway are concentrating attention on making good the shortfall.

Poppy Heads

2047. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the poppy heads are being brought in large quantity through Railway trains from U.P. Stations to Punjab and unloaded by halting the trains outside stations; and

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

The Deputy Minister for Railways (Shri Shahnawaz Khan): (a) and (b). A case of this nature has been reported and the matter is under detailed investigation.

National Savings Certificates

2048. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Government have issued an order that purchaser of National Savings Certificates must sign an identity slip before the Post Master;

(b) if so, the reasons thereof;

(c) whether it is a fact that that order has affected the sale of National Savings Certificates; and

(d) if so, the action proposed to be taken in the matter?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes, but the order applies only to those who wish to obtain identity slips. It is, however, not necessary for an investor to obtain an identity slip.

(b) The identity slip enables holder to encash certificates at any post office without prior verification from the office of issue. It was considered that, in order to safeguard the interests of the investor himself against fraudulent encashments on the basis of forged identity slips by others, he should sign the identity slip before the postmaster and that the slip should be issued under security arrangement.

(c) and (d). Government have no reason to believe that the order has affected the sale of National Plan Savings Certificates. Nevertheless, the question of revising the procedure with a view to eliminating any inconvenience to investors is being considered.

Freight Rates

2048. { Shri Rameshwar Tantia:
Shri Bhogji Bhal:

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

(a) how the shipping freight is arranged for the purpose of imports of cargoes to India; and

(b) whether the freight rate is settled for particular consignment and particular period?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Shipping freight for most of the Government controlled import cargo is arranged either by the India Store Department, London or by the India Supply Mission, New York or by Indian Missions in other places. As regards commercial cargoes, the shippers/importers themselves fix shipping space, either directly or through the suppliers depending upon whether the contract of supply is F.O.B. or C.I.F.

(b) Freight rates are determined by Shipping Conferences in respect of Liner Companies and where ships of such companies are used for transport of cargoes, whether such cargoes are

Government owned/controlled or are commercial cargoes, the Conference rates have to be paid. Occasionally, however, special quotations are secured from Shipping Conferences when cargoes are to be moved in bulk. Where cargoes have to be moved by chartered ships, the charter hire is fixed by negotiation.

Construction of Chakarata and Tuini Road

2050. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the construction of 25 mile long road between Chakarata and Tuini, Uttar Pradesh has been suspended; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The construction of the Chakarata-Tuini road is primarily the responsibility of the Uttar Pradesh Government as it will form part of a State road. So far as the Government of India are aware, the project is under the active consideration of the State Government who have approached the Government of India for a loan to finance this work. Since the project is not included in the current plan of the State Government, a loan cannot ordinarily be sanctioned by the Government of India for such works. But no decision in this case has so far been taken.

Shortage of drinking water in Punjab

2051. **Shri Daljit Singh:** Will the Minister of Health be pleased to state:

(a) the areas of Punjab where acute shortage of drinking water has been felt;

(b) the schemes drawn up in this connection; and

(c) the amount spent out of Central Grants in these areas under the Plans?

The Minister of Health (Shri Karan Singh): (a) Protected water supply does not exist in the undermentioned areas of the Punjab:—

Urban areas.

149 towns.

Rural areas.

Scarcity conditions exist in the rural areas of Hissar, Rohtak, Mahindergarh, Bhatinda, Sangrur and parts of Ferozepur district where the subsoil water has varying degrees of salinity and hardness and is not entirely fit for drinking purposes. Scarcity of drinking water is also felt in the hilly areas and submontane tracts of the Kangra, Gurdaspur, Hoshiarpur, Patiala and Ambala districts.

(b) and (c). Sixty-one Urban water supply and drainage schemes have so far been approved at an estimated cost of Rs. 260.50 lakhs. A sum of Rs. 60.625 has been paid as loan against the expenditure of Rs. 90.70 lakhs. It is proposed to pay a further sum of Rs. 36.0 lakhs during the current financial year.

Similarly 14 Rural water supply and sanitation schemes have been approved at an estimated cost of Rs. 56.41 lakhs. A sum of Rs. 17.0475 lakhs as grant-in-aid has been paid against the expenditure of Rs. 28.31 lakhs. It is proposed to pay a further subsidy of Rs. 22.0 lakhs to the State Government during the current financial year.

Public Call Offices

2052. Sardar Iqbal Singh: Will the Minister of Transport and Communications be pleased to state the total amount to be spent on public call offices to be opened in Punjab during the Second Five Year Plan?

The Minister of Transport and Communications (Shri S. K. Patil): Rs. One Crore for providing about 1200 Public Call Offices during the Second Five Year Plan including those in Punjab.

Holiday Homes for Railway Employees

2053. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state:

(a) whether Northern Railway have decided to construct Holiday Homes for its employees; and

(b) if so, at which places?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The Northern Railway have already set up four Holiday Homes for their employees, one each at Simla, Barog, Mussoorie and Pahalgam (Kashmir).

Community Development and NES Blocks in Jammu & Kashmir State

2054. Sardar Iqbal Singh: Will the Minister of Community Development be pleased to state the total amount given to the Jammu and Kashmir State during 1958-59 so far under the following heads:—

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

The Minister of Community Development (Shri S. K. Dey): The central assistance allocated to the State during 1958-59 for the C.D. Programme is as follows:—

(Rupees in Lakhs)		
Loan	Grant	Total
12.57	14.97	27.54

The distinction between NES and Community Development Blocks has been abolished with effect from 1st April, 1958.

Under the simplified procedure of releasing Central assistance to States for development schemes, which has come into effect from 1st April, 1958, four monthly instalments of lump-sum ways and means advances of Rs. 40.85 lakhs, have been released to the State so far, during this financial year for all the plan schemes including C. D. Programme.

Under this new procedure, the specific amount for C. D. Programme will be known when final sanctions are issued by this Ministry in February, 1959.

Mobile Cinema Vans

2055. Sardar Iqbal Singh: Will the Minister of Community Development be pleased to state the number of mobile cinema vans supplied so far to the Community Project areas in Punjab?

The Minister of Community Development (Shri S. K. Dey): Two mobile cinema vans have been supplied to the Community Development areas in Punjab.

Revenue Stamps

2056. Shrimati Ila Palchoudhuri: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that for purchasing four 6 n.P. revenue stamps postal authorities demand 25 n.P. when an old four anna coin is tendered; and

(b) if so, the reasons therefor?

The Minister of Transport and Communications (Shri S. K. Patil): (a) The value of one anna revenue stamp is not 6 naye paise but 6.25 naye paise. For each transaction the equivalent amount in naye paise is rounded off by ignoring fraction equal to or less than half naya paisa. As 4 annas are equivalent to 25 naye paise, either amount is accepted in one transaction for four revenue stamps of one anna denomination.

(b) Does not arise.

High Precision Harbour Control Radar System

2057. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that 'High Precision Harbour Control Radar System' is going to be installed at major ports such as Bombay, Kandla, and Calcutta;

(b) if so, the reason thereof,

(c) the total cost of the scheme; and

(d) whether any foreign assistance is being taken for this?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir. It is proposed to instal a 'High Precision Harbour Control Radar' at Kandla Port and 'Precision shore-based Radars' at entrances to Bombay and Calcutta Ports.

(b) The approaches to the Port of Kandla are through a narrow buoys channel and it is, therefore, considered necessary to have a close supervision of the incoming and outgoing ships under all conditions of weather by means of High Precision Radar. Shore-based Radars to be installed at Bombay and Calcutta would be employed to assist general navigation and to obtain experimental data to assess the suitability of other ports and lighthouses for establishing similar Radar Units.

(c) Approximately Rs. 5 lakhs.

(d) No.

Departmentalization of Goods Marks-men at Howrah

2058. Shrimati Renu Chakravarty: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1699 on the 16th December, 1957 and state:

(a) whether a decision has been taken to departmentalize the goods-shed marksmen at Howrah;

(b) whether the present contractors terms are to be terminated at the end of the financial year; and

(c) if so, what Government propose to do with these marksmen?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No; the matter is still under consideration.

(b) There is no proposal to terminate the contract as such; but in the

normal course, the contract is due to expire on 1st April, 1959.

(c) This will be considered after a decision is taken in respect of the question under (a) above.

वर्कशाप का निर्माण

२०५६. श्री यादव: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि—

(क) क्या यह मत है कि मध्य रेलवे के आरी वर्कशाप ने एक नई इमारत आरो बी० टाइप ब्लाक नं० १, २ और ३ बनाई थी जिसमें रद्दी इंजों का इस्तेमाल होने के कारण दरारें पढ़ गईं;

(ख) क्या इस सम्बन्ध में अध्यक्ष, मजदूर मभा, प्रामना, जिला बैठक, मध्य प्रदेश में कोई अभ्यावेदन प्राप्त हुआ है और

(ग) यदि हाँ, तो मरकार ने इस सम्बन्ध में क्या कायेनाही की है?

रेलवे उपमंत्री (श्री एस० ब० रामस्वामी): (क) जो नहीं। फिर भी यह मत है कि कुछ मासूनी दरारें पढ़ गयी हैं। नेकिन इमको बजाह यह है कि इमारत की नींव कालो मिट्टी पर बनी होने के कारण धमक गयी।

(ख) जी हाँ।

(ग) इमको जांच की गयी थी और जिन बातों का पता लगा है वे ऊपर भाग (क) के उत्तर में बता दी गयी हैं।

Passenger Shuttles

२०५७. श्री B. Das Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the passenger shuttles running on the Dhanbad-Chandrapara and Dhanbad-Pathardihi Sections (Eastern Railway) in the coal mines area are being withdrawn;

(b) if so, the reasons therefor; and

(c) what is the average number of passengers travelling on these two sections by the passenger-shuttles daily?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). At present, Dhanbad-Pathardihi and Dhanbad - Phularitand - Chandrapura sections are served by six and five passenger trains, each way, respectively. In view of the increased coal traffic from the Bengal and Bihar Coal fields, which will materialise during the Second Plan, it is proposed to cancel, with effect from 1st October, 1958, three trains each way on the Dhanbad-Pathardihi and two trains each way on the Dhanbad-Phularitand sections. However, fourteen alternative extra bus services—six on Dhanbad-Pathardihi, four on Dhanbad-Phularitand and four on Dhanbad-Chandrapura sections are being introduced by the Bihar Government.

(c) The daily average number of passengers dealt with at Dhanbad for the Dhanbad-Pathardihi and Dhanbad-Phularitand-Chandrapura sections and the daily accommodation provided on these sections are indicated below:—

Section	Daily average number of passengers dealt with at Dhanbad.	Daily passenger accommodation provided.		
	Inward	Outward	Inward	Outward
Dhanbad-Pathardihi	1119	751	1344	1344
Dhanbad-Phularitand- Chandrapura	1322	786	1395	1395

Posts in S. E. Railway

2061. Shri Ghosal: Will the Minister of Railways be pleased to state:

(a) whether numerous selection posts are vacant on South Eastern Railway at present;

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

(c) the reasons therefor?

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

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

Railway Staff

2062. Shri Ghosal: Will the Minister of Railways be pleased to state what is the time-limit for reverting an officiating staff without the application of Discipline and Appeal Rules?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Staff are liable to reversion at any time during their officiating period.

Upgrading of Class III Posts on Railways

2063. Shri Rajendra Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that upgrading of certain Class III posts has been ordered on Indian Railways with effect from the 1st April, 1958;

(b) whether Government are aware that delays have been caused in very many cases; and

(c) if so, the reasons therefor?

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

(b) There has been delay in some cases but generally the orders have been implemented.

(c) The delay has been caused by various factors such as preparation of

seniority lists, holding Selection Boards and tests, obtaining options from staff, effecting transfers, re-assessment of cadres etc.

400 Down Mughalsarai-Patna Passenger

2064. Shrimati Ila Palchoudhuri: Will the Minister of Railways be pleased to state:

(a) the circumstances in which the 400 Down Mughalsarai-Patna Passenger had to be cancelled at Arrah on the 15th August, 1958; and

(b) the alternative arrangements made for those travelling by that train?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) On 15th August, 1958 when No. 400 Dn. Mughalsarai-Patna Jn. passenger train arrived Arrah at 11.24 hours, more than a thousand passengers, mostly students and travelling without tickets, boarded the train and wanted to go to Patna to witness the Independence Day Celebrations and a football match between Mohan Bagan and a local team.

The train was crowded to capacity inside the compartments, and the passengers were occupying the foot-boards, the roof tops and engine tender. Every attempt was made by the station staff to persuade the people to get down from roof tops and foot-boards, but this was of no avail. As it was very risky to allow the train to proceed, in such a manner, it was decided to terminate the train at Arrah and to send the engine light to Dinapore.

(b) Such passengers had to avail of other suitable trains, such as No. 12 Dn. Delhi-Howrah Express, No. 14 Dn. Upper India Express, 40 Dn. Janata Express and 394 Dn. Arrah-Patna light train, for reaching their destinations.

Wireless Operators

2065. Shri K. Periaswami Gounder: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that an agreement was arrived at between National Federation of Indian Railways and the Railway Board, in the meetings held in September, 1957 regarding the pay scale of wireless operators;

(b) if so, the details thereof;

(c) the number of staff who are to be benefited by this agreement on each zone; and

(d) the steps, taken for the implementation of this agreement?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (d) Yes, according to this, Wireless Operators on passing the lower and higher proficiency examinations as on the Post and Telegraphs side are to be given special pay as admissible to similar staff in Post and Telegraphs. Also, Inspector, Wireless Telegraph was to be given the scale of Rs. 180—250 instead of Rs. 150—225 and the number of posts in grades of Rs. 180—250 and higher are to be 1/7th of the total number of posts including those of Wireless Operators; this will result in the upgrading of approximately 45 posts. Detailed orders on the subject have not yet issued. The number of staff who will be benefited in the shape of special pay will depend on the number that pass the examinations prescribed.

Late Running of Trains

2066. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the trains passing through Mathura Junction are generally late;

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

(c) the steps Government propose to take in this regard?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). The trains passing through Mathura are not generally late but there has been some deterioration in the performance of trains passing through Mathura mainly due to—

- (i) Cautious driving on account of large number of engineering works in progress. In order to expedite the work of doubling of Mathura-Delhi Section before the onset of Monsoon, a number of engineering blocks were permitted. Trains used to get bunched on this congested section and extra time was invariably lost in regulating the movements.
- (ii) Scarcity of water due to severe summer time conditions both on the Central and Southern Railways which resulted in extra time being taken for watering carriages and for the train engines.
- (iii) Heavy rains in the Bombay Division of Central and Western Railways in May, June and July, 1958.
- (c) (i) The performance of all important trains is especially watched both at the Divisional and Head-quarters levels and disciplinary action is taken against staff responsible for avoidable detentions.
- (ii) Punctuality drives are instituted from time to time and officers and Inspectorial staff are deputed to travel by persistently late running trains to take up on the spot all cases of avoidable detentions.
- (iii) Daily reports are received in the Board's office on the performance of all Mail and Express trains. These are scrutinised and the Railway Administrations are asked to take effective steps to eliminate all avoidable detentions.

Road Bridge over River Bhogdoi

2067. Shrimati Maida Ahmed: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred question No. 752 on the 28th February, 1958, regarding the road-bridge over river Bhogdoi on National Highway No. 37 and state the nature of the decision since taken?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The Government of India are considering the question of constructing a new bridge for which estimates are under preparation. This work is, however, not included in the Second Five Year Plan and a final decision on its inclusion in the Plan has not so far been taken.

Closure of Bedag Station

2068. Shri Balasaheb Patil: Will the Minister of Railways be pleased to state:

(a) whether the station of Bedag on Kurdwadi-Miraj Section of Central Railway has remained closed since 1942;

(b) what are the reasons for the same; and

(c) when will Government reopen it?

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

(b) The station was closed by the ex-Barsi Light Railway as it was burnt down during the political disturbances in 1942 and thereafter its reopening has not been found justified.

(c) The reopening of the station is not contemplated at present.

Waiting Rooms at Stations on Poona-Bangalore Line

2069. Shri Balasaheb Patil: Will the Minister of Railways be pleased to state:

(a) the number of new waiting rooms constructed during the year

1957-58 on Poona-Bangalore line of Southern Railway and cost thereof; and

(b) the number of waiting rooms repaired and the cost thereof?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No new waiting rooms have been built, but three third class waiting halls have been extended at Masur, Byadgi and Gudgeri Stations during 1957-58. Improvements to the bath rooms of the upper class waiting room at Gubbi have also been done.

(b) Apart from the usual repairs and annual maintenance of which no separate account of expenditure is maintained building-wise, the third class waiting hall at Karad Station has been especially repaired at a cost of Rs. 800 in 1957-58.

नई रेलवे लाइन

2070. श्री प्रकाश बीर शास्त्री: क्या रेलवे मंत्री यह बताने की कृपा करें कि :

(क) क्या अलवर से पलवल तक मेवात में होती हूई कोई रेलवे लाइन बनाने की योजना विचाराधीन है ;

(ख) यदि हां, तो इसके कब से आरम्भ होने की सम्भावना है ; और

(ग) यह लाइन बड़ी होगी अथवा छोटी ?

रेलवे उपमंत्री (श्री एस० बी० रामस्वामी): (क) जी नहीं ।

(ख) तथा (ग). सवाल नहीं उठते ।

Railway Crossings

2071. Shri Arjun Singh Bhadauria: Will the Minister of Railways be pleased to state:

(a) whether the Ministry has received representations for the construction of a gate at Railway crossing

at P. No. 21, Mile No. 687, Railway Station Paths in Etawah District; and

(b) if so, what decision has been taken on the representations so far?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir. However, the Northern Railway Administration has received, through the District Magistrate, a representation for a level crossing to be provided at Mile 691 between Patha and Achalda Railway Stations.

(b) The plan and estimate are being prepared by the Railway Administration. When finalised, they will be sent to the State Government for their approval and acceptance of the recurring and non-recurring costs of the proposal.

**Regional Headquarters on South
Eastern Railway**

2072. Dr. Samantsinhar: Will the Minister of Railways be pleased to state:

(a) the number of Regional Headquarters opened in the South Eastern Railway up till now;

(b) the names of the Regional Headquarters and areas assigned to each of them; and

(c) the difference, if any, between a Divisional Headquarters and Regional Headquarters.

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The full Regional System of working has not been introduced on the South Eastern Railway. However, Regional Traffic Superintendents have been posted at two places, viz., Bilaspur and Chakradharpur to co-ordinate the work of various departments in their jurisdiction. The jurisdiction of the Regional Traffic Superintendent, Bilaspur, is the Bilaspur Operating District, while that of the Regional Traffic Superintendent, Chakradharpur, extends over the Chakradharpur and Adra Operating Districts.

(c) In the **Divisional System**, the **Divisional Superintendent** not only co-ordinates the work of various departments but also has been delegated wide powers in establishment and other matters and in connection with the sanctioning of works, so as to ensure expeditious disposal of work without frequent reference to Headquarters. There has been no such decentralisation of functions or delegation of powers to these two **Regional Traffic Superintendents**. Furthermore, in the **Divisional System** all the senior scale Officers are at the same place as the **Divisional Superintendent** and the jurisdiction of the Officers of different departments are co-terminus. This is not so, as far as these two regions are concerned.

Non-Scheduled Air Lines

2073. { Shri Goray:
Shri Jadhav:

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

(a) how many non-scheduled air-lines are in operation at present in India;

(b) what is the number of aircraft owned by them;

(c) what are the routes allotted to them;

(d) what is the total income of these airlines per year;

(e) what is the strength of their employees; and

(f) what are their flying hours per year?

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

(a) to (f). The requisite information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 79].

Belonia Airport

2074. Shri Dasaratha Deb: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 54 on the 16th July, 1957 and state:

(a) whether Belonia Airport (Tripura) has since been converted into an agricultural farm;

(b) whether any representation has been received to maintain the Airport; and

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

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Consequent on the abandonment of the airfield, the entire land was handed back to the Tripura Administration who have given it to an Agricultural Co-operative Society.

(b) No, Sir.

(c) Does not arise.

Gazetted Officers

2075. Shri Jagadish Awasthi: Will the Minister of Railways be pleased to state:

(a) the number of gazetted officials employed directly by the Ministry under various categories in the years 1956, 1957 and 1958 so far, who were rejected on reference to the Public Service Commission;

(b) the number of such officials who are still holding their posts despite rejection by the Public Service Commission; and

(c) the period for which they have held the posts after their substitutes have been recommended by the Public Service Commission?

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

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

Reservation of Compartments for Lady Travellers

2076. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) whether the compartments of Air-Conditioned, 1st, 2nd and 3rd Class es are specially reserved for short and long distances for lady travellers in each train on various Railway lines of India;

(b) whether special amenities and attention are provided for the lady travellers in the Ladies Waiting Rooms and on the trains for their safe journey during day and night time; and

(c) if so, the details thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) III class compartments are reserved for ladies by all trains.

I and II class compartments are reserved for exclusive use of ladies only on some important trains.

As for the Air-conditioned class, separate accommodation for ladies is set apart for allotment on demand, provided notice of at least 72 hours is given.

(b) Yes.

(c) At important stations, where separate ladies' waiting rooms exist, women attendants are provided, while at other stations, with less traffic, where ladies' waiting rooms exist, they are looked after by the general waiting room bearers.

The use of II class waiting rooms for ladies by ladies holding III class tickets, is permitted.

In order to ensure safety of women passengers during their journey, the following special provisions exist on the Railways:—

(1) Doors and windows of ladies' compartments are provided with inside safety bolts and latches.

(2) Cross bars are provided on all windows of third class ladies compartments.

(3) Conductors and Guards on trains have special instruction to look after ladies compartments to ensure their safety.

(4) A lady travelling alone at night in Upper Class between the hours 8 p.m. and 6 a.m. is permitted to have one female servant or companion holding a III class ticket until another Upper Class lady passenger joins the compartment.

(5) Wherever possible, ladies compartments are placed in the centre of the train.

Community Development Equipment

2077. Shri Keshava: Will the Minister of Community Development be pleased to refer to the reply given to Unstarred Question No. 1081 on 28th August, 1958 and state:

(a) whether the equipment for Community Development received from U.S.A. has been distributed among the States; and

(b) if so, its distribution, State-wise?

The Minister of Community Development (Shri S. K. Dey): (a) Yes, except 396 jeeps under assembly at Bombay which would also be distributed by October, 1958.

(b) A statement showing state-wise distribution of the equipment is placed on the Table of the Lok Sabha. [See Appendix V, annexure No. 80].

रेलवे ट्रेनिंग स्कूल, चन्दोसी

2078. श्री प्रकाशबीर शास्त्री: क्या रेलवे मन्त्री यह बतात को कृपा करेंगे कि:

(क) चन्दोसी के रेलवे ट्रेनिंग स्कूल में प्रत्येक रेलवे लाइंड फे कितने कितने छात्र इस समय प्रशिक्षण प्राप्त कर रहे हैं;

(ल) क्या हाल में इस स्कूल का विस्तार किया गया है; और

(ग) क्या सरकार का इस स्कूल का आगे विस्तार करने का विचार है जिसमें कि भविष्य में सभी रेलवे लाइंडों से छात्रों को वहां प्रशिक्षण प्राप्त करने के लिये लिया जा सके?

रेलवे उपलंब्धि (श्री जाहुनबाबा जी):
(क) सिर्फ उत्तर रेलवे के ३६१ प्रशिक्षार्थी (trainees) चन्दोसी में ट्रेनिंग ले रहे हैं। दूसरी रेलों के प्रशिक्षार्थी ट्रेनिंग के लिये वहां नहीं जाते।

(ख) जी नहीं।

(ग) जी नहीं।

Quarters for P. & T. Employees

2079. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state the money spent on the construction of quarters for P. & T. employees in Jullundur Division during 1957-58?

The Minister of Transport and Communications (Shri S. K. Patil): Rs. 9,633.

Quarters for Railway Employees

2080. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the money spent on the construction of quarters for Railway employees from Sirhind to Nangal Dam on the Northern Railway during 1957-58; and

(b) the number of quarters which will be constructed during the Second Five Year Plan period on this section of Railway line?

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

(b) Nine. These will be constructed at the cost of the Punjab Government, whose acceptance is awaited.

Drinking Water at Kangra Station

2081. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the fact that great inconvenience is caused to the passengers and Railway staff due to non-availability of drinking water at the Kangra Railway Station on the Pathankot-Jogindernagar line;

(b) the time by which this difficulty will be removed; and

(c) the amount of money sanctioned in this regard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Adequate arrangements for supply of drinking water exist at Kangra Railway Station. Two permanent watermen are provided for serving drinking water to the travelling public.

(c) Does not arise.

Women Employees in P. & T. Department, Himachal Pradesh

2082. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state the total number of women employees in Post and Telegraph Department in Himachal Pradesh as on the 31st August 1958?

The Minister of Transport and Communications (Shri S. K. Patil): One only. (Working as Extra Departmental Branch Postmaster.)

Staff in the Ministry of Community Development

2083. Shri Daljit Singh: Will the Minister of Community Development be pleased to state:

(a) the number of Assistants and Clerks in the Ministry of Community Development; and

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

The Minister of Community Development (Shri S. K. Dey): (a) 36 Assistants and 106 Clerks.

(b) 6 Assistants.

Derailment of Train near Cuttack

2084. Shri Sanganna: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the engine of 325 Up Kharagpur-Waltair Passenger train was derailed by two wheels at about 7 p.m. on 28th August, 1958 between Balasore and Haldipada stations of the South Eastern Railway;

(b) the number of casualties as a result of the accident;

(c) if so, the reasons thereof;

(d) who is responsible for the accident; and

(e) whether any enquiry has been instituted into the cause of the accident?

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

(b) There was no casualty.

(c) to (e). A Senior Officer's Enquiry has been held to enquire into the accident. Its report detailing *inter alia* the cause of the accident and the fixation of the responsibility is under examination.

कल्पवी के पास जमुना नदी पर पुल

२०८५. श्री लक्ष्मणराम: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने मध्य रेलवे पर जमुना नदी के ऊपर काल्पी के पास पुल के बहुत कमज़ोर हो जाने के कारण उस पर १६५८-५६ के अन्दर ही गढ़र बिघाने का निश्चय किया है ;

(ल) यदि हां, तो उसके लिये कितनी धनराशि स्वीकार की गई है ; और

(ग) इसे किसी की पूरा करने में भव तक क्या प्रयत्न हुई है?

रेलवे उच्चमंजी (बी एस० बी० राम-स्वामी): (क) इस समय पुल में जो गड्डर सगे हुये हैं वे इतने महंवूत नहीं हैं कि उन पर आधुनिक भानक के इंजव सेक्वेशन की अनुदेय रफ्तार (permissible section speed) से चलाये जा सकें। नये गड्डर लगाने की योजना १९५८-५९ के कार्यक्रम में रखी गयी है।

(ख) डिजाइन का व्योरा तंयार किया जा रहा है। परिवहन मंत्रालय की सलाह से यह तय किया गया है कि वहां रेल-सड़क पुल बनाने के बारे में विचार किया जाय।

(ग) सवाल नहीं उठता।

Railway Stations

2086. Shri B. C. Prodhan: Will the Minister of Railways be pleased to state:

(a) the total number of Railway Stations at present in Orissa State:

(b) how many of them have been electrified so far; and

(c) the names of the stations which are expected to be electrified by the end of 1959?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 136 Stations.

(b) 26 Stations.

(c) 1. Rupsa

2. Khantapara

3. Soro

4. Markona

5. Byree

6. Kapilas Road

7. Nergundi

8. Charbatia

9. Raj-Ath-Garh

10. Talcher

11. Kaluparaghata

12. Rambha

13. Huzur

14. Ganjam

15. Jagannathapur

16. Kesinga

17. Titilagarh

18. Khariat Road

19. Sambalpur Road

20. Rairangpur

Gramsevaks

2087. Shri B. C. Prodhan: Will the Minister of Community Development be pleased to state:

(a) the total number of Gramsevaks in India at present (State-wise); and

(b) what will be the number by the end of Second Five Year Plan period?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). A statement giving the information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 81.]

Charkhi Dadri Station

2088. Shri Ram Krishan: Will the Minister of Railways be pleased to state the total monthly income from goods and passengers traffic of Charkhi Dadri Station on Rewari-Bhatinda route of the Northern Railway since January, 1958, month-wise?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 82.]

Canteen in Integral Coach Factory at Madras

2089. Shri Anthony Pillai: Will the Minister of Railways be pleased to state:

(a) whether there is a canteen for those employed in the Integral Coach Factory at Madras;

(b) if so, whether those employed in the said canteen are railway employees; and

(c) if not, whether the said Factory has been exempted from the provisions of the Factories Act in this regard?

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

(b) No.

(c) Neither the provisions of the Factories Act nor the rules framed by the Madras Government under Section 40 of the Factories Act visualise that the staff employed in Railway canteens should be railway servants, and therefore the question of exemption from the provisions of the Factories Act does not arise.

12.10 hrs.

MOTION FOR ADJOURNMENT

STATEMENT BY FINANCE MINISTER IN WASHINGTON RE: QUEMOY AND MATSU ISLANDS

Mr. Speaker: I have received notice of some adjournment motions. One is by Shri H. N. Mukerjee: I told him that I was not satisfied that there was anything here for being brought up before the House by way of an adjournment motion. I shall read out the adjournment motion:

"The statement made by the Finance Minister, Shri Morarji Desai, in a radio interview in Washington in defiance of the Bandung principles and the declared policy of the Government of India in regard to the Chinese People's Republic's inalienable right to the offshore islands of Quemoy and Matsu."

I have got a cutting from the newspaper of the entire report of his statement there and the interview. He only says that there ought to be no violent warfare lest it should engulf the whole world. I do not find any statement there that Quemoy or Matsu does not belong to the People's Republic of China. He is not arguing. He is emphatic about this matter. Shri

Morarji Desai is not here now. Under these circumstances, I thought it was not necessary that every statement that was made by any Minister anywhere in the world should become a matter for adjournment motion here. I do not know if he has informed the Prime Minister that he is going to make a statement and sent an advance copy. The hon. Prime Minister will be in the same position as any others also in this matter.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I got this only half an hour ago.

Mr. Speaker: The hon. Prime Minister says that he got this only half an hour ago.

Shri Jawaharlal Nehru: I am not complaining of the time. I am prepared to deal with it without any notice.

Mr. Speaker: All that I can say with respect to this matter is that this is not the first of its kind. Hon. Ministers go on various businesses, and somehow, even beyond their own legitimate province, they are asked questions by journalists, and sometimes, it is rather difficult to avoid the temptation of talking to them. Under these circumstances, it is rather difficult that every time I shall go on adjourning the normal business of this House. Let us await until the hon. Minister of Finance comes in.

Some Hon. Members: Yes, Sir.

Shri Nagi Reddy (Anantapur): Events do not wait. (Interruptions).

Mr. Speaker: Anyhow, he will be here. Others need not participate. Now, what about Shri H. N. Mukerjee?

Shri H. N. Mukerjee (Calcutta-Central): You will permit me to say in the beginning that I waited a while before I sent in this adjournment motion, because I wanted to find out

[Shri H. N. Mukerjee]

if there was any disclaimer or anything by way of an explanation. But it was a radio interview which the Finance Minister gave, and I dare say there is a recording of it which should be available to our representation abroad. I feel that this is very important, and it is a pity that successive Finance Ministers abroad open their mouth and put their foot into it. This statement as reported in the newspapers,—and I am quoting from *The Times of India* dated the 12th September, 1958—is objectionable in itself, and it is utterly inconsistent with the Prime Minister's oft-repeated stand on the issue of the foreshore islands of Quemoy and Matsu. You will permit me to quote a few sentences from this report.

"He was asked if India favoured one side more than it did the other in the Formosa crisis. The Finance Minister replied 'Whoever used military force is wrong, to my mind. If one side uses military means and the other side defends itself, I cannot say that the person who defends himself is wrong'."

Now, in regard to this Formosa crisis, as the journalist concerned put it, the Government of India, through our Prime Minister, has made our position, our national position, absolutely clear, and that is, we know who is in the right and who is in the wrong. Therefore, this is, I feel, a piece of prevarication which is utterly unworthy of a man holding such an exalted position.

Mr. Speaker: I am afraid the hon. Member should not use such language. There is no meaning in using such language as this against any hon. Member, and that too, a Minister. There can be honest difference of opinion. I myself held the view or thought that there may be persons in the world, and particularly, in this country, who do not want a war, whatever might be the intention. Hon. Members have urged and urged that

we should go to war. But, no, the hon. Prime Minister is anxious that there ought to be no war in the world, and that everything must be settled peacefully. That is one view. (Interruptions.) I am not favouring the one view or the other. Are we to discuss here that this gentleman should have said that even a violent war must be carried on against Formosa, and then say that a Minister prevaricates this and that?

Shri Jawaharlal Nehru: May I explain my position?

Shri H. N. Mukerjee: You will let me explain myself a bit. You will permit me to say a few words.

Mr. Speaker: The hon. Member will not cast aspersions, but will merely refer to those points to allow me to come to a conclusion one way or the other.

Shri H. N. Mukerjee: I am not going into the merits of the question. But I say that *prima facie* an issue arises where the statement of the Finance Minister lends itself unfortunately to an interpretation which gravely jeopardizes our position in regard to a very friendly neighbour. And I do wish . . .

Mr. Speaker: That is one point. What is the next point?

Shri H. N. Mukerjee: Over and over again, at a time when there are military activities going on, especially, on the part of the American troops in Formosa and the Navy and so on and so forth . . .

Shrimati Renu Chakravarty (Basirhat): There is the Seventh Fleet in China.

Shri H. N. Mukerjee: . . . questions are asked, leading questions, to which he gives answers which are at best equivocal and at worst a complete repudiation of our foreign policy in regard to China. For example, when

he was asked whether our sympathies lay anywhere, he said it was not his business to say which Government should hold China. "The Communist Government does hold China, as a matter of fact", he added, "it is not for me to say that the Government should be changed". I cannot imagine a more blatant piece of deviation from the kind of policy which with national support the Prime Minister has propounded. I therefore, appeal, and I wish the Prime Minister at least to explain the position.

I am not going to hurry anybody. Let us wait, if you feel in your wisdom that it is better that we should find out exactly what was said. The recording of the interview possibly would be available by that time, and that ought to be made available to this country, but I feel that for the time being, a statement has been made by a very exalted representative of the Government of India, who is boosted in a certain section of the dubious press in a rather vulgar fashion, as a successor of the Prime Minister, as a person who can change the policy of the present Government. Now, statements are being made which go against the grains of India's foreign policy. That is why I wish that something is done in order to pour oil, so to speak, on unnecessarily and gratuitously troubled waters and the waters were troubled not by any act of the Opposition or anybody else but by certain very thoughtless and irresponsible pronouncements of the Finance Minister.

Shri Jawaharlal Nehru: I can understand that the hon. Member attaches importance to certain world problems. But, attaching importance to them does not mean that we should lose our sense of language or perspective. I have read this report in the same newspapers as the hon. Member has done, and the whole stress as a matter of fact, is as follows. May I say that in another statement on another occasion, the Finance Minister said clearly,—which was stating our case—"We consider the islands...."

—and this was about Formosa, not about Quemoy and Matsu; Formosa stands further away; if he says, Formosa, it applies much more to Quemoy and Matsu. He said this:

"We consider the island to be Chinese but had stated our view that the matter should be settled peacefully."

He has not at any time swerved from that view, but he has been laying stress on the fact that it should be settled peacefully. Now, whether it can be settled peacefully or not, or whose fault it is that we are having a state of war or near-war or whatever it is, is another matter.

I really do not think that the hon. Member is at all justified in the interpretation he has put or the other remarks that he had made in regard to this, because the whole burden of his remarks is the necessity of avoiding war. And it should be remembered that he was answering questions. He was asked, for instance, something about the Government of China. It is the American view-point, or at any rate, the view-point of many Americans or some Americans, that the Government of China should be changed. Now, he says 'That is none of my business' or gives some answer to that effect. Now, the hon. Member takes exception to that. My point is that, first of all, having made his position clear as to what our position is, that is, that Formosa belongs to the Chinese Government, and if Formosa belongs....

Shrimati Renu Chakravarty: Which Chinese? Nationalist Chinese?

Shri Jawaharlal Nehru: Not at all. There is no difficulty about it. Obviously, we consider that it is the People's Government of China that he was referring to in the context. The other is not referred to by us anywhere. There is no doubt about that. After all, he is examined and he talks

[**Shri Jawaharlal Nehru**]

about the avoidance of war and our not getting entangled and all that. It may be that the problem lost its certain clearness in the discussion about non-violence and peaceful methods. But there is no question of the Finance Minister saying anything—I have gone through it very carefully—which is against our policy which has been there frequently proclaimed or against the Bandung principles. I just read through the whole Bandung thing. I do not know fully if the hon. Member wants to know again and afresh what our policy is in regard to Formosa or Taiwan or Quemoy or Matsu. It is as clear as anything can be. We only recognise one Government of China, and that is the People's Government of China. For us, constitutionally or legally no other Government exists there. We know of course, that there is a certain government controlled by the Kuomintang in Formosa or Taiwan. In fact, we know that it also controls the Quemoy and Matsu islands. But because we only recognise one Government, that is the People's Government, we think that Formosa and those islands must necessarily be part of the Chinese State, that is, the present Chinese State on the mainland.

Quite apart from this, the Quemoy and Matsu islands are about six or ten miles from the mainland. It is, as I have said previously, something like the island of Elephanta being occupied by an enemy sitting in front of Bombay City. It is an intolerable position—somebody sitting at Elephanta and bombarding Bombay City. Therefore, quite apart from the larger question, it is extraordinarily difficult for this position to be stabilised or to be accepted.

Then there is another thing. In his speech, the Finance Minister referred repeatedly—and this itself can give the key to what he was thinking of—to Goa and said 'We hold that Goa is part of India. It is part of India.

It should come to us. We think we have a strong case and all that. Yet we do not take violent measures'. He gave that as a parallel.

Shrimati Renu Chakravarty: If the 7th Fleet had come in, what would have been our attitude?

Shri Jawaharlal Nehru: That is not the point. I am not discussing that now. I am discussing what the Finance Minister said. He gave an example and said 'Goa is ours, it should be ours; yet we do not indulge in military or violent activities'. He was stressing the fact that the problems should be solved peacefully. Now, whether they can be solved peacefully or not is another question. Some think that it is insolvable by peaceful methods. That is a different matter. But I am discussing what he said, and I do submit that there is no question of any confusion about it, if one realises it.

Shri H. N. Mukerjee: May I ask a question of the Prime Minister? The report says, as I had quoted earlier, that the Finance Minister personally believed that it was not his business to say which Government should hold China. We recognise China not only *de facto* but also *de jure*, and it was only a statement which was requisitioned from him by the Correspondent, and he chose not to say. The Prime Minister may be content with it; he has made his bed and he has to lie on it. But I do ask whether he can reconcile this position of our foreign policy with this kind of statement made by the Finance Minister.

Shri Jawaharlal Nehru: I have stated that it was in answer to a question and it depends on the type of question that was put. It is obvious. A question is put 'Do you want a change?' He said—'It is none of my business. It is for the Chinese people to determine'. It is a straight answer. I do not see any difficulty about it. Our position and our policy are quite clear on the subject.

Mr. Speaker: The hon. Member, Shri H. N. Mukerjee, must certainly be satisfied with this. When the hon. Prime Minister, who is in charge of external affairs, has repeatedly said what Shri H. N. Mukerjee wants him to say, why should he worry about what another Minister says elsewhere? I am really surprised. There is no fear about it. It is certain that both the Opposition and Government are on the side of the hon. Prime Minister so far as the external affairs policy is concerned. Nowhere has it been criticised. There has been no change of policy. Therefore, again and again to bring up every other statement made by another Minister and make it the subject-matter of discussion here and to try to create disturbance in the minds of those people in China—in the Government of the People's Republic of China—as to what that really means, is not proper. I would only request hon. Members to let sleeping dogs lie and not to make much of such things. If the hon. Prime Minister, who is in charge of external affairs, had said something even though indirectly against our policy, I would allow him to raise it.

Shri Tangamani (Madurai): There is collective responsibility.

Mr. Speaker: Collective responsibility is there. But let us not make a flutter and give a wrong impression to the outside world. The hon. Member himself must have said; "This does not matter. This is what he means". (Interruptions.) God has created individuals, not one single tortoise running over the whole world. There are a number of bulbs, each reflecting its lustre. Each man is entitled to the language that he uses. It may be different from others. Circumstances are different, the manner of putting questions may all be different.

Therefore, from a distance let us not misunderstand what any Minister has said. If he had said apparently something different from the avowed policy of Parliament, then we can take cognisance of it. I am appealing to

all sides of the House. If anybody puts a question, let him say, 'that is not the interpretation; this is the interpretation'.

Shri Asoka Mehta (Muzaffarpur): You have not understood his difficulty. Professor Mukerjee is unhappy because deviationism and revisionism are considered to be in order in this country.

Mr. Speaker: The hon. Member is trying to take advantage of this situation and say something which he has in his mind.

Under the circumstances, I am very happy that whatever might be the impression that has been created in any part of the world by the hon. Finance Minister's statement, there has been a reiteration of our policy in unequivocal terms by the hon. Prime Minister, which ought to be the declaration and interpretation of the policy.

Therefore, I would appeal to hon. Members that hereafter—not that I am putting a ban—they may make light of such matters. Wherever there is a definite policy which we have accepted, not only a single Minister but the whole Cabinet also cannot change it without the consent of this House. Under the circumstances, let us not get into a flutter over what this Minister says or that Minister says, so long as the policy is not changed by this House.

Shrimati Renu Chakravarty: May I point out that on various occasions the Prime Minister himself has said that he does not like our going abroad and making statements against our country? If these are made such an issue, and if the Finance Minister of such a big country goes abroad and says it, do you ask us make light of it?

Mr. Speaker: I am not trying to make light of it. Not only the Finance Minister but everybody who goes from this country ought not to be free with respect to all matters pertaining

[Mr. Speaker]

to us. I would give this advice; any Minister who goes out may confine himself only to the point for which he goes. If the Minister for Steel goes, let him not talk about anything other than steel. This will avoid all difficulties.

Under the circumstances, I do not think there is any necessity for me to give my consent to this. Consent is withheld to this motion.

Shri H. N. Mukerjee: Would you keep it pending till the Finance Minister comes back?

Mr. Speaker: No, no.

12.29 hrs.

POINT RE: ADJOURNMENT MOTION

Mr. Speaker: I have to inform the House.....

Shri Frank Anthony (Nominated—Anglo-Indian): Mr. Speaker, I have given.....

Mr. Speaker: I have disallowed it.

Shri Frank Anthony: I wanted to raise one or two matters....

Mr. Speaker: Order, order. The hon. Member will hear me and then he may or may not raise it. I repeated the other day and I do so again. Besides being an ordinary Member, he is also one of the Panel of Chairmen; therefore, he must also know what exactly I have proposed to do.

All adjournment motions are brought to me. He knows and every other hon. Member knows that without my consent, it cannot be brought up before this House. As soon as I see an adjournment motion, I examine it and say either that it is a matter of law and order or some other thing,

this is not specific or definite or an urgent matter of public importance. It must be specific and definite; it must also relate to something which has been done in contravention of the prevailing rule or law etc. There must be neglect on the part of Government or improper action on the part of Government. There must be default. I consider all these and come to some conclusion. After all, I have to come to some conclusion and I do so. Then, when I tell him that I am not going to allow, the hon. Member may keep his soul in patience. If he wants to persuade me to allow the discussion, he will kindly write to me or talk to me. I am prepared to bring it up if I am satisfied. There is no such urgency with respect to this matter that unless it is decided today the Heavens are going to fall. Therefore, the hon. Member may satisfy me whether the statement of a particular Minister which he refers to is such that a discussion should take place on it, adjourning all the other work of the House. I have got to decide that matter. I have done that and if any hon. Member wants to get up against it it is disobeying my orders.

I am giving the hon. Member an opportunity—I am not shutting him out permanently—to come and talk to me in my Chamber. If he convinces me, I can bring it before the House tomorrow, if not today. If I am not convinced, there is no other remedy except that he must get rid of me.

Shri Frank Anthony: Sir.....

Mr. Speaker: Order please. He cannot get rid of me so soon.

Shri Frank Anthony: I want to raise a point of order, unless you say I cannot raise it.

Mr. Speaker: On a prior occasion—it was some five years ago, soon after my becoming Deputy-Speaker—this very hon. Member wanted to raise a

point of order. I then told him that there could not be a point of order in vacuum—when one item of work had finished and when another item was to be commenced. Then I heard him at length and said that a point of order could not be raised after one subject is over and another has not started. Similarly, now also there cannot be any point of order unless he says that some person has come who is not a Member or who is not entitled to take part or any Member is disturbing the business of the House. A point of order can be raised only with respect to a matter that is being considered. But, there is no such matter now before the House.

Shri Frank Anthony: My point of order refers to the ruling which you have been pleased to give. The point of order which I wanted to raise is this. With all due respect, I submit that your ruling is not in order when you say that you can dispose of an adjournment motion in your Chamber. With the utmost respect, I say that it is not within the competence of the Chair to do so.

I have studied the rules. I may be wrong but rules 184 to 187 say that there shall be no general discussion on adjournment motion without the previous consent of the Speaker. I am certainly not entitled to raise a general discussion in this House on an adjournment motion without your previous consent.

The point of order I am raising is about my right as a Member of the House in respect of an adjournment motion in this House. The House has to be seized of the matter. Whether it satisfies the conditions of admissibility is not a matter between me and the Speaker in his Chamber. I refuse to see the Speaker or any Chairman on a matter of adjournment motion. It is a matter of urgent public importance. I and the House between us have the right to be seized of it. You have absolute jurisdiction to disallow the motion but I submit that it is on a par with a point of order.

I have the right to formulate the grounds of admissibility and you have the right to disallow the motion. But you must hear me. And I submit with the utmost respect that the reason you have given here is palpably untenable.

I can go to the Supreme Court and say, "Your decision is palpably untenable....."

Mr. Speaker: I am afraid there is a limit beyond which the hon. Member cannot go. What he says is..... (Interruption).

Shri Frank Anthony: You have said this is a continuing matter. It is not a continuing matter. The statement of the Home Minister who is in charge of the language policy of the country is in direct violation of the assurance given by the Prime Minister. It is not a continuing matter. You have been pleased to disallow it on the ground that the Minister of State when he said that Hindi will come in as a language.....(Interruptions).

Shri Ramanathan Chettiar (Pudu Kottai): On a point of order, Sir. The hon. Member is questioning the ruling given by you as Speaker. I do not think he can question the ruling of the Chair. He can question the ruling outside the House.

Shri Tyagi (Dehra Dun): A submission can be made.

Mr. Speaker: I have understood both the hon. Members.

Shri Frank Anthony: With regard to the right to raise an adjournment motion in this House.....

Mr. Speaker: The point of order raised by the hon. Member is that under the rules my consent is necessary for the purpose of enabling a discussion here, but I should bring it up here and then satisfy him whether my refusing consent is right or not and that he has got the right to discuss about my consent.

[Mr. Speaker]

I do not say that no adjournment at all could be moved. Consent depends naturally upon the subject matter of the motion. Before consent is given I have to decide whether it is a matter of urgent public importance. I have also to decide whether it is a State matter or a matter that can be brought up here. Therefore, in effect, what he wants is that this House should decide whether all conditions are satisfied or not. He wants that I must give him an opportunity here. That is not the rule, and that is not the interpretation of the rule.

If that is so, then, as a matter of fact, I will have to bring up here every question given notice of. Twenty thousand questions came to me; I admit some of them; I reject some of them.

The hon. Member says he does not care about my Chamber. The Chamber is part of the House. The Chamber is not my private house. I sit as Speaker, whether I sit here or in the Chamber. I am entitled to dispose of matters in my Chamber. As a matter of fact, I dispose of many matters—whether a resolution is in order or not, whether an amendment is in order or not and various other matters. I put my signature to Bills which have been passed by both Houses of Parliament. I do not do all these things in the House with your consent. I sign Acts which the Supreme Court enforces. Therefore, the Speaker's Chamber is a part of this House. I am not prepared to accept this new kind of interpretation.

So far as consent is concerned, whether to questions or motions, it is I that have to decide whether it should be given or not. I am not going to give an opportunity. It is absolutely against the spirit of the rules. Then practically the whole matter may be

discussed which I do not want to discuss here. It is not everything, every statement made anywhere in the world that can form the subject-matter of an adjournment motion. For discussion of an adjournment motion two and a half hours are given. Here it will take two hours to decide the admissibility. Not only this hon. Member but some other hon. Members will have the right to say that it is urgent and that in addition to the grounds given by Shri Frank Anthony they have got other grounds. He may say that there is a default on the part of Government. What is sought to be avoided will be discussed and I think we cannot get on with any work here.

I have got the right—the Speaker has got the right, whoever may be the Speaker—to find out whether consent should be given or not. I will treat it as a contempt of the Speaker if hereafter any hon. Member wants to raise a point of order regarding it, obstructing all the proceedings of the House. If he has any doubt he can convince me. The hon. Member says that he refuses to come to my Chamber. Hereafter I am not going to call the hon. Member to my Chamber for any purpose. He has been a member of the Panel of Chairmen. I am seriously considering whether I should have the hon. Member in the Panel of Chairmen because he does not respect the Speaker's Chamber. I never expected this kind of statement from an old parliamentarian.

Therefore, if any hon. Member feels that consent ought not to have been withheld by me, it is open to him to write to me whether he cares to come to me or not. I will look into the matter and if I still feel that there are no grounds I will immediately send him a reply, or otherwise I will bring it before the House.

But, so far as this case is concerned, if he does not care to come to my Chamber, I am not prepared to call him hereafter.

Shri Frank Anthony: Sir, I must respectfully protest against your reflection. I merely said that so far as my adjournment motion is concerned, I am not obliged to come to the Speaker's Chamber. But you have used that to say that you will have seriously to consider removing me from the Panel of Chairmen. You may take it from me that I am resigning from the Panel of Chairmen and from every other committee. I am asserting my right as a Member. Because I happen to be an isolated independent Member here, you use gratuitously offensive remarks against me. I am resigning here and now from the Panel of Chairmen.

Mr. Speaker: I accept it most gladly. We will now proceed to the next time.

Shri M. R. Masani (Ranchi-East): Will you allow me a minute, Sir? The issue that arises is whether or not this House should know what the subject-matter of an adjournment motion tabled by an Hon. Member is and the grounds on which the Chair allows or disallows it. This morning you disallowed two adjournment motions. In regard to one, you allowed the House and the country to know for 25 minutes what the motion was about and why it was disallowed. The Prime Minister even made a statement. Is it not fair that this House should know what other adjournment motions were tabled this morning and why the Chair disallowed them? That is all we want to know. If the House is not allowed to know what the adjournment motion is about, it takes away something from the Members of this House which belongs to this House.

Mr. Speaker: Is it the suggestion of Shri Masani that I must bring up every adjournment motion before the House? Any person can table an adjournment motion. He may say he feels it is very important.

I have divided adjournment motions into three groups. In the first category are those which, *prima facie*, according

to me, it is not necessary to bring up before the House and spend away the time of the House. There is a lot of difference between this one and the other that was brought up before the House today, if the hon. Member will look into it. I do not want to go into the merits of it. Every hon. Member feels that immediately he tables an adjournment motion I must bring it up before the House and discuss it. The argument is, "Because you allowed 25 minutes for the other, you must allow us 15 minutes"—I am not prepared to accept it. If *prima facie* there is nothing in an adjournment motion which requires clarification, etc. it is open to me not to bring it up before the House; but disallow it. But on the other hand, if I want clarification and I would like to hear the hon. Member concerned at the primary stage, to find out what exactly is the matter, whether it is such a serious thing and so on. I bring it up and hear hon. Members so that I may give my consent or I may withhold it.

If I make up my mind to give consent, I will request 50 hon. Members here to get up and then if I find the requisite number, I will allow it. So, these are the three stages or the three modes in which the adjournment motions are dealt with.

There is no good drawing an analogy between the one and the other. There are cases and cases. It only shows that I am not arbitrary. Wherever I feel that I must take the House into confidence, if there is something serious and if I want to hear anything more I am only too anxious to bring the matter up here though, I may myself feel in my mind that it is not a fit motion for adjournment. In these circumstances, let us not draw an analogy. This is a single instance; it is rather unfortunate. He said that he is not recognising the Chamber and, therefore, I was obliged to say, "I will allow you not to recognise the Chamber at all....."

Shri Jaipal Singh (Ranchi West-Reserved-Sch. Tribes): Will you kindly clarify the position of the three different kinds of adjournment motions? You have not made it clear yet.

Dr. Sushila Nayar (Jhansi): Sir, on a point of order.

Mr. Speaker: Let me hear him.

Shri Jaipal Singh: Sir, I hope I have understood you correctly. Your ruling means that where you have not admitted adjournment motions, no discussion shall take place. The only discussion that shall take place is after consultation—that is, in the case of a person who will see you or write to you. Then, you will give your reasons. If you are satisfied, it will come up. So, your ruling is that once you disallow a motion, no discussion will be permitted, but in other cases, you will give an opportunity to Members. The confusion starts with regard to the second and third types of adjournment motions and I would like to know what exactly you mean.

Mr. Speaker: *Prima facie*, it is open to me to come to a conclusion as to whether an adjournment motion is to be given consent to or not. If I am definite that consent ought not to be given, I disallow it. I do not bring it up here.

Shri Jaipal Singh: No discussion.

Mr. Speaker: No discussion. The third type is where I am in a little doubt and I would like to have some more facts regarding the matter before I come to a conclusion, e.g., with respect to the urgency or with respect to the correctness of the facts as stated: whether it is from some newspaper or other source which makes the hon. Member believe. Then I get the Government's version. After hearing both sides if there is a general agreement that nothing more need be done

in regard to that matter. I do not give my consent. In one case when it was a serious matter, I allowed an adjournment motion and a full-dress discussion. So far as the first is concerned, where I refuse to give my consent and I dispose of it in my Chamber, I give an opportunity to the hon. Member to write to me, or if he can call on me, I would allow him an opportunity to present his case. Even in such cases, that opportunity is there. If I am satisfied that some further elucidation is necessary, I will bring it up here on this next day and thus allow him and other hon. Members to tell me not only in my Chamber but in the House also. To that extent discretion must be left to me. I am not shutting out any hon. Member. I am trying to take jurisdiction only in one case out of a hundred and if even that is refused to me, I cannot get on in this House.

I would request all hon. Members to remember that the other Assemblies are watching how we are carrying on the proceedings. If Shri Anthony wanted, he might have told me or written to me. If I am satisfied with respect to the other reasons set out in the letter I would not have hesitated to change my opinion. If he would convince me, I am always prepared. I am not against any particular hon. Member. In these circumstances, let this matter be set at rest here. Does Dr. Sushila Nayar want to say anything more?

Dr. Sushila Nayar: Sir, I want to submit in all humility that, under the rules, there could be no discussion of the ruling of the Speaker and for the last fifteen minutes or so we are discussing the ruling of the Speaker. You are extremely kind and generous in permitting it. It is for the House to respect the Chair and thus respect itself. I submit in all humility that henceforward you will be so kind as not to give a single minute for a discussion of the ruling given by the

Speaker because that is the only right procedure and the right standard of dignity and behaviour that is becoming of us....(Interruptions).

Mr. Speaker: She is only reiterating what I said.

Raja Mahendra Pratap (Mathura): Let us all form a harmonious group so that friction may be removed. We can all sit together and try to come to one point. Let there be harmony. (Interruptions)

Shri C. K. Bhattacharyya (West Dinajpur): May I make one submission? In the West Bengal Assembly, the Speaker allows the adjournment motions to be read in the House and then disallows them, if necessary.... (Interruptions)

Mr. Speaker: Order, order. We shall proceed to the next business.

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12.46 hrs.

PAPERS LAID ON THE TABLE

AMENDMENTS TO DELHI (CONTROL OF BUILDING OPERATIONS) REGULATIONS

The Minister of Health (Shri Karmarkar): I beg to lay on the Table, under sub-section (3) of Section 19 of the Delhi (Control of Building Operations) Act, 1955, a copy of each of the following Notifications making certain amendments to the Delhi (Control of Building Operations) Regulations:

- (i) S.R.O. No. 2777 dated the 24th November, 1958;
- (ii) S.R.O. No. 1710 dated the 25th May, 1957;
- (iii) S.R.O. No. 3083 dated the 28th September, 1957; and
- (iv) S.R.O. No. 3823 dated the 30th November, 1957.

[Placed in Library; See No. LT-918/58.]

HIMACHAL PRADESH SEED POTATO (CONTROL) ORDER

The Minister of Cooperation (Dr. P. S. Deshmukh): I beg to lay on the 184(A) LSD—5.

Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of the Himachal Pradesh Seed Potato (Control) Order, 1958 published in Notification No. G. S. R. 758A dated the 29th August, 1958.

[Placed in Library; See No. LT-919/58.]

AMENDMENTS TO DELHI MOTOR VEHICLES RULES

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table, under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939, a copy of each of the following Notifications making certain amendments to the Delhi Motor Vehicles Rules, 1940:—

- (i) Notification No. F. 12/130/56-MT/HOME dated the 3rd September, 1958 published in Delhi Gazette;
- (ii) Notification No. 12/154/56-MT/HOME dated the 3rd September, 1958 published in Delhi Gazette;

[Placed in Library; See No. LT-920/58.]

—
12.47 hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 11th September, 1958, agreed without any amendment to the Banaras Hindu University (Amendment) Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 2nd September, 1958".

12.48 hrs.

ARREST AND CONVICTION OF A MEMBER

Mr. Speaker: I have to inform the House that I have received the following telegram dated the 12th September, 1958, from the District Magistrate, Barabanki:—

"I beg to intimate that Shri Ram Sewak Yadav, Member, Lok Sabha, was arrested today before the Court of Sub-Divisional Magistrate, Fatehpur, at 3.30 P.M. under section 480, Criminal Procedure Code, for contempt of Court by interrupting the said Court while sitting in a stage of judicial proceedings. He was tried and convicted under section 228, Indian Penal Code. Letter follows."

12.48½ hrs.

ARREST OF A MEMBER

Mr. Speaker: I have to inform the House that I have received the following telegram dated the 14th September, 1958, from the District Magistrate, Kheri Lakhimpur:—

"Shri Khushwaqt Rai, Member, Lok Sabha, arrested in Lakhimpur, today, under sections 151/107/117, Criminal Procedure Code, for causing apprehension of breach of public peace, in connection with food agitation. Letter follows."

12.49 hrs.

MERCHANT SHIPPING BILL— contd.

Mr. Speaker: The House will now resume discussion on the motion for consideration of the Merchant Shipping Bill, 1958, as reported by the Joint Committee, moved on the 12th September, 1958, and also the amendment for recommitting the Bill to the Joint Committee moved by Shri Tribib Kumar Chaudhuri on that date. Out of 5 hours agreed to by the House

for general discussion, 4 hours and 13 minutes now remain.

After the general discussion is over, clause by clause consideration and third reading of the Bill will be taken for which 3 hours have been fixed.

Shri Raghunath Singh may continue his speech.

श्री रघुनाथ सिंह (वाराणसी) : अध्यक्ष महादय, मैं कल कह रहा था कि सन् १९४७ की शिपिंग पालियी सफल नहीं हुई। इसको कारण यह है कि उस नीति के प्रनुसार हमें सन् १९५४ तक २० लाख का टनेज पूरा करना था। लेकिन सन् १९५४ तक सिर्फ ४ लाख टन के ही हमारे पास जहाज हुये। इस तरह से १६ लाख टन का गेप रहा। इसलिये सन् १९४७ की नीति के आवार पर कोई नीति बनाना उचित नहीं होगा। शिपिंग कम्पनियों ने इस पीरियड में अपने इंटर्नल रिसोर्सेज में कोई प्रगति नहीं की। कोई फारेन कैपिटल यह कम्पनियों नहीं लाई। सिर्फ उस समय में जब कि युद्ध के पश्चात् थोड़ा बार रिजर्व फंड था, उस फंड से कुछ जहाज लाये गये, लेकिन उस के पश्चात् कोई प्रगति नहीं हुई। फस्ट फाइव इंश्यर प्लैन में इन कम्पनियों के देने के वास्ते २३ करोड़ ० का लोन रखा गया था। लेकिन इस २३ करोड़ ० में से केवल १६ करोड़ ० इन कम्पनियों ने लिया। इस का फल यह हुआ कि फस्ट फाइव इंश्यर प्लैन का जो टार्गेट था उस टार्गेट को हम दूसरी फाइव इंश्यर प्लैन में प्राप्त कर सके। सरकार ८५ प्रतिशत शिपिंग कम्पनियों को लोन देकी है। ऐसी अवस्था में भी कम्पनियों ने लोन नहीं लिया। और हमारा टार्गेट पूरा नहीं किया। सेकेण्ड फाइव इंश्यर प्लैन का टार्गेट ८ लाख टन का रखा गया है। इस टार्गेट के लिये ३७ करोड़ ८० रखा गया था। पाटिल साहिब कहते हैं कि जो ३७ करोड़ रुपया रखा गया था वह पहले वर्ष में ही समाप्त हो चुका

है। उन के भावण से यह आहिर हुमा कि अभी हमारे पास जो कुछ जहाज हैं वह सब, और आईंस को भी ले कर, करीब ७ लाख ८१ जहाज टन होंगे। ६ लाख टन को पूरा करने के लिये १ लाख २० हजार टन बाकी बचता है। उस के लिये २३ करोड़ ८० कहां से आयेगा। इस के बास्ते पाटिल साहब ने हाउस के सामने कोई स्कीम नहीं रखी। पाटिल साहब कहते हैं 'येन केडिट' 'येन केडिट' की बात जो हम ने प्रस्तवार में देखी है जो कि जापान दे रहा है उस से कुल ४ या ५ जहाज आ सकते हैं। उन से ६ लाख टन का टार्गेट पूरा नहीं होगा।

वर्ड टनेज आज क्या है? दुनिया में ११ करोड़ टनेज के जहाज हैं। उन जहाजों की तादाद २३,८०४ है। जब युद्ध समाप्त हुमा था उस समय में आज हमारी हालत खराब है। युद्ध के बाद हमारे पास वर्ड टनेज का २५ परसेन्ट था। लेकिन आज जो विश्व का टनेज है उसका कुल ३०५ परसेन्ट ही हॉडिला का टनेज है। युद्ध के बाद जो हमारा टनेज था उस से भी आज खराब है। यह भी हालत तब है जब कि शिपिंग कम्पनियों को लोन दिया गया है, अगर लोन न दिया गया होता तो जो प्रगति टनेज ने की है वह भी नहीं हो सकती थी। आप देखिये कि वर्ड ट्रेड के मुकाबले में हमारा परसेन्टेज क्या है। आज वर्ड के ट्रेड का ३ परसेन्ट हमारा ट्रेड है। जब हमारा ट्रेड ३ परसेन्ट है तो हमारे पास टनेज भी ३ परसेन्ट होना चाहिये अर्थात् हमारा टनेज टार्गेट ३० लाख टन का होना चाहिये। पाटिल साहब ने कहा टार्गेट २५ लाख टन का होना चाहिये। लेकिन उन्होंने यह बात जाहिर नहीं की है कि वह २५ लाख टन के कंबलूजन पर कैसे पहुंचे। मैं तो कहता हूँ कि हमारा टार्गेट ३० लाख टन का होना चाहिये। लेकिन अगर वह मान लिया जाय कि २५ लाख टन ही हमारा टार्गेट होना चाहिये तो उसके लिये भी रुपया कहां से आयेगा?

आप कहते हैं कि यह काइब इंश्यर प्लैन से बद्द काइब इंश्यर प्लैन की बात सोचनी चाहिये। शायद हम सन् १९६६ के अन्दर जो हमने सन् १९४७ में २० लाख टन का अपना टार्गेट रखा था, उसे पूरा कर सकें। उसके बाद हम को करीब करीब १५७ जहाजों की आवश्यकता होगी और २२ करोड़ ८० रुपया प्रतिवर्ष, १९५६ के बाद, यह काइब इंश्यर प्लैन के बास्ते चाहिये। तब हम २० लाख टनेज को पूरा कर सकेंगे। हमारे सामने कोई स्कीम नहीं आई है। हम सन् १९५६ के बाद प्रति वर्ष २२ करोड़ ८० कहां से लायेंगे। इसके पश्चात् आप देखिये कि सन् १९४७ का जो २० लाख टन टार्गेट को पूरा करने का प्रोजेक्ट था अगर हम उसे पूरा करना चाहें तो सन् १९६६ तक हमें १५४ करोड़ ८० की आवश्यकता होगी।

मैंने एक स्कीम रखी है जो कि "part of the record" समझी जाय। यह बहुत बड़ी स्कीम है किस तरह से १९७५ के अन्त तक हम २५ लाख टन के टार्गेट को प्राप्त कर सकते हैं। लेकिन अगर इन कम्पनियों पर छोड़ दिया जायेगा तो यह कम्पनियाँ एक साल में ४०,००० टन से ज्यादा टनेज नहीं बढ़ा सकतीं। मेरे अनुमान के बतलाना चाहता हूँ कि आखिरकार रुपया हमारे पास कहां से आयेगा। पाटिल साहब ने इस के लिये हमारे सामने तीन माध्यन रखे हैं। वे कहते हैं; इंटर्नेशनल रिसोर्सेज, इंटरनेशनल लोन्स, ईविवटी लोन अथवा फोरेन पार्टिसिपेशन। जहां तक इंटरनेशनल रिसोर्सेज का सवाल है, आज तक जो जहाजी कम्पनियाँ हैं वह रुपया नहीं ला सकीं। अपने रुपये से वह शिपिंग की तरकी नहीं कर सकीं। उन्होंने सिर्फ सरकारी लोन्स से तरकी की है, जबकि हम उनको ८५ परसेन्ट लोन देते हैं। अगर कोई व्यापार करना चाहे और उसको १०० में से ८५ रु. कर्ज मिल जाये तब किरण्य है? हर आदमी व्यापार करना चाहेगा। यह स्थिति इस समय हिन्दुस्तान भी शिपिंग

[श्री रमेश चिह्न]

कम्पनियों की है। पाटिल साहब ने कमेन्ट किया है कि फोरेन पार्टिसिपेशन बहुत रिस्की है। उन्होंने कहा कि सन् १९४७ में जो २५ परसेन्ट रखा गया था उस को भी लोगों ने पूरा नहीं किया। आज फिर हमारे ऊपर २५ परसेन्ट क्यों छोड़ा जा रहा है। या तो यह कहिये कि फारेन पार्टिसिपेशन होना चाहिये, या फिर उस को इनकिंग नहीं करना चाहिये। हिन्दुस्तान चाहे जैसी भी पालिसी बनाये, लेकिन जो पुरानी बीज हमारे लिये कायदेमन्द माबित नहीं हो सकी उस को दुबारा लाना कोई बुद्धिमानी की बात नहीं है।

आगे चल कर आप देखेंगे कि हमारे नामने च्वायस क्या है। वह है लोन यानी फारेन पार्टिसिपेशन। मैं लोन के सहूल लिलाफ हूँ। आज इण्डिया पर २४३ करोड़, ६३ लाख ८० के करीब प्राचीन लोन है। ४२ करोड़ २५ लाख ८० का लोन रेलों के बास्ते लिया गया है। हिन्दुस्तान के ऊपर कुल कर्जे हैं २८५ करोड़ रुपये का। हिन्दुस्तान कर्जे से दबा हुआ है। अभी २०० मिलियन डालर की फॉडप्रेन्स के बास्ते ४३ मिल रही है। आखिर कार जब इस तरह से बाहर से रुपया ले रहे हैं तो कहीं ऐसा न हो कि लोन की बाढ़ से हिन्दुस्तान को एक दिन अपने को बहाना न पड़े। हिन्दुस्तान उसी तरह से बिक जाय जिस तरह से कि मिल बिक गया था। पराधीन हो गया था, थाईलैण्ड में चार महीने पहले लोन के कारण वहां की गंवनेमेट फेल हो गई। विपुल भंग्राम को भाग जाना पड़ा। लोन हम लें, लेकिन इतना ही लें जितना कि हम आसानी से ले सकें। इतना न लें कि हिन्दुस्तान की गरीब जनता उसे लौटा न पाए, उसे हम लोग 'कसी तरह से ही न दे सकें।

एक स्कीम निकली है। सेकेण्ड फाइब इमर प्लैन में ५६६ करोड़ रुपये का फारेन एक्सचेंज का गैप है। उस गैप को पूरा करने के बास्ते ५६६ करोड़ रुपये का फारेन एक्स-

चेंज आये तब जाकर हमारी सेकेण्ड फाइब इमर प्लैन पूरी हो सकेगी। यह फारेन एक्सचेंज आयेगा कहां से? यह फिर कर हम आ पहुँचते हैं लोन्स के ऊपर। अभी हमारे ऊपर २८५ करोड़ ८० का लोन है, ५६६ करोड़ ८० का लोन चाहिये सेकेण्ड फाइब इमर प्लैन को पूरा करने के बास्ते। आखिर इन लोन्स का कहीं अन्त भी तः होना चाहिये। आप आप देखें कि आज शिपिंग में स्लम्प आया हुआ है। जो जहाज पहले ६० लाख ८० में मिलता था वह अब २० लाख रुपये में मिलता है। इस स्लम्प पर आपने गोर किया? आखिर यह स्लम्प आया कैसे? यह आया लोन के कारण। शिपिंग बल्ड की सबसे बड़ी शिपिंग मैगजीन में से में कोट करना चाहता है। लोन के पीछे हमारी सरकार दौड़ रही है, उसका हथ क्या होगा। 'फेस्टर प्लै' ३ जुलाई सन् १९५८ में है :

The slump of the 1920's and 1930's was bad, but the capital at stake in those days was considerably less than that involved today. Furthermore, the bulk of the cost of the ships was capital subscribed by the investing public, whereas today many of the ships are being built against loans which have to be paid annually from the income. That income is now insufficient to pay the daily running costs."

13 hrs.

आज दुनिया में हो क्या रहा है। दुनिया में बहुत से देशों ने इस लोन की पालिसी का अनुकरण किया। लोन लेकर जहाज बना लिये। लेकिन अगर आज २० करोड़ रुपये का आपने जहाज बनाया और अगर उसके लिए आपको ४ करोड़ रुपया बाहर से लोन लेना पड़ा, जैसे रेलवे के लिए लोन लिया सबा ६ परसेन्ट इंटरेस्ट पर, अभी तीन ही दिन की तो बात है कि रेलवे के लिये सबा ६ परसेन्ट इंटरेस्ट पर लोन लिया है और उस हिसाब से अगर ४ करोड़ रुपया भी आपने कहं लिया

तो दूसरा रूपया सास बतौर व्यापक और किस्त के आपको देना पड़ेगा। इसके अलावा जो कारेन लोन की मियाद ७ वर्ष से ज्यादा नहीं होती है और उसको आपको इंस्टाल-मेंट्स में पे अप करना पड़ेगा। मैं पूछना चाहता हूँ कि आप उसको कहां से और कैसे पूरा करेंगे। उसकी कोई स्कीम आप हमारे सामने क्यों नहीं रखते? मैं आपको सावधान कर देना चाहता हूँ कि इस में जो लोन की बात है, यह एक बड़ी गहरी खाई है और यह लोन टी० बी० के जम्स के समान है। किसी देश का नाश कर देती है। किसी बड़ी पालिटिक्स को नाश करने के लिए पर्याप्त है। उससे हमको बचना चाहिए। दुनिया में कोई व्यापार लोन लेकर दुनिया में कोई काम नहीं हुआ है। दुनिया में अगर व्यापार हुआ है तो वह पार्टिसिपेशन से हुआ है, पार्टनरशिप से हुआ है और कम्पनी फ्लोट करके हुआ है और अपने रिसोर्सों से हुआ है। आज तक कर्ज लेकर दुनिया में कोई अभीर नहीं हुआ है।

अब रीजन्स की जो बात कही गई तो मैं उसकी बाबत आपको बताना। चाहता हूँ कि दुनिया में आज स्लम्प्य क्यों है। दुनिया में स्लम्प्य इसलिए है कि जापान में जितने जहाज बने सब लोन के आवार पर बनाये। जापान में शिपयार्ड हैं और उनके पास कोई कमी नहीं है सेकिन चूंकि लोन से जो जहाज लिये तो जो महाजन है वह अपना रूपया मांगता है। जहाजी कम्पनियों के पास चूंकि रूपया नहीं है निहाजा। दुनिया की सारी जहाजी कम्पनियां आज अपने अपने जहाज बेचने को तैयार हैं। हमको शिपिंग का बाएं मार्केट नहीं बनना है कि आज हम लोन लेकर जहाज खरीदें और कल फिर हमको कर्ज चुकाने के लिये जहाज बेचने पड़ें।

पार्टिसिपेशन के बारे में बहुत कुछ कहा गया है। मैं उसका समर्थक हूँ। जोरों से

उसका समर्थन करता हूँ। इसके अलावा मैं फ़ारेन पार्टिसिपेशन के सिद्धान्त को मानता हूँ। फ़ारेन पार्टिसिपेशन होना चाहिए। बाहर से जितना भी रूपया इसके लिए आकर्षित किया जा सके वह किया जाय। फ़ारेन पार्टिसिपेशन के सिद्धान्त को मानते हुए आपके सामने सवाल यह है कि उस फ़ारेन पार्टिसिपेशन का परसेटेज क्या होना चाहिये। इस सम्बन्ध में जैसा मैंने कल कहा १६२३, २४ में हमारी पालिसी यह थी कि मेजांटी आफ वी शेर्स इण्डियन होने चाहिये। सन् १६४७ में आपकी पालिसी यह हुई कि ७५ और २५ का परसेटेज हाना चाहिए जिसका कि नतीजा यह दृष्टा कि कार्ड कम्पनी कोई फ़ारेन पार्टिसिपेट और कोई बाहरी आदमी हिन्दुस्तान के साथ हाथ मिला कर शिपिंग कम्पनी लोलने के बास्ते नहीं आया। मैं पूछना चाहता हूँ कि जब ऐसी हालत है और जब आपको कोई रिसोर्स नहीं मिला तो फिर उसी पुरानी पालिसी पर चलते रहने से क्या कायदा है? मैं समझता हूँ कि गवर्नरमेंट ने अब तक इस चीज को बखूबी रिएलाइज कर लिया होगा कि फ़ारेन पार्टिसिपेशन के लिए यह ७५ और २५ का परसेटेज रखना ठीक नहीं है। इंडस्ट्रीज में आपने क्या किया? इंडस्ट्रीज में फ़ारेन पार्टिसिपेशन के लिए १६४६ में जो पालिसी रखी उसके मात्रातः ५१ और ४६ का परसेटेज रखा अर्थात् ५१% अगर हिन्दुस्तान के हों तो ४६ दूसरे के हों। इसके अलावा अमरीका की जो तीन आयल रिक्वाइरीज यहां भाई उनका सेंट परसेट कैप्टिल फ़ारेन है। अलबत्ता आगे चल कर हम उसको ठीक कर सकते हैं। हिन्दुस्तान में कितनी ही कम्पनियां ऐसी हैं जिनमें कि फ़ारेन पार्टिसिपेशन इण्डिया की अपेक्षा ज्यादा है। क्या कारण है कि शिपिंग के बास्ते इस फ़ारेन पार्टिसिपेशन का आज विरोध किया जा रहा है और जो पालिसी हमारी क्लेह हो चुकी है उसी पालिसी की तरफ हमें फिर लटकाये रखना चाहते हैं।

[भी रचनाय सिंह]

अभी हमारे वित मन्त्री महोदय श्री मोरारजी देसाई ने इस चीज को बहुत अच्छे तरीके से कहा है :

"Foreign capital will find in India a dynamic atmosphere for investment which the Indian Government intends to maintain by means of all suitable policies at our command."

यहां से दस हजार मील की दूरी पर तो यह कहा जा रहा है कि हम डाएनेमिक एटमौस-फिर वैदा कर रहे हैं और यहां लोक-सभा में बैठ कर हम स्टैटिक एटमौसफिर वैदा करने के लिए क्या १६४७ की इस स्टैटिक पालिसी पर हमें चलने रहना होगा? आखिर दुनिया हमारी इस स्टैटिक पालिसी को देख कर हमें क्या नहीं? आज दुनिया हम पर हंस रही है क्योंकि शिपिंग के बारे में हमारी सही नीति नहीं है।

इस के बाद सन् १६५७ में आप देखेंगे कि बजट स्पीच में यह चीज कही गई कि ५१ और ४६ का परसेंटेज बड़ा अच्छा है और अगर कोई प्रोफर हो तो हमें उसे मान सेता चाहिये। उस के बाद २७-२-५८ को इस बिल को पेश करते बतत शिपिंग के मिनिस्टर साहब की जो स्पीच हुई उस में भी यही कहा गया कि भाई ठीक है, मैं जोरिटी आफ दो शेअर्स इंडियन होने चाहिये। भचेंट शिपिंग बिल की जो हमारे सामने रिपोर्ट है उस में आप देखेंगे कि पाटिल साहब ने यह कहा कि बिल में तो मैं जोरिटी शेयर्स इंडियन हों, ऐसा नहीं है। एक प्रपोजल आया कि ६६ और ३६ रखा जाये, दो तिहाई और एक तिहाई रखा जाये, २२ तारीख को यह प्रोपोजल आया और न मालूम क्या हुआ यह बड़े भावचर्य की बात है कि उस के एक दिन के बाद, ७५, २५ का प्रपोजल आया और उस के बाद फिर हम उलट गये और सन् १६४७ की पालिसी पर चले गये अधार्त्

डाएनेमिक से स्टेटिक हो गये। मैं यहां इस चीज को बिलकुल साक तौर से कह देता चाहता हूं कि अगर स्टैटिक बात हम को पसंद है तो यह जहाज की तरफ भी स्टैटिक रहेगी और जहाज की तरफकी डाएनेमिक नहीं हो सकेगी।

हमारे पाटिल साहब ने दो तीन बातें और कही हैं। उन बातों को कहने के पहले मैं एक बात और कहना चाहता हूं कि गवर्नरेंट की पालिसी जो थी उस के अनुसार आप देखेंगे कि एक दर्जन से ज्यादा फार्मेंसियुटिकल कम्पनियां ऐसी हैं जिन में ५१ शेयर्स इंडिया के हैं और ४६ फारेन शेयर्स हैं। यही परसेंटेज हैं और एंड लाइट इंजीनियरिंग इंडस्ट्रीज, मोटर्स इक में, टाइपराइटिंग कम्पनीज, कलरडाई कम्पनीज और स्टील सेफस इंडस्ट्रीज में हैं। आसाम में जो आयल रिफाएनरीज खोलने जा रहे हैं उन में ७५ परसेंट शेयर्स आप ने फोनसं को दिये हैं और वह आएल रिफाएनरीज तो आप के पब्लिक सेक्टर में है। आखिर जब आप पब्लिक सेक्टर में आसाम में इन रिफाएनरीज को खोलने के वास्ते ७५ परसेंट फारेन शेयर्स रख लेते हैं तो किर आप को इस शिपिंग में इस के लिये क्या आवज्जन हो सकता है। अगर जहाज-रानी की तरफकी फारेन रूपया लगा कर के, फारेन पार्टिसिपेशन ले कर के हो सकती है तो उस के लिये आप के पास क्या आवज्जन हो सकता है? इस के लिये कोई कारण और कोई हेतु अभी तक हमारे सामने नहीं आया है कि यह ७५, २५ किस कारण से रखा गया है? अगर हम को फोरेन पार्टिसिपेशन करना है तो फारेनसं का जितना ज्यादा से ज्यादा रूपया हो सके, हमें हिंदुस्तान में ले आना चाहिये ताकि उस से हमारे देश की तरफकी हो।

इस के बाद शिप बिंडिंग यार्ड्स जो हम अपने देश में बनाने जा रहे हैं तो उस के लिये अगर हमें कोई फारेन पार्टिसिपेशन

का प्राकर भिलता है तो हमें उस को लेना चाहिये। जापान ने आकर किया है। शायद एक और किसी ने प्राकर किया है। हमें तो फारेन पार्टिसिपेशन का स्वागत करना चाहिये। जब फारेन पार्टिसिपेशन आयल रिफाइरीज में हो सकता है और दूसरी दूसरी कम्पनियों में हो सकता है तो शिपिंग में क्यों नहीं हो सकता? इसके लिये सिर्फ दो कारण दिये जाते हैं। कहा जाता है "दिस इज रिस्की"। और वह रिस्की इसलिये है कि अगर शिपिंग में फारेन पार्टिसिपेशन होगा तो सम्भव है कि बार टाइम में अगर दूसरे फारेन एलीनेंट्स इस में शामिल रहेंगे तो हमारे हाथ से जहाज निकल जायेंगे। तो जब हमारे हाथ से जहाज निकल जायेंगे तो हिन्दुस्तान भी निकल जायेगा। जब हमारे अन्दर अपने जहाजों को रखने की ताकत नहीं रहेगी तो हिन्दुस्तान को भी रखने की ताकत हमारे पास नहीं रहेगी। तो यह बात भी सोचने की है।

मैं आप को कुछ और सुनाना चाहता हूँ। हमारे सामने कहा गया कि दुनिया में कहीं पर भी शिपिंग में फारेन पार्टिसिपेशन नहीं होता। लेकिन एक किताब में जो अभी हाल में निकली है "लाज कंसरीनग शी नैशनैशिटी आव शिप्स" उस में आप देखेंगे कि दुनिया में ६६ मेरीटाइम नेशन्स हैं उन में से ३६ नेशन्स में शिपिंग में फारेन पार्टिसिपेशन है। इंगलैंड तक में जो कि सब से बड़ी मेरीटाइम नेशन है फारेन पार्टिसिपेशन होता है। मैं आपको सूनाता हूँ। जो पाटिल साहब ने कहा कि रिस्की है मैं उसका उत्तर देना चाहता हूँ। ऐपर में लिखता है:—

"It is also asked how can foreign participation in a shipping company to the extent envisaged be reconciled with the role of shipping as a second line of defence, for in times of emergency ship-owners are invited for consultation by the Board of Trade, Foreign Office, etc., on account of

the fact that shipping companies have close contacts with a number of foreign ports. It should be underlined here that whatever validity this point might have apparently, the fact that a shipping company has a minority foreign interest in its capital and one or two foreigners on its board does not detract from its national character. For example, even in the United Kingdom, foreigners without any hindrance are allowed to be shareholders in British shipping companies."

Same is the case with America also.

An Hon. Member: That is not the case with America.

Shri Goray (Poona): What is their proportion? (Interruption).

Shri Raghunath Singh: I have got documents to show that foreign participation is allowed in British shipping companies; if you have documents to the contrary you may show them. It is also said there:

"One more point very frequently advanced to shut out foreign capital into shipping is that divided loyalty, divided ownership, divided control and divided management are likely to create new problems for the country. This scare based on loyalties is meaningless because minority shareholding and a few directors on the board cannot change the complexion of the Indian organisation unless all the Indians connected with it are men of straw and the non-Indians men of great moral strength."

हम इस को मान कर नहीं चल सकते कि हमारे हिन्दुस्तानी लोगों की मारेलिटी इतनी गिरी तुझे है कि ऐसे समय में वह हिन्दुस्तान को धोखा दे सकते हैं। जहां हमारा ६० परसेंट होगा, जहां पर हमारे लोयरों की मेरीटाइटी होगी, वहां हम यह कैसे मान सकते हैं कि हिन्दुस्तानी अपने देश के भक्त नहीं होंगे बल्कि अपने देश को बूसरे

[भी रक्षात्मक लिख]

लोगों के हाथों बेच देंगे। मैं इस प्रिसिपल को मानने को तैयार नहीं हूं। हम हिन्दुस्तानियों के आचरण को उतना ही ऊंचा समझते हैं जितना कि दूसरे देशों के लोगों के आचरण को ऊंचा समझते हैं। मैं सिलेक्ट कमेटी में ६० और ४० के पश्च में था। मैं समझता हूं कि इस में कोई रिस्क नहीं है। कैसे ६० परसेंट हिन्दुस्तानी ४० परसेंट फारेनर्स के हाथों में खेल सकते हैं यह बात हमारी समझ में नहीं आती। मान लिया कि इस बक्त आपका चार करोड़ की कम्पनियां हैं। चार जहाज आप को चाहिये। तो चार जहाजों के बास्ते आपको चार करोड़ पया चाहिये। अगर आप लोन लेते हैं तो लोन में आप को ६ पर सेंट सूद देना पड़ेगा। इस का धर्य यह होता है कि सिर्फ चार करोड़ के जहाजों के बास्ते आप को ८० लाख पया प्रति वर्ष सूद और किस्त के रूप में देना पड़ेगा। अगर आप का फारिनर्स का ४० पर मेंट का पारटिसिपेशन हो तो हमको उनसे इन चार जहाजों के लिये फ़ेरें एक्सचेंज मिल सकता है। इस बक्त फ़ारें एक्सचेंज हमारे पास नहीं है। अगर फ़ेरें पारटिसेशन होगा तो विदेशों का जो रुपया होगा उससे तो हम जहाज खरोदों और जो हमारा रुपया होगा उससे हम रनिंग कास्ट मीट करेंगे। इसलिये मैं नश्ता के साथ कहता हूं कि जब सरकार ने और उद्योगों में फ़ारें पारटिसिपेशन को मंजूर किया है तो इसमें भी करना चाहिये और हम को फारिनर से ज्यादा से ज्यादा कायदा उठाना चाहिये। हम को अपने जहाजों की तरक्की करना जरूरी है। आप किस दुनिया में हैं? आप देखें कि हम प्रतिवर्ष १५० करोड़ रुपया फ़ारिन एक्सचेंज का दूसरे लोगों को दे रहे हैं। आपको इस तरफ भी खायाल करना चाहिये। एक तरफ आप प्रति वर्ष यह १५० करोड़ रुपया विदेशों को दिये जा रहे हैं और दूसरी तरफ आप फ़ारें एक्सचेंज

के लिये बिल्कुल नहीं हैं, उसके बास्ते दुनिया में चारों तरफ बूमड़े हैं। यहां पर घमी तक कोई ऐती स्क्रीम हमारे सामने शिपिंग मिनिट्रॉटो को तरफ से नहीं प्राइड है कि किस तरह मेरे हम इस १५० करोड़ रुपये को बाहर जाने से बचा सकते हैं। अगर यही हालत रही तो आप की इकानमी कभी स्टेबिल नहीं हो सकती। आप कर्जे के कर सूद देना चाहते हैं। मैं कहता हूं कि आप सूद क्यों देते हैं। आप फारिन पारटिसिपेशन क्यों नहीं करते जिस में वह लोग लाभ और हानि दोनों में शामिल होंगे। जो कर्ज देगा वह तो सिर्फ प्राफिट का हकदार होगा, लेकिन जब पारटिसिपेशन होगा? तो उस में तो प्राफिट और लास दोनों में सामा होगा। उस रुपये पर भी हमारा अधिकार रहेगा। वे लोग कहते हैं कि हम हिन्दुस्तान में आ कर काम करना चाहते हैं। लेकिन हम कहते हैं कि हम तुम को नहीं चाहते। यह बाहर भेजने वालों मनोवृत्ति यहां पर हजारों बरस से चली आ रही है। यह मनोवृत्ति बदलनी चाहिये। बाहर वालों से हाथ मिलाना चाहिये।

एक बात में और कहना चाहता हूं। हमारे कम्प्युनिस्ट भाइयों ने यह प्रोजेक्ट किया है कि सेंट पर मेंट भारतीय होना चाहिये। मैं उन को इस के लिये दोष नहीं देता। यह उन की नीति के अनुसार है। वह उन का स्टैण्ड है। जिस पर वे खड़े हैं। वह सोचते हैं कि जब तक फारिन पारटिसिपेशन नहीं होगा तब तक हिन्दुस्तान के जहाजों की तरक्की नहीं होगी। लोन हिन्दुस्तान को मिलने वाला नहीं है। आपने लोन देने को तैयार है लेकिन एक शर्त के साथ वह कहता है कि जो जहाज बनेंगे वे आपने के शिपिंग में बनेंगे। आप को रुपया हमारे एजेंट से लेना होगा। मैं समझता हूं कि दुनिया में कहीं भी कोई देश शिपिंग के बास्ते लोन देने को तैयार नहीं होगा। आपने इस

बास्ते तैयार हुआ है कि अगर उस की शर्त मान ली जाती है तो उस के अपने विषयावूच सर्वत रहेंगे। लेकिन कम्पनिस्ट भाई कहते हैं कि सेंट पर सेंट अपना पया होना चाहिये। उन का उद्देश्य यह मालूम होता है कि जब प्राइवेट सेक्टर सफल नहीं होगा तो वे कहेंगे कि प्राइवेट सेक्टर सफल नहीं हुआ है इसलिये इसका नेशनलाइजेशन किया जाये। इसलिये वे करेन पारिसिपेशन का विरोध करते हैं। जब मैं अपना अमेडमेंट मूव करूंगा तो मैं इस बात पर प्रकाश डालूंगा कि हमारा क्या परसेटेज होना चाहिये।

मैं आप से यह निवेदन करना चाहता हूं कि जहां तक फारिन पारिसिपेशन का सम्बन्ध है, हम को इसे ज्यादा से ज्यादा लेना चाहिये और अपने जहाजों की उत्पत्ति करनी चाहिये। यह नहीं होना चाहिये कि मार्टवर्ष की जो लक्ष्यी है उस को मुन्दर साझी पहना कर, उस की भाँग में तिदूर दे कर, सोने का कड़ा पहना कर, १५० करोड़ रुपये उस के अचल में रख कर उस को विदेश भेज दें। यह बात बिल्कुल गलत है। यह एक दम बन्द होनी चाहिये। भारत की लक्ष्यी भारत में ही रहनी चाहिये। हमें इस के लिये प्रयास करना चाहिये, और वह तभी सम्भव हो सकता है जबकि हिन्दुस्तान की जहाजी कम्पनियों की तरक्की होगी। लोन ले कर यह तरक्की नहीं हो सकती और लोन आप को मिलता भी नहीं है। पांच बरस से हम चिल्ला रहे हैं, लोन, लोन, लोन। लेकिन लोन कहीं से नहीं आया। लोन आया केवल जापान से जोकि अपने यहां जहाज बनायेगा तब आप को लोन देगा। वह अपने टर्म्स पर आप को लोन देने को तैयार है। इसलिये मेरा निवेदन है कि इस विषय पर आप गम्भीरतापूर्वक विचार करें। आप ६० और ४० का परसेटेज स्वीकार कर लें, नहीं तो परसेटेज का सबाल हमेशा के लिये भोपन रखना चाहिये।

Shri U. C. Patnaik (Ganjam): Mr. Speaker: Sir, even after the very

eloquent speech of the hon. Member who preceded me, I am unable to agree with him about the percentage question that he has referred to. He seems to be under the impression that because in respect of the Assam Oil Companies the percentage of foreign participation is 75, in some other places it is up to 49, there is no reason why it should not be the case with regard to shipping, which is not based on *terra firma*, but which is on the broad seas. I would only point out to my hon. friend and to this House that shipping is quite different from all these companies and firms. These companies and firms, as he put it, are on *terra firma*; they are in our own country itself and they cannot be carried away anywhere. But a shipping organisation is something floating on the high seas with centres everywhere in the whole world, with seamen and officers who may belong to different nationalities. Therefore, it should be treated as a different thing from the oil refineries, etc.

Apart from this, I would also make a submission to the hon. Minister and to Government to reconsider this Bill from a view-point which they had totally ignored in their deliberations, as we find from the Joint Committee report and other records, viz., the requirements of defence. You know that in these times, the cost of defence is so great that in order to strengthen the defence organization at a minimum cost, we should see that other allied organisations are used for defence in emergencies. It is always the policy of every Government in every country to make some of these organisations second lines of defence. On the air force side, you have got the Airlines Corporation, the flying clubs, the glider clubs and the air wing of the NCC which are all auxiliary to the air force and which strengthen the air defence in times of need and the necessary personnel should be trained for it.

Similarly on the army side, you have got the various semi-military

[Shri U. C. Patnaik.]

organisations which are being encouraged in every country and which are being built up with a view to strengthen the reserves and the defence potential of a country on the military side. On the naval side, there are two organisations which are always considered in every country as auxiliary to naval defence. One is merchant shipping and the other is deep-sea fishing. Some countries have given more weightage to the former and some others to the latter, but these two organisations are always considered as auxiliary to naval defence. In fact, it is these two organisations that are part and parcel of the naval defence of a country which pay dividends during peace time. That is a special point of view from which these second lines of defence are to be considered, not like the territorial army, which does not pay dividends in peace time, nor even the flying clubs and glider clubs.

Before I come to the main principles that should guide us and the ideas that should be taken into consideration in order to frame our shipping policy, I will begin with the merchant-shipping policy of one particular country and then I will point out what others have been doing. I begin with the United States of America. The U.S. Shipping Board was created in 1916 and its purpose was

"to encourage, create and develop a naval auxiliary, naval reserve and merchant marine to meet the requirements of the commerce of the U. S."

In 1936, the U. S. Maritime Commission was created by the Merchant Marine Act, it was intended further:

"to foster the development and encourage maintenance of a Merchant Marine for the national defence and for development of foreign and domestic commerce."

So, its purpose was to promote American commerce and to provide for national defence at the same time. Its objectives were (a) to develop commerce, (b) to serve as naval and military auxiliaries in times of emergencies, (c) to be owned and operated under the U. S. Flag by citizens of U.S.A. (manned with a trained and efficient U.S. crews, to be formed from American citizens only) and (d) to be composed of the best-equipped, safest and most suitable types of vessels constructed in the U.S. to be used for commerce, capable of conversion for naval use if requisitioned in emergencies. These were the four objectives. One is national defence in emergencies and another is to have swift, useful, modern kinds of ships which can be converted or commandeered for military purposes. Another very important requirement is that the ships are owned and operated under the U. S. Flag by citizens of U.S.A. and manned with trained U. S. personnel.

Then again, on 7-2-1942, two months after Pearl Harbour, a War Shipping Authority was established with the duty and authority as follows:

"to control the operation, purchase, charter, requisition, maintenance, insurance and use of all vessels (except combat vessels, etc.) and to collaborate with the Federal Departments and agencies concerned to ensure the most effective use of U.S. shipping in the prosecution of war."

Again in 1950, on 24-5-1950, the Federal Maritime Board and the Maritime Administration were created. These are to control the type, size, speed and other requirements of ships, the requirements for installation of defence measures on ships, reserve of ships and training of licensed and unlicensed sea-going personnel. Grants and loans are made to private shipbuilding concerns, cent per cent American-owned and cent per cent

American-manned, on very favourable terms, provided they conform to patterns and designs from naval architects, for ensuring speed, for gun-enplacement in times of war, for enabling ships to be immediately converted on requisition by Government for naval use, etc.

The approach of the U.S.A. to merchant shipping has been enunciated in the following para:

"The merchant marine is the only arm of our national defence that is an earning asset in times of peace.... The British have always understood the principle of an active merchant marine as part of military sea-power. The Germans and Italians have understood it. The Japanese understood it and undertook the building of a commercial fleet especially adapted to wartime use; It is the special duty of our merchant marine as a necessary adjunct to our naval power, not only to serve the ocean-borne foreign commerce of U.S., but to provide as well for national defence."

These are the principles on which the merchant marine is being built up in America, which is expanding every day and which is providing an efficient adjunct to their naval strength.

13.29 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Then, we come to USSR at the other extreme. You will find that even during the time of the Czars, merchant shipping was being given very great importance, because it could be utilised for defence purposes. In fact, a Britisher visiting Russia in those days has spoken of one of their merchant vessels as being eminently fit to be an auxiliary cruiser in time of war. That is how even during the time of the Czars, they were building ships. After the USSR was formed, they have given the highest importance to merchant shipping. During the first Five Year Plan in Russia it

was not so much on naval vessels that they were concentrating upon as they were on merchant shipping. Their tonnage, which in 1924 was 4,12,459 tons increased in 1936 to 1,217,709 tons and in 1946 to 2,156,987 tons, and in one year alone, in 1938, USSR spent 25 million roubles on purchasing merchant vessels from abroad.

It is not only USA. and USSR but other countries also like Italy, Germany and Japan were concentrating upon shipping as part of their naval defence and naval organisation. In England, I need not repeat the romance of the merchant shipping mediaeval and modern times. It was the merchant ships of those days, call them pirates, call them buccaneers, call them colonisers. it is those ships which spread the Union Jack from country to country and it is they who were responsible for what was, till recently, called "Britannia rule the waves". It is mainly because of the capacity of these ships, which formed the nucleus....

Shri D. C. Sharma (Gurdaspur): I think we are discussing Indian shipping.

Shri U. C. Patnaik: May hon. predecessor referred to it and that is why I am continuing it. England founded its naval power upon its merchant shipping.

Probably, the hon. Minister does not like the phrase "naval power". He has put it, if I remember right, not as 'naval power' but 'maritime mindedness' or 'maritime nation'. To my mind, both are synonyms. It is only a question of the objective: whether it is the maritime capacity of the people or the naval power which we want. Both are inter-related and inter-dependant. I would submit that the Minister has to reconsider the question from the naval defence point of view, which has so far not been considered, I hope that instead of surrendering our rights to foreigners or to foreign interests to any extent, we

[Shri U. C. Patnaik]

will have our own organisation; be it by loans, be it by any other means, we will have our own organisation, because the merchant-navy differs from the other organisations referred to by the hon. Member, Shri Raghu Nath Singh. These ships go round about the world. It is a question whether, with the foreigners, be they one-fourth or less, being in a position of influence, we can requisition our ships in times of war. It is a question of our allowing foreign ships, or Indian ships with foreign management, be it one-fourth or less, or Indian ships with foreign seamen, whatever their numbers may be, to carry on the coastal trade and overseas trade and put in close touch with the nation. Well, we cannot allow that in times of war. On the other hand, we must have the power to requisition these ships. We should take over the training and manning of these ships. They should be so fitted while they are being constructed that we could take them over and find them useful in national emergencies.

So, I would request the hon. Minister to consult his counterpart in the Defence Ministry, to consult, if necessary, the Prime Minister and see that something is done, which has been overlooked in the Bill, because he has to look at it from a broad national point of view, because he has to look at it from the country's future point of view. We are now spending more than 60 per cent of our revenue on defence, including the supplementary demands, and still our defence position is not as strong as we wish it to be. Hence, I would request the Minister, through you, Sir, and through this House, to reconsider the question from posterity's point of view, and not merely from today's point of view of the ship-owners, who could not get foreign participation even to the extent of 25 per cent during the last so many years, who are now again going to give so many facilities to foreigners in our shipping concerns; who were not able to train

our Indian personnel for our shipping organisation; nor have they ploughed back into the industry the profits that they have been making.

A ship can be very easily sabotaged. It is not easy to do an act of sabotage in a big city, but in a ship even one single member of the crew can scuttle it. It is easy for one man, one of the officers in the ship, to manage to steer the ship somewhere outside. We have, therefore, to look at the shipping problem from the national point of view. The question is whether the hon. Minister will be pleased to discuss the matter with the other departments concerned, with the other Ministers concerned, and, if necessary, even with the Prime Minister, because this is a matter of very prime national importance for the future of the country. And I am sure the Ministers concerned will earn the thanks of this country if they can revise and revitalise this Bill with a new approach, an angle which has not been taken into consideration till now, namely, the defence of the country.

The Minister of Transport and Communications (Shri S. K. Patil): May I tell the hon. Member that the Defence Department has been consulted about it?

Shri U. C. Patnaik: If the Defence Department has been consulted, I am afraid, it has not given the right advice, because.....

Mr. Deputy-Speaker: That is quite a different thing. That we shall take up some other time—whether they were correctly advised.

Shri U. C. Patnaik: Sir, I would add one word. If the Defence Ministry, has been consulted, and has not given the right advice, I wish that this Ministry itself will look into the matter.....

Mr. Deputy-Speaker: Why should you presume that they have not given the right advice?

Shri U. C. Patnaik: Because, in the Select Committee....

Mr. Deputy-Speaker: The advice might not have been accepted. How are you sure that the advice was accepted?

Shri U. C. Patnaik: Yes, one of the two.

Mr. Deputy-Speaker: Therefore, no comments are necessary for the present, so far as that advice is concerned.

Shri U. C. Patnaik: Therefore, my submission is that this is a measure which cannot easily be changed. Once you accept this and follow up with a block of 25 per cent, they can create any amount of trouble. They can also capture some of our 75 per cent.

Mr. Deputy-Speaker: When the speech is once finished, it should not be resumed now.

Shri Parulekar (Thana): Before I proceed to deal with the provisions of the Bill, as revised by the Joint Select Committee, I would like to offer some observations on some preliminary issues which are very important. The Joint Select Committee prevented the Government from committing the crime of national betrayal and came to the rescue of the country and saved it from a national disaster. If the Joint Select Committee had not succeeded in rejecting the definition of the term "Indian shipping", which was given in the original Bill, this measure would have been a measure of great national calamity, both economic and political, and an act of national shame. I will give briefly a few reasons for the severe words of condemnation which I am now offering.

The definition of the term "Indian shipping", as was given in the original Bill, re-opened the doors for influx of foreign capital. If you read clause 12 of the original Bill and

analyse its implications, you will find that a shipping company with hundred per cent foreign capital can register its ship as an Indian ship, can fly the Indian flag and carry on the Indian trade of shipping. Sir national betrayal was writ large on the face of it, because this definition ignored the important and the vital role of the shipping industry in the economy of the country and in the defence of our country.

What is the role of the shipping industry in our economy? It must be remembered that it is a basic industry. It must be remembered that it is a key industry. It must be remembered that it is a strategic industry and in time of crisis it is the second line of defence. The hon Minister yesterday waxed eloquent on the importance of the shipping industry, but I do not know how he forgot it when the original Bill was drafted. He may not have been in charge of shipping then, but whoever may have been in charge forgot all these aspects of the shipping industry and the vital role which the shipping industry was playing in our economy and the defence of the country and came forward with the definition of Indian ships which opened the doors for the influx of foreign capital.

There is another aspect which must also be taken into consideration in this respect. It is an industry which can earn foreign exchange if it is developed, but if it is not developed it will cause a drain on the foreign exchange, because as we all know, the annual freight charges which the country has to incur comes to about Rs. 150 crores.

I will state another reason. The definition threw overboard the principles of the policy statement, which were stated in the Policy Resolution of 1947. In this connection, I would like to read a few lines from that policy statement.

Mr. Deputy-Speaker: Now that it has been set right by the Joint Committee, we might congratulate them and welcome this decision.

Shri Parulekar: No, Sir. I am going to say that I am not satisfied by it.

Shri Baghunath Singh: They want sent per cent.

Shri Parulekar: It is the policy of the Government which is under review and we do not know when it will change and retrace its steps.

"The Government of India agree that the definition of Indian" Shipping as shipping owned, controlled and managed by Indian nationals, as recommended by the majority of the members of the Committee, would be the ideal one and should be the ultimate objective."

It proceeds to say:

"The Government of India have accordingly come to the conclusion that in present conditions the criteria to be satisfied by companies to qualify them for treatment as Indian shipping companies should be as follows:—

* * * *

- (b) At least 75 per cent of the shares and debentures of the companies should be held by Indians in their own rights;
- (c) All the Directors should be Indians;
- (d) The Managing Agents, if any, should be Indians."

So, eleven years after this Resolution was adopted, the Government of India instead of approaching towards the goal of hundred per cent capital in Indian shipping came out with a proposal of hundred per cent foreign capital in the shipping industry. This was reprehensible. But what is still more reprehensible is that they have not a word of explanation to offer, a word of regret to offer, a word of apology to offer in the statement of objects and reasons which was attached to the Bill. What is the explanation for this mysterious

silence? Was it by accident or was it by design or was it because the Government lacked even that much of intelligence as not to know the vital importance of the change which they were introducing or was it because that they did not want to draw the attention of the people to the vital change that they were introducing and that they wanted to introduce it by the back door? Whatever it may be, what I have stated so far will be enough to show to what low depths the Government had descended in this respect.

I will now come to the other issue. The Joint Select Committee has rejected the plea of a certain influential section of the companies interested in shipping industry to raise the share of participation of foreign equity capital in this industry. Their plea was that it should be 51 and 49 per cent of the total capital. Since this had become a controversial issue in the Joint Select Committee and since this is likely to be debated in a slightly modified form in this House, it requires to be considered. An hon. Member, who spoke just a little while ago, is in favour that it should be in the proportion of 60:40. That is why this question is a very important question and needs to be debated a little and considered by this House. Those who advocate a higher share for foreign equity capital in the shipping industry advance three arguments. They are alluring arguments, no doubt, but they are deceptive and treacherous.

One of the arguments that they advance is, that there is difficulty of foreign exchange. If participation of foreign capital is allowed we will get the foreign exchange immediately by which we will be able to purchase the tonnage immediately. Their argument is that foreign capital is not willing to come and help us on the basis of 75:25, but it is prepared to come on the basis of 51:49. The champions of the shipping companies who gave evidence before the Joint

Committee said that they had ascertained from the foreign capital that it would be willing to come if the basis is revised and therefore they argued that in order to induce, foreign capital to participate on the basis of equity capital in our industry, in order to give maximum inducement, its share should be raised to 49 per cent. This argument needs to be considered at a little length.

It is true that there are difficulties of foreign exchange. It is also true that without foreign exchange we will not be able to develop our shipping industry. But it is not true that we cannot have foreign exchange without allowing foreign equity capital to participate in the shipping industry. I will deal with this question a little further at length, but at this stage it will be enough for me to say that any approach to this problem which does not take into consideration the vital role of the shipping industry both in our economy as well as in the defence of the country, is harmful to the country and, I would say, is anti-national.

They advance another argument. They say that Indian capital was shy. Indian capital would be available if foreign capital was allowed to participate in the shipping industry. I would like to read a few sentences so that we will know exactly what they say. On page 14 of the volume of evidence which has been distributed to us, this is what the representative of that section of the companies says:

"Whenever there is collaboration with a reliable foreign concern, national money is more easily forthcoming than otherwise...."

Our Indian capital is shy, but the shyness disappears in the company of foreign capital. That is what it says. You do not often come across with so naked a confession of capital that it is patriotic so long as patriotism pays. History is not lacking in instances to show that capital throws

off its garb of patriotism the moment it sees that patriotism is not profitable.

There is another argument which they advance for a higher share of participation of foreign capital in the shipping industry. They say that in some industries we do allow a higher share of participation for foreign capital and the instances which they have quoted are the biscuit industry, the Parker's ink, the chocolate industry, etc. I will only say this much—that this argument only betrays how their self-interest has made them blind to national interest. They have become so blind that they do not see the vital difference between the shipping industry and the biscuit industry, the shipping industry and chocolate industry, the shipping industry and Parker's ink industry.

Having said this much, I will now proceed to examine the provisions in this respect in the Bill as amended by the Joint Select Committee. Clause 21 of this Bill replaces clause 12 of the original Bill and says that we will allow participation of foreign equity capital in the shipping industry in the proportion of 75 and 25 per cent. This is the crux and the crucial issue in this Bill, and that is why it needs to be carefully considered.

The question before the House for consideration will be whether it is in our national interest to allow this proportion, whether it is harmful. My submission is that it is harmful to our national interest. We are opposed to the participation of foreign capital in the shipping industry. I will state briefly the reasons why we are opposed.

The first reason is, that past experience has shown that foreign capital will not participate in the shipping industry on the basis of proportion which we have provided for in the Bill. Though we had allowed 25 per cent participation of foreign capital in the shipping industry, not a pie of

[Shri Parulekar]

foreign capital came forward in this industry. Perhaps some might say that things have changed and it might come today. But those who think that on this basis we will get foreign capital do not know either the economics or the politics of foreign capital. In this connection I will read a small passage from the evidence itself of one eminent person.

Shri Achar (Mangalore): If it does not come, there is no harm.

Shri Parulekar: I am reading from page 82 of the Evidence tendered before the Joint Select Committee:

"If foreign capital comes in, it is not for the love of India or Indian shipping. It will come in with a definite purpose and that purpose will be to preserve its rights in a particular place from which it is gradually eliminated, to make as much profit in as short a time as possible and to serve its own purpose and not ours."

This will be the role of the foreign capital if it is allowed to participate. Past experience has shown that it will come to serve its own purpose, and therefore it should not be allowed to participate.

The second reason which I want to advance is that it will be very harmful to the national interests to allow foreign equity capital to participate in the shipping industry. I will in this connection read a few sentences from one who is not today connected with any shipping industry but who knows and who was connected with the shipping industry for forty years; that is, Mr. M. A. Master who has given evidence before the Joint Committee. On page 76 this is what he says, and it is very important:

"I would examine it from various viewpoints—strategic viewpoint, international viewpoint,

commercial viewpoint, export drive viewpoint, etc. Taking the entire picture, I am definitely of the opinion that it will not be in national interest to invite any foreigners to start any combine here."

One who knows the shipping industry and who had to deal with the shipping industry for forty years comes out with an authoritative statement, which we should accept. He says that it is not in the interests of the nation to allow participation of foreign equity capital in our shipping industry. It should also be remembered that if we allow it, we would be allowing—because the law today allows—it to remit the profits out of the country, to repatriate the capital which they have invested along with the capital gains.

There is a third reason why we are opposed to the participation of foreign equity capital in the shipping industry. An influential section of capital interested in the shipping industry itself is opposed to the participation of foreign equity capital. It is suggested by some—if you read the Minutes of Dissent to the Report of the Joint Select Committee on this Bill, you will find that it is suggested by some—that is, is the self-interest of the capital which has promoted and actuated it to oppose the participation of foreign equity capital in the shipping industry. I will concede it. I will not insult capital by accusing that patriotism is the motive which has actuated it to take up that stand! Even so, the fact remains that the narrow self-interest of capital in this industry coincides with the national interest. It always happens that whenever native capital opposes foreign capital, its narrow self-interest coincides with the national interest. That is no reason why we should grumble and reject the appeal of the capital which is opposed to the participation of foreign equity capital.

Fourthly, my submission will be that participation of foreign equity capital in the shipping industry is absolutely unnecessary for attaining the target of the Second Five Year Plan as well as the target of the Third Five Year Plan. The target of the Second Five Year Plan, as stated by the hon. Minister, is 9 lakh tons; the target of the Third Five Year Plan is 2 million tons. My submission to the House will be that it is not at all necessary to allow foreign equity capital to participate in the shipping industry to attain our targets either of the Second Five Year Plan or of the Third Five Year Plan.

My first argument is, that foreign exchange can be secured, by resorting to what is known as the self-financing system. This is the system which was advocated by those who appeared before the Joint Select Committee and who championed the cause of foreign participation and said that it should be 49 per cent. They themselves have admitted that it is possible to get foreign exchange, of course to a limited extent, by resorting to the self-financing system. We can get foreign exchange if we are able to deposit in banks its equivalent in terms of rupee. That is admitted by those who advocate the participation of foreign equity capital in the shipping industry.

Secondly, there is another factor which we must take into consideration. That is, we can raise loans easily. And in this connection I would like to draw the attention of this House to the fact that there is recession in the world market, in the market of the capitalist world. Capital is idle, and when it is idle it cannot dictate terms; it will come, you need not beg for it; it will come of its own. And that is why the mission of our Finance Minister got an easy response in America and elsewhere. If you look to the recession which has developed in the shipping industry, out of a total tonnage of 110 million tons on the 1st June, 1958, 14 per cent of the total tonnage was lying idle in the ports of U.K. alone. Many of the or-

ders for ship-building had been cancelled, and orders are not forthcoming. So, as a result of the recession which is developing in the world and which is engulfing the capitalist world, it is possible today to get the loans easily, and that can be one of the methods by which we can get foreign exchange.

There is a second way of getting loans, that is from the World Bank. In this connection I would like to read a few sentences from what the hon. Minister said before the Joint Select Committee itself.

On pages 22 and 23 this is what he says:

"The Government of India never made any approach to the World Bank to include shipping."

Further on, he says,

"We have not approached the World Bank for shipping is not in the core of our plan."

I really fail to understand how the Planning Commission committed this blunder of not giving top priority to the shipping industry, taking into consideration its vital role. It is a serious blunder. I would leave it at that.

14 hrs.

Further, it must be remembered that the Chairman of the World Bank had offered loans for developing our shipping industry. We did not take advantage of it. Now, there is an opportunity by which we can take advantage of the World Bank loans and get loans and foreign exchange for developing our shipping industry.

The last reason which I want to advance is that the market is favourable. Prices are tumbling. If today we pay 25 per cent of the price of a ship in cash, we can get a ship and we can pay the rest by instalments. For the reasons which I have given, it will be realised that without allowing participation of foreign equity capital

[Shri Parulekar]

in shipping, we can attain our target of 900,000 tons of the Second Five Year Plan and of 2 million tons of the Third Five Year Plan. I would like to state one more reason why we are opposed to the participation of foreign equity capital. It has not been our practice to allow the participation of foreign equity capital in key industries, in basic industries. We did not allow it in the steel industry; we did not allow it in the railways; we did not allow it in the air lines because of the vital role which they play both in the economy as well in the defence of the country. There is, therefore, no justification whatsoever for allowing participation of foreign equity capital in the shipping industry, which should be 100 per cent Indian.

There is one more point to which I would like to refer briefly in this connection. It is in connection with our policy. My submission is that the Government should undertake the responsibility of developing the shipping industry instead of entrusting it to private capital. That policy would be suicidal. Why do I say this? What has been their performance in the past? Government offered to give them loans at a very cheap rate of interest. At that time, the foreign exchange situation was very favourable. Yet we find that the shipping industry did not develop and did not take advantage of the loans and the foreign exchange situation to increase our shipping. That was their past performance. We cannot therefore rely on private capital to develop the industry. I am not saying that we should nationalise the industry. That is not what I say at present.

Shri Raghunath Singh: After some time.

Shri Parulekar: After some time, many things will happen.

What is their demand for developing the shipping industry? They want money from the Government. They

want foreign exchange from the national pool of foreign exchange. They want cargo to be given by the Government. Their job will be to earn profits. Their demand is to give us peoples money to earn our profits. That is why I say it should be the primary responsibility of the Government to develop the shipping industry and Government must not entrust it to private capital to develop it. If we do that after some years, we will come and repent for having taken this decision. Besides it is not our practice to allow private capital to have its own way in key industries and basic industries.

There is another black spot in this Bill and that is, this Bill allows representation of foreign capital on the Board of directors. Here I only wish to point out that it is a retreat from the Policy statement which was issued in 1947 which did not allow any foreigner to be a member of the Board of directors. This is a retreat. Apart from that, it is harmful to our interests. In this connection, I will read a small passage from page 62. This is an important issue and that is why it is necessary to cite that. This is what Shri M. A. Master says:

Mr. Deputy-Speaker: The hon. Member's time is up. This is an important Bill.

Therefore I say.....

Shri Parulekar: I know the difficulties.

Mr. Deputy-Speaker: Very large number of Members want to speak.

Shri Parulekar: That is a justification for extending the time instead of curtailing the debate.

Anyhow,

"Even if there is a very small minority of the foreign company in the management or in the board, you would not be able to carry out

the policy which you have in view. Let me give another hypothetical illustration. Supposing our Government were to tell us that we should not go to a particular port of a country with which we may not be friendly and another foreign director is on the board. His country may be friendly to that Government and it will not be possible for us to discuss this. Suppose we are thinking of opening new branches where the British people are interested and we have got one British director on the board. It will not be possible to discuss this. So, it is our view as practical businessmen that it is not possible to discuss these things with them. There are various other considerations. These are the considerations arising from the viewpoint of defence strategy, and the discharge of international obligations."

wages, their conditions, their accommodation, their hours of work. You will find that it is a horrid tale. I do not know how the hon. Minister who is supposed to be very able, did not care to look at the recommendations of the Royal Commission on labour which had investigated into their conditions and to incorporate at least some of their recommendations in this Bill. On the ship, the seaman is a slave of the master. On a foreign ship, he is a slave of the foreigner. The Minister ought to have taken care to incorporate at least some provisions which will ameliorate their conditions, which will enable them to live an honourable and a decent life. I do not know whether the hon. Minister has ever visited the place where seamen live in the ship. The seamen are roasted there. Twenty-five people are huddled together in a small space. I do not know how the Bill was drafted and how much care was given to this Bill. Perhaps the only point which attracted their attention was that of allowing participation of foreign capital to the extent of 100 per cent.

Shrimati Ilia Palchoudhuri (Nabadwip): Mr. Deputy-Speaker, when we look at Indian shipping.....

Mr. Deputy-Speaker: Members will try to restrict to the time limit of 15 minutes.

Shrimati Ilia Palchoudhuri: I will try my best. You have given so much time to others. You must also give some time to me.

Mr. Deputy-Speaker: That exception has been made by the hon. Speaker in the case of the first speaker in a party or group or leader of a party. If she can claim that status, certainly I will allow that much of time.

Shrimati Ilia Palchoudhuri: I do not claim any status except that I wish your chivalrous outlook!

That is why I say it is absolutely harmful to allow any foreigner to be a director on the Board of directors. This retreat from the Policy resolution shows only the anxiety of the Government to woo foreign capital in the shipping industry at the cost of our national interests.

I will only refer to another black spot in the Bill. There are several clauses in the Bill which deal with the conditions of seamen. It is not possible within the short time at my disposal to deal even with one of them. I will therefore say only this. There are about 70,000 seamen who are engaged in the shipping industry. The clauses which have been incorporated in this Bill are practically bodily lifted, with a minor change here or there from an Act which has become outmoded, an Act which was framed by the British imperialists, and an Act which treated the seamen as slaves. Those same clauses happen to be incorporated in this Bill with a minor change here or there. Look at their

Mr. Deputy-Speaker: Of course, can assure her that.

Shrimati Ilia Falchoudhuri: Mr. Deputy-Speaker, Sir, when we look at Indian shipping, we must look at it from the national point of view. We cannot think of the capitalists, foreigners, this, that and the other, because international shipping is rooted in the necessity for large-scale exchange of commodities, exchange of ideas and exchange of cultures.

Now, our ocean highways have increased and our horizons have increased, and we must see that Indian shipping attains a status and holds its own in the world.

I would like to refute some of the arguments that have been placed before us over this foreign participation question which seems to be the core of the Bill and the core of the controversy. May I point out to the House that it is a fact that wherever there has been a lot of foreign participation, Indians and Indian shipping have stood to lose? Look at what happened in the dark days of the war when there was nothing to save the refugees. There were 64,000 refugees from Burma during the last war. There was no ship to bring them back. It was only the Indian ships which could do it. No foreign ship provided their rescue. During the time that famine stalked India, if we look back, we had Indian ships, but there was no foreign ship that brought us foodgrains to save our starving millions. It was the Indian ships at that time that saved the situation. They brought foodgrains and fed thousands in India, and at least enabled us to save a certain number of lives.

If we have foreign participation in a key and vital industry like shipping, how can we help harming ourselves? My Hon. friend Shri Raghunath Singh said that there are so many countries that allow foreign participation, but I would bring to the notice of the House that may be in

their laws it is allowed, but in practice it is not so, not to the extent that one would want to make out.

Shri Satyendra Narayan Sinha (Aurangabad—Bihar): What has happened in practice here?

Shrimati Ilia Falchoudhuri: In practice here we do not want any more participation than the gesture of keeping the door open, that is 25 per cent, because we do not want to isolate India and that is about all we wish to do.

If foreign participation is really for the good of India and if we consider one or two things, then I think foreign capital should come on the terms of 25 per cent participation. For instance, if we said that the taxation should not be doubled, we can gain in revenue from the profits that they made in India. I hope foreign capital would be willing to come on those terms because then we might reduce their double taxation in their own countries. That is a question which I hope the hon. Minister will look into and see if that cannot be done.

The formula of 60—40 has really no meaning because no foreign capital would really want to come without having control and power, and we do not want foreign control and power in our shipping.

There are many points to be looked into this Bill. I am glad that we have codified the Indian shipping law and brought it to this stage, but there are one or two things which we could do. For one thing, foreign capital would not be necessary if we can procure the foreign exchange that the need through loans. It has been procured for so many industries in India, and I do not see why it cannot be procured for shipping. I think the hon. Minister was good enough to say even during the deliberations of the Joint Committee that there was quite a possibility of getting loans if we

should want and there should be no very great difficulty about that. There would also be no need for such a lot of foreign loans because as it is, shipping is the quickest earner of foreign exchange. Already shipping gives Rs. 9 to Rs. 10 crores or more of our foreign exchange. During the Second Plan period all that we need is another Rs. 20 to 23 crores. During the next three years, 1958 to 1960, more ships would come in and our earnings would go up, and we would be able to earn Rs. 16 or Rs. 17 crores easily, and if some of this earning is released for us to obtain new ships, then I am sure just for a gap of Rs. 3 to Rs. 6 crores we do not need to sell our prestige nor our Indian ships to foreigners, because a gap of Rs. 3 to Rs. 6 crores can be made up by any Government at any time should the country feel the need of it, and the 900 millions tons of target should easily be acquired by our private shipping who have done a good job of work all these years.

I do not agree with the hon. Member opposite who said that private shipping companies have not fulfilled their targets. They have; and they have faced difficulties, and they have stood by the trade of India, and they have done a good job of work. I think it is time India recognised that because it is not only by nationalising anything that we can go forward. We have also to take the capital of India with us, and because they are capitalists is no reason that they would not be able to serve India. If foreign capital is not coming and if foreign exchange is not to be had, there will be Indian capital available from the capitalists of India, because I am sure that it is not only their own pockets they are seeking to fill, they will be helping to make a big industry which will be the pride of India in times to come.

I happen to be a Member of the Seaman's Welfare Board and we have submitted a report. There has been some controversy about the jurisdiction of that board and the report has

not yet been considered. I hope the hon. Minister will look into the report and the recommendations made therein because it has taken into consideration the welfare of seamen, and many of the recommendations I am sure can be implemented if the Ministry looks into it.

There is also the welfare of the deck passengers. I happen to be a Member of that committee also. In our last meeting we found there was great need for a poor box to help the deck passengers who have suddenly come to grief after landing. For instance, there was the case of a young girl who suddenly died and there was no fund to cremate her. There was no money, there was no food to give to the other children. The Deck Passengers Amenities Committee has passed a resolution that it is going to approach the Central Government, and I hope the money for the poor fund will be forthcoming.

Shipping deals with all sorts of aspects. When we were in Calcutta particularly, the Port Commissioners brought to our notice the great danger that the navigation of the Hooghly is facing. I hope the Ganga Barrage will be a possibility within the Second or Third Plan to save the town of Calcutta and to make the Hooghly once more the navigable river it was, because Rs. 3 crores practically every year are spent on just preliminary dredging to keep it workable. We can save the Rs. 3 crores if the Ganga Barrage project could come into being and the whole port of Calcutta could be saved.

Lastly, we must look at shipping from the national aspect, and when we think of capitalists, let me ask this are Indian capitalists so bad? Foreigners who are going to participate are also capitalists, and certainly a known devil is better than an unknown one, if devils they be, because it may be that in times of stress foreign capitalists will not allow our Indian shipping to do the work which

[Shrimati Ila Falchoudhuri]

it is really supposed to do, and will also debar us from raising our voice in the right manner in the liners' conferences. As it is, in these liners' conferences it is very difficult to get a place, and when we have divided loyalties, what will our representative there do who is a foreigner and yet has ships registered under the Indian flag?

There are three aspects of shipping: economic, political and sentimental. From the political aspect, foreign participation cannot be safe. From the economic aspect it cannot be good for our trade, and from the sentimental aspect, all that I can say is: who can be proud when he sees the Indian flag on a ship that is not Indian? There are flags of convenience like Panama and Liberia where the people of the country are only crews and coolies in those ships. They have no say in the governance of trade and industry. In that case, can their minds swell with pride when they see the Panama flag on a foreign ship? Neither can our mind do so when we see the Indian flag on a ship which is bought and bartered for with foreign money and foreign exchange. So, I would always say that let us have our own ships. So far as welfare is concerned, welfare in India has always meant the welfare of all and not only individual welfare. Even from the days of the Rig Veda, it is clear that we have prayed to Jalanath, the God of the seas, to take us across the ocean safely and to bring us back to the shores for our welfare.

Pandit K. C. Sharma: (Hapur): Now, the hon. Member goes by air.

Shrimati Ila Falchoudhuri: We may go by air, but we can never do without the seas. I hope Jalanath will always protect our seamen and our ships and take us across the ocean.

When the whole shipping policy is looked at, I hope it will be looked at from the point of view of our seamen

and sailors who through the long ages have written a brilliant history of Indian shipping and who have brought India fame and glory as a maritime country. As the Minister has very rightly said, we do not wish to make India a maritime power, but we want her again to be a maritime country, with her shores open to all trade, and her own ships going out to distant lands and playing her trade.

विधायक वर्षा लक्ष्मी

That vyapar must be with India in her own ships and under her own flag.

Shri Goray: Sir, the activities that have been carried on in the Lobby of the House and outside in the city by the representatives of the shipping interests and the representatives of the seamen's unions testify to the fact, if testimony were needed at all, that the legislation under discussion is very important.

The other day, while moving for consideration of this Bill in this House, the hon. Minister told us that he did not want this country to be a maritime power, but he wanted this country to be strong so far as the merchant navy was concerned. I do not know why Shri S. K. Patil was so modest. Outside, we know him to be a very militant man, and not at all averse to power. But here, it seems that after coming to Delhi, he has turned himself into a pious grass-eater, and he has started talking in terms of piety.

Mr. Deputy-Speaker: Here, he finds himself confronted with more militant men.

Shri D. C. Sharma: Grass-eaters are militant members, but my hon. friend is trying to condemn grass-eaters. For instance, my hon. friend over there is a grass-eater.

Shri Goray: The sentiments expressed by the hon. Minister were a little amusing, and also, I thought, were a little bit distressing. After all, what

is the target that he is aiming at? The target that he is aiming at by the end of the Second Five Year Plan is only 9 lakhs tons and even in the rosy picture that he has painted, he could not go beyond 25 lakhs tons. If we compare these targets with the targets that have been already achieved by other countries, I do not think that India will be considered to be a maritime power even if we attained the target placed before us by the hon. Minister to be achieved at the end of the Third Five Year Plan.

There is a report of the Estimates Committee which has pointed out that two or three years back, Japan already had a tonnage of 37 lakhs tons, and Germany which was shattered by the war had reached a tonnage of about 26 lakhs tons. No, let us not be deluding ourselves by saying that even if we attain the target of 25 lakhs tons, we shall be called a maritime power; we are not going to be called that at all. The other thing is that let us not try to avoid words like 'maritime power'. Maritime power does not mean necessarily that we are going to be aggressive. I hope that a time will not come in this country when we shall not hate the words like steam power or electric power. These are simple words, and let us tell the world that we are going to increase our maritime power, and we are going to attain enough maritime power so that all the trade that we want to carry from the shores of our country to the shores of the other countries and vice versa will be handled by us and not by any body else.

This Bill, I find, was being discussed in a rather lop-sided way. It is a very bulky legislation Sir, comprising about 461 clauses and split up into eighteen parts. So far as the structure of the Bill is concerned, I would have liked that we had made it a more handy affair and had helped the mariners or the sailors, by isolating all the clauses

that pertain to them, and incorporating them in a separate Bill. I was told that in countries like Norway, Sweden etc. they had small legislations, which told the seamen exactly what their responsibilities were, what their rights were, what had been done for them by Government, and what Government expected them to do. But in a Bill of this nature, it becomes very difficult to find out the various clauses, to sort them out, and to fix responsibilities, and to understand what particular clause applies to the one, or the other.

Having said that in regard to the structure, I would also like to point out that there are two or three authorities that have been created by this Bill. One is the Shipping Development Fund Committee; the other is the National Shipping Board, and the third is the Director-General of Shipping. The objective of the Bill obviously is consolidation, expansion and streamlining the administration. But I fear that these three authorities might sometimes overlap each other, and may be, there may be a clash of interests between the three. I think that precautions should have been taken to see that their functions and their powers were made as distinct as possible.

The major part of the debate on this Bill has concentrated round the fact of 25 per cent participation of foreign capital in our shipping industry. I do not know why so much importance was being attached to this. I thought that we were all of one mind that after attaining Independence, a vital industry like the shipping industry, would be reserved hundred per cent for our capital. Just now, I was surprised to hear the arguments that were put forward by Shri Raghunath Singh. I cannot imagine to myself accusing Shri Raghunath Singh of betrayal of national interest to which Shri Parulekar had referred. He could never be anti-nationalist, but in his anxiety to build up the shipping

[Shri Goray]

industry as quickly as possible, he thought that even participation by foreign interests up to 40 per cent need not be ruled out. I thought that would be a great mistake because this industry cannot be compared with the other industries to which reference has been made. I think the whole confusion is the result of putting this industry on a par with other industries like oil, or pharmaceuticals or food-stuffs etc. This is an entirely different industry and as my hon. friend Shri U. C. Patnaik has pointed out, it is almost a subsidiary or auxiliary of the Navy. If we appreciate that particular fact, then I suppose it will be very clear even to Shri Raghurath Singh that we must not allow foreign capital to interfere in the affairs of our shipping industry.

Another point which he overlooked when he quoted the instance of U.K. and other countries is that U.K., France, Canada and U.S.A. have been allies for centuries. They hardly have quarrelled with each other. They have always co-operated with each other whether it was in war or in other times. That being so, there may be less danger of their coming together, allowing some participation, say to the extent of 5, 10 or 15 per cent of the other country. But situated as we are, when we are taking a stand which does not permit us to identify ourselves with either this or that group, I suppose it will be in our best national interests if we do not get involved in foreign participation.

Then if we do not want foreign participation even to the extent of 25 per cent, where do you get the money from? I agree with my hon. friend, Shri Parulekar, that it is possible to approach the World Bank and it is possible to reserve some of the money earned by the shipping industry to be ploughed back into the industry, to make it possible for them to utilise

that money. After all, it has been pointed out by the Estimates Committee that they are giving us about Rs. 10 crores of foreign exchange per year. Will it not be possible to reserve this and see that it is utilised for building up more and more tonnage? The more tonnage we get, the more foreign exchange we will earn. So it is a system which I would also describe as a self-financing system and if this is tried, whether it is in the private sector with private capital or whether it is in the public sector with the Government in the field, I think, for the present, it will solve our problem and it will be possible for us to reach the target which have fixed for ourselves; otherwise, I am very doubtful whether the target that was fixed in the Second Five Year Plan or the target that was announced on the floor of the House by the hon. Minister's predecessor would ever be reached. You will remember that Shri Lal Bahadur Shastri said that we wanted to reach a target of 10 lakh tons. But I do not think that we could reach that million-ton target if we take to a policy by which we dole out small sums of money for buying tonnage. After all, Rs. 36 crores is not a big sum at all. We will have to increase our financial assistance and I think it can be done without harming our country's economy if the foreign exchange that is earned by these ships could be diverted to the purchase of tonnage.

As regards registration of ships, I do not want to take long, but I would point out that the '25 per cent.' clause also should be removed if possible and the proviso to clause 22(2) which says:

"Provided that any ship registered at the commencement of this Act, at any port in India under any enactment repealed by this Act shall be deemed to have been registered under this Act and shall be recognised as an Indian ship".

should be deleted. I am referring to ships that belong to the Moghul Lines. I do not want these ships to be considered as part of our shipping because they were in existence at the time the Act came into being. To be very plain, so far as our trade is concerned, I do not want any foreign participation at any level.

Having said this about registration, I would say that even in the definition we have been unnecessarily very modest; we have tried to limit the field of home trade from Kandla to Burma. I think the coastal trade of India should be naturally extended from the Straits of Malacca to Aden. This is our sea and it has been Indian sea all through the centuries. The definition "home trade ship" means a ship not exceeding three thousand tons gross which is employed in trading from any port or place in India to any other port or place on the continent of India or from ports or places in India to ports or places in Ceylon, Maldive Islands or Burma" should not have been there at all. I would suggest that this be dropped and the Indian-owned trade should be extended from Aden down to the Straits of Malacca, as has remained for so long.

Now, I would say that we need not concentrate too much on these clauses. In the Shipping Bill, there are other equally important clauses. There are, for instance, officers, ratings, or seamen; there are passengers. What about that aspect? No body seems to be discussing about these things at all. So far as the officers are concerned, I find that a very legitimate grievance has been made out by the Maritime Union of India calling our attention to the fact that injustice has been done in clause 80(1) which deals with certificates to naval officers. They say that even a naval officer, if he wants to act as the master of a merchant ship, must be subjected to examination, because, as they validly argue, that the duties of an officer of the Navy and those of a master of a merchant ship are entirely differ-

ent. A naval officer manning a naval unit has got so many officers on the bridge while the master of a merchant ship has not so many officers; he has to look to so many other things like handling cargo and passengers. These are things which are entirely different and need entirely different training. Therefore, they say that naval officers should not be brought straight to the merchant navy. They say: 'It does not matter if you bring them. They are disciplined and the education and training that they have got may be useful to us, but considering the fact that the merchant navy demands altogether different qualities and more attention to cargoes and passengers, which a naval officer is not used to, the examination should be there'. Therefore, I would say that when Government are thinking of bringing in a naval officer to a merchant ship after his retirement or otherwise, he should take the examination and if he passes it, he should be allowed to be the master of a ship or other officer.

As regards amenities to sailors, at the time the Bill was originally discussed, I had pointed out that the sailors were a very unfortunate lot. People think that they earn a good deal, much more than a common railwayman or people engaged in other industries earn. But we must remember that the sailor works only for 7 months in a year. There are so many snags in the way of re-employment that sometimes has to remain unemployed for a long time. Therefore, I would say that it will be worthwhile if Government considered the appointment of a Committee of Parliament to investigate the service conditions of these people and find out how difficult it is for sailors to get a job, how difficult it is for them to keep it and how difficult it is for them to have common amenities.

Then there is medical examination of the seamen. When the sailor is discharged, it is always easy to get a medical certificate, because if he is medically unfit, the company will have

[**Shri Goray**]

to bear the expenses. Therefore, they always see to it that he gets a medical certificate on discharge. If he gets a certificate at the time of signing off, then, for six months it should be valid. Otherwise, he has to take another certificate and there is the snag. He has to go to the doctors and there are so many other influences. Therefore, my submission is that the whole system of employing sailors and signing them off, their amenities of living and medical examination etc. have all to be investigated. Let us make the sailor of our country a proud sailor; a sailor who can compare his lot with the lot of any other sailor anywhere else.

I am really afraid to find so many foreigners not only in the Merchant Navy but also in our Navy. A few days back I had put a question and I was told that in the docks and on the ships there are hundreds and thousands of Pakistani ratings and seamen.

Shri Raghunath Singh: Twenty-five thousand.

Shri Goray: It is not good for the health of the Merchant Navy or of our Navy. Let us consider and find out whether it is not possible for us to set up training ships. (Interruption) I am not adverse to Muslims; please do not misunderstand me. I am saying that there are people who are Pakistani nationals. I cannot imagine any country which admits on such large scale nationals belonging to any other country to be in the service of its Merchant Navy.

Shri Raghunath Singh: Portuguese also.

Shri Goray: Therefore, I would like to say that the Ministry in charge of Shipping should try to set up schools and train up sailors—laskars and officers, whatever that may be. All along the coast there must be schools

at various places so that when we are ready with our target of 22 million tons—within the next five or six years—let us not find ourselves in a ridiculous position where we shall have to say that we have ships but we have no sailors. This aspect should also be taken into consideration.

Let us take into consideration the plight of the passengers also; the plight of the passengers and the care that should be bestowed on cargoes. Only recently, we came across a case where because of the remissness of the officer-in-charge or the negligence of somebody else, poison got mixed with food, and there was the famous Kerala food poisoning case. Let us see that this is not repeated again. Let us have rules and regulations by which it will be seen that food stuffs and others are completely separated from things which are harmful.

I know also that on pilgrim ships and in regard to passenger ships which have unberthed passengers, we find that hardly they are treated as human beings. I can draw on the analogy of passenger trains or pilgrim trains—trains which go to Pandarpur or the Kumbh Mela. How are they packed? They are packed like sardines. I would say that when we are dealing with pilgrims and unberthed passengers, we must take more care to see that they are given human treatment and better facilities.

The last point that I would like to stress is about the power taken by Government under clause 150 which deals with disputes. The powers taken under it are completely at variance with the basic tenets of labour legislation and labour policy. What the Government is trying to here is surprising. The clause reads:

"Where the Central Government is of opinion that any dispute between seamen or any class of seamen or of any union of seamen and the owners of ships in

which such seamen are employed or are likely to be employed exists or is apprehended and such dispute relates to any matter connected with or incidental to the employment of the seamen; the Central Government may, by notification in the Official Gazette, constitute a tribunal consisting of one or more persons, and refer the dispute to the tribunal for adjudication.

It is surprising that where the dispute is between owners and seamen who are employed and who are likely to be employed, the Government should intervene. I do not understand how there can be any dispute between seamen who are likely to be employed and the owners. If you take these powers, then what happens? The dispute is referred to a tribunal and the tribunal gives its decision.

Again, Government says that such of the decisions of the tribunal as it deems fit will be made applicable. That means that Government which may be a party to a dispute appoints a tribunal and after the tribunal comes out with its decision, it has got the power again to amend the decision. I think this is really a clause which goes counter to the labour policy that we have adopted. Again, at the end, it says:

"Nothing contained in the Industrial Disputes Act, 1947, shall apply to any dispute between seamen or any class of seamen or any union of seamen and the owners of ships in which such seamen are employed or are likely to be employed."

So you have taken away all the right and facilities that were conferred by the Industrial Disputes Act and appropriated all the powers to yourself. Once you have done that, it will not be proper for you to say again that the decision of the tribunal can also be amended. Either you

stand by the decision of the tribunal or do not have a tribunal at all, and leave it to the Industrial Disputes.

These are the points which I wanted to make. It was not possible to cover all other points within the prescribed time. I hope the hon. Minister will take these few points into consideration when replying to the debate.

Unfortunately, on the one side, Shri Raghunath Singh was pleading for 40 per cent foreign participation and, on the other hand, my communist friends were saying that those who drafted this Bill were betraying the interests of the nation. Between these two, it is easy for the hon. Minister to overlook the points that I have stressed. So, I would appeal to him that he should try to take into consideration what I have submitted.

Mr. Deputy-Speaker: Pandit Thakur Das Bhargava; would he be able to conclude before 3 o'clock?

Shri Raghunath Singh: He may continue next day.

पंडित थाकुर दास भर्गवा (हिसार) :
जनाब डिस्ट्री स्पीकर साहब, इस बिल का मामला ऐसा है कि जिस पर मैं सिर्फ़ इस बिल को पढ़ कर और जो बाहर की ओर सी चीज़ें मुझे मालूम हैं उनको पढ़ कर मैं अपनी राय दे रहा हूँ। मुझे कोई जाति हस्त किसी शिपिंग कारपोरेशन के, या शिप्स का, या सीमेन का नहीं है। साब ही मैं कारिन पारटिसिपेशन पर जो कुछ वर्ज करूँगा वह ऐसी बजूहात पर कि जो आम तौर पर लोगों को मालूम है और जिन के बास्ते कोई लास तजरबा या लास इल्मियत मुझे को नहीं है। इस बास्ते में मामले में बहुत डिफीडेंस से बोल रहा हूँ।

[पंडित ठाकुर दास भार्गव]

मैंने दोनों प्लाइंट्स आफ और सुने और इन सब दो सुन कर मुझ को तो ऐसा मालूम होता है कि वह सभी साहिबान जो कि इस बहस में पार्ट ले रहे हैं उन सबका पार्ट गालिबन उतना ही ज्यादा इनकार्म है जितना कि मेरा है।

श्री शुभद्रामवाला (भागलपुर) : बास करके गवर्नरेंट का।

पंडित ठाकुर दास भार्गव : जब मैं गवर्नरेंट की तरफ देखता हूँ और जब पिछली हिस्टी और आज की हिस्टी को देखता हूँ और जब यह देखता हूँ कि किस तरह से यह बिल लाया गया है तो मुझे भी ज्यादा ताज़्जुब होता है और मैं इस फेर में फंस जाता हूँ कि इस मामले में गवर्नरेंट को कोई डेफिनिट राय देना मुश्किल है।

उपाध्यक्ष महोदय : ऐसे हालात में तो मेर्वर साहब को ज्यादा कानफिडेंस होना चाहिये।

पंडित ठाकुर दास भार्गव : मुझे इसके बारे में अगर कानफिडेंस है तो इस बात पर है कि

उपाध्यक्ष महोदय : कि कोई ज्यादा वाकिफ नहीं है।

पंडित ठाकुर दास भार्गव : कि इसके बालाने वाले श्री पाटिल साहब और श्री राजबहादुर साहब जोकि हमारे सामने बैठे हैं वह जो कुछ करेंगे वह इस देश के हित में होगा। लेकिन मैं देखता हूँ कि जब यह बिल पहले आया था तो उसमें सेंट पर सेंट पाटिसिपेशन का प्रावीजन था। सन् १९४७ में, आज से ११ बरस पहले मैंने देखा था कि वहां पर २५ परसेंट का पालिसी स्टेटमेंट के प्रन्दर लिख था। अब सिलेक्ट कमेटी की रिपोर्ट में किसी ने लिख दिया है कि पाटिल साहब

ने लूट सजेस्ट किया था कि यह रेखा ६६-२/३: ३३-१/३ रखी जाये।

पंडित हु० च० शर्मा : जमान रंथ बदलता है।

पंडित ठाकुर दास भार्गव : आज हम ६०:४० की बात सुन रहे हैं। दूसरी तरफ हम यह भी सुनते हैं कि गवर्नरेंट को कोरेनसं को पास नहीं आने देना चाहिये। मेरे जैसे आदमी के लिये, जोकि इस सिलसिले में ज्यादा वाकफ़ियत नहीं रखता है, इससे मुसीबत ज्यादा बढ़ जाती है। मुझे यह कहने में जरा भी ताम्मुल नहीं है कि अगर मुझे यकीन हो कि हिन्दुस्तान का अपना कैपिटल इतना आ जायेगा, जिससे हमारा इंडियन शिपिंग बहुत तेजी के साथ बढ़ेगा, तो मैं सेन्ट-पर-सेन्ट अपने कम्यूनिस्ट फ्रेन्ड्ज के साथ शामिल होने के लिये तैयार हूँ कि हमारे यहां फ़ारेन पाटिसिपेशन नहीं होना चाहिये। पटनायक साहब ने जो कुछ कहा है, उससे मुझे यह स्पष्ट पैदा होता है कि हमारी संकंड लाइन आफ़ डिफेन्स में फ़ारेनज़ के शामिल होने का सवाल क्या है। हमारे देश के नेशनलज़ शिपिंग के जरिये १५० करोड़ रुपये हासिल कर सकते हैं। इसलिये मैं सोचता हूँ कि दुनिया में शायद ऐसी कोई नेशन नहीं होगी, जिसने वह स्पष्ट लेने की कोशिश न की हो जो कि फ़ार दि गैंदरिंग उसको मिल सकता हो। हिन्दुस्तान के बाकी हिस्सों को तो शायद शिपिंग के बारे में ज्यादा इल्म नहीं है, लेकिन बम्बई बालों को और दूसरे कोस्ट बाले लोगों को मालूम है कि इसमें कितना गेन है और कितना रिस्क है और यह कितनी मुश्किल चीज़ है। मैं वह देखता हूँ कि हमारी शिपिंग में हिन्दुस्तानी बहुत कम हैं। उसमें बीस हजार पाकिस्तान के लोग हैं—शायद उससे भी ज्यादा हैं। शुरू में, जब मैं कलकत्ता में था, तो उस बक्त उसमें कलकत्ता के बास पास वाले और दूसरे इंडियन नेशनलज़ थे। उस

बक्त तो छोड़ीकृपा । उस बक्त उसमें ऐसी कीमें थीं, जिन को नाटिकल कहना चाहिए, जिनका रक्षान उस तरक्क था । मैं इस सिलसिले में यह अर्ज करना चाहता हूँ कि अगर इंडियन शिपिंग हमारी सेंकंड लाइन आफ़ डिफ़ेन्स है, तो जहां तक मुमकिन हो, उसमें हर एक एम्प्लाई इंडियन होना चाहिए । डायरेक्टर और दूसरे अफसर तो यहां होंगे और वे यहां से हुक्म देंगे, लेकिन उस हुक्म को मानने वाले अगर फ़ारेनर होंगे, तो वह कोई तसल्लीबस्थ बात नहीं होगी । मैं यह चाहता हूँ कि जहां तक मुमकिन हो, इस मुल्क की सेंकंड लाइन आफ़ डिफ़ेन्स को बनाने वाले हिन्दुस्तानी ही होने चाहिए । दफा २१ में इंडियन शिपिंग की जो तारीफ़ थी गई है, उसमें मुझे यह कमी नज़र आती है । अगर हम यह नहीं कर सकते कि हम इसमें बाहर वालों को एम्प्लाय नहीं करेंगे, तो कम से कम इतना तो कर सकते हैं कि अगर सब के सब हिन्दुस्तानी नहीं हो सकते, तो बड़ी भारी मेजारिटी इंडियन नैशनलज की होनी चाहिए । अगर हम चाहते हैं कि इंडियन शिपिंग उस तरह का हो, जिस का कि हम डिक्सनुनते हैं, तो यह निहायत ज़रूरी है कि ज्यादा परसेन्टेज़ हिन्दुस्तान का होना चाहिए ।

जहां तक शिपिंग की हिस्ट्री का ताल्लुक है, मैं इस बहस में नहीं पड़ना चाहता कि इस बारे में अमरीका और विलायत की क्या हालत है । श्री रघुनाथ सिंह ने मुझे दो किताबें दी हैं । मैं जानता हूँ कि शायद बहुत थोड़े ऐसे मुल्क होंगे, जिनमें इस तरह की सक्त कैद होगी कि बाहर का कैपिटल न आये, या बाहर के आदमी न आयें । मेरे हाथ में एक कागज़ है, जिस में पच्चीस तीस मुल्कों का डिक्सन है और बताया गया है कि कहीं नैशनल कैपिटल का मिनिमम परसेन्टेज़ ५० है, कहीं ५१ है, कहीं ६६ है और कहीं ७० परसेन्ट है, चौरेह चौरेह । जनाबे वाला, फ़ारेन पार्टी-सिपेशन के बारे में गवर्नरमेंट की राय साक्ष है—और वह ७५ : २५ परसेन्ट है । इस लिए

मैं इस बहस में नहीं पड़ूँगा कि यहां फ़ारेन पार्टी-सिपेशन की इजाजत होनी चाहिए या नहीं । सारी दुनिया को देख कर यह बात गलत मालूम होती है कि हम इतने एम्प्लायूमेंट बने रहें कि हम फ़ारेन कैपिटल को नहीं रखेंगे । अगर हमको हिन्दुस्तान में ही लोन मिलता हो, तो मैं तो फ़ारेन लोन की तरफ़ देखने के लिए भी तैयार नहीं हूँ । फ़ारेन लोन से हमको ज्यादा से ज्यादा रुपया मिल सकता है । मुझे तो सिर्फ़ यह देखना है—मेरे सामने तो सिर्फ़ एक ही यांडस्टिक है और वह यह है कि इंडिया का नैशनल इन्ड्रेस्ट किस चीज़ में है—लोन लेने में है, ईक्विटी कैपिटल लेने में है या फ़ारेनवे को इजाजत न देने में है । अगर इंडियन शिपिंग बढ़ता ही नहीं है, स्टेटिक रहता है, अगर वह आगे चलता ही नहीं है, हमारे कैपिटलिस्ट्स में इतना दम ही नहीं है, हमारा कैपिटल इतना शार्फ़ है, तो फिर तो शायद हम लोग इन्ड्रेस्ट तक इन्तजार करते रहेंगे कि इंडियन शिपिंग बढ़े । जनाब जरा पुराने फ़िगर्ज को मुलाहिजा फ़रमायें । हमें वह जमाना याद है जब हाजी साहब को स्टेट रिजर्वेशन बिल पर बहस किया करते थे । उस बक्त गवर्नरमेंट ने हमारे कई आदमियों का करोड़ों रुपये का कैपिटल जाया कर दिया । लेकिन मैं अर्ज करना चाहता हूँ कि आज वह बात नहीं है । आज हमारे मुल्क में एक नैशनल गवर्नरमेंट है । मेरे पास जो फ़िगर्ज हैं, उन की बिना पर मुझे यह कहन में ज़रा भी ताम्मुल नहीं है कि अगर हम उसी रफ्तार से चलते रहे, जिस से कि हम चलते रहे हैं, तो मुझे डर है कि बहुत अरसे तक हम ऐसी हालत में पड़े रहेंगे, जिस में इंडियन शिपिंग कोई तरक्की नहीं कर सकेगा ।

अब मैं कुछ पुरानी फ़िगर्ज का डिक्सन करना चाहता हूँ । १६४७-४८ में हमारे पास सिर्फ़ ठाई लाख टन के करीब इंडियन शिपिंग था । इस के आगे चल कर १६४८-४९ और १६४९-५० में वह थोड़ा थोड़ा बढ़ा, लेकिन किसी भी साल में नहीं पाता कि वह एक

[पंचिंत ठाकुर बास भारतीय]

भास बढ़ा हो। मैं पाता हूँ कि १६४६-४७ में ६० हजार, १६४७-४८ में ८३ हजार बढ़ा। १६४८-४९ में सीट-बैक हुआ और उस साल वह सिर्फ ३२ हजार बढ़ा। १६४९-५० में वह सिर्फ २०,१४ बढ़ा और १६५०-५१ में १६,५८३। आगे चल कर योड़ा सा सीट-बैक हो गया। १६४९-५० में वह ३६४,६३२ था और १६५०-५१ में २६६,६४६ था। फिर पेंडुलम दूसरी तरफ चला। १६५१-५२ में ३८६,२६५ हो गया और १६५२-५३ में ३८४,०३८ रह गया। आखिर आहिस्ता आहिस्ता गवर्नमेंट ने रुपया देना शुरू किया—उस को खजाने से रुपया निलाना शुरू हुआ। ८५ परसेन्ट दिया गया और वह भी इस शर्त पर कि पंद्रह बीस बरसों तक अदा करो। शरह भी सिर्फ तीन परसेंट थी। उस वक्त बहुत आहिस्ता-स्नेल की पेस पर वह बढ़ना शुरू हुआ। १६५३-५४ में वह ४२२,८५८ पर आया। १६५४-५५ में वह ४३५,६६१ था और १६५५-५६ में ४५५,३५७ हो गया। १६५६-५७ में कुछ तरक्की हुई और वह ५२१,४४० हो गया। अब, १६५७-५८ में वह ५८६,५४५ के करीब है और मुझे उम्मीद है कि अब वह किसी कद रफतार से बढ़ेगा। मुझे शब्द होती है कि आनंदेबल मिनिस्टर साहब ने ६ लाख का जो टारगेट बताया है, वह पूरा हो जायेगा और उस में बहुत देर नहीं समय ले, लेकिन २० लाख का जो पुराना टारगेट था, उसका आनंदेबल मिनिस्टर साहब जिक्र ही नहीं करते हैं। क्या करें जिक्र करके? हमारे आनंदेबल मिनिस्टर कीसे फरमायें कि वह काइव यीश्वर प्लान का २० लाख का हमारा टारगेट हमारे कैपिटलिस्ट्स पूरा कर देंगे? उन्होंने पुष्ट तौर पर नहीं बतलाया। वह यह भी नहीं कह सकते थे कि वह ऐसा नहीं करेंगे, लेकिन मूझे यह कहने में ताम्मुज नहीं है कि अगर हमारे कैपिटलिस्ट्स के ऊपर वह मामला रहा, तो १६६६ तक—वह काइव यीश्वर प्लान के आखिर तक—हम यह २० लाख टन का टारगेट हासिल कर

सकेंगे, इसकी जुझे हरभित्र कोई उम्मीद नहीं है। श्री गोरे ने फ़रकाया कि क्या यही काफ़ी है कि हम बीस लाख टन तक पहुँचे और क्या हम बीस, पञ्चीस लाख टन से ज्याएं नहीं बढ़ेंगे। बहुत मुल्क आगे बढ़े हुए हैं। हमें यह बहुत नहीं है कि हम जरूर आगे बढ़ेंगे, हालांकि हमारे आनंदेबल मिनिस्टर साहब ने फ़रकाया कि हम मरिटाइम पावर नहीं होना चाहते हैं। मैं उनकी बहुत इन्जिन बताता हूँ लेकिन मुझे यह कहने में ताम्मुज नहीं है कि अगर मेरा काबू चले, तो मैं हिन्दुस्तान को एक मरिटाइम पावर देखना चाहता हूँ, मुझे उससे कोई डर नहीं महसूस होता है। आप कहते हैं कि हम एक मरिटाइम कंट्री रहेंगे। इसका मतलब यह है कि हम सिर्फ तिजारी किया करेंगे और १५० करोड़ रुपये हासिल करने की कोशिश पर इकतफा करेंगे। इस बात को तो मैं एप्रिलिएट करता हूँ कि हम किसी पर हमला नहीं करेंगे, किसी की जायदाद नहीं छोड़ेंगे, हम किसी को दुख नहीं देंगे। लेकिन हमको यह भी नहीं भूलना चाहिये कि हमको अपने देश के डिफ़ेन्स के लिये भी तंयार रहना है। इसलिये जिस आदमी का ऐसा ल्याल हो और जो यह चाहता हो कि हमारे देश को केवल पर्याप्त कामले में ही नहीं बल्कि दूसरी तरफ भी पूरे तौर से तंयार होना है, उससे मैं सहमत तूमें बिना नहीं रह सकता। मैं अब ज़रूर करता हूँ कि अगर हमको सरकी करनी है तो गवर्नमेंट को जरूर इसकी मदद करनी होगी। और हमें हर तरह से मेरी-टाइम ताकत हासिल करनी होगी।

15-00 hrs.

इस बिल में हमने कही नए नए तरीके अन्यायों हैं और उनके लिये मैं माननीय मंत्री महीन-दम को मुबारिकबाद देता हूँ। इसमें बो नई जीजें की गई हैं। एक तो नैशनल शिपिंग बोर्ड बना है और दूसरे एक फ़ंड कायम किया गया है जिसको शिपिंग फ़ंड का नाम दिया गया है। इसको पढ़ने से वह भी पता चलता है कि बोर्ड

की एक योजनाहकी बाबी रखी गई है और इसको अभी बहुत कम मामले सौंपे गये हैं। मेरा लक्ष्य यह है कि जो बाबी रखी गई है वह दिन प्रति विन-मजबूत होती जायेगी। मेरा यह भी कहना है कि गवर्नरमेंट आक इंडिया जितनी भी इसमें ताकत है वह इसमें लच करेगी। शिरिंग बोर्ड का जो मामला है वह आज छोटा सा ही मालूम होता है। एडवाइजरी बाबी को अभी दो एक फर्ज ही सौंपे गये हैं। यह कहा गया है कि तमाम मालों पर इनकल्पूडिंग डिवेलोपमेंट एडवाइज देने के लिये और जो इसको रेफर किये जायें। ये जो बोर्ड हैं ये इसी तरह से पहले पहल बनते हैं और आहिस्ता आहिस्ता से ताकत पकड़ते जाते हैं।

विस्तार के साथ इस बोर्ड को इन्डीस नहीं लिखी गई है। यह नहीं लिखा गया है कि टैक्सिकल इनकम्पीटेसी वर्गरह यह देखेगा या ट्रेनिंग वर्गरह का इंतजाम करेगा। लेकिन इन द्यू कोर्स आफ टाइम, आगे चल कर, अगले चन्द सालों में इस शिरिंग बोर्ड की इतनी जबरदस्त आगेनाहजेशन बनेगी जो हमारे देश की शिरिंग इंडस्ट्री को रेवोल्यूशन-लाइज कर देगी

उपाध्यक्ष महोदयः क्या माननीय सदस्य जो कुछ उनको कहना है, कल के लिये रख सकेंगे ?

पंचित ठाकुर बास भार्गवः : जैसी आपकी इच्छा ।

15-02 hrs.

DISCUSSION RE: REPORT OF ADVISORY COMMITTEE ON SLUM CLEARANCE.

Shri Rajendra Singh (Chapra): Sir, I have to move.

"That the Report of the Advisory Committee on Slum Cle-

rance, laid on the Table of the House on the 30th August, 1958, be taken into consideration."

Mr. Deputy-Speaker, Sir, the Sen Committee on slum clearance was charged with the responsibility of expediting conclusiveness and providing depth of focus on criticals, so that we could take some immediate action which could, if not impress the country, make some substantial contribution to the solution of this crying problem. Viewed just from this background, I have shrewed suspicion that Shri Sen, though widely known for his intelligence and wide experience in the field of law, could not probe into the depth of the problem and the approaches, much less all the suggestions, to this problem have been from a very wrong and vicious angle.

I should like to quote a comment which his report has invited from his very friendly party, especially to him. It has appeared in the *Eastern Economist*.

"It is a great pity that the Law Minister and his colleagues have allowed themselves to be so easily led into a field in which their experience has by no means brought any fruit".

The comment itself is self-explanatory. However be that as it may, we have to consider the basic issue involved in the growth and expansion of slums: why it has come to appear at all? What had been the material conditions and the causes which have contributed to the growth and increase of slums? I think Shri S. K. Patil, the Law Minister's colleague, must be complimented. At least he had the sagacity to understand that these slums crop up not because people are entranced of town life, but entirely because the material resources

[Shri Rajendra Singh.]

and the skill of the countryside are gradually and are increasingly being turned to the cities and towns. So, the flow is from countryside to the town-side. Gandhiji had understood this problem long before, and though he was not an economist, he still emphasised—and emphasised with all clarity of mind and conviction—that if any economic growth of this country had taken place, if a welfare State had to be built up in this country, it could not be on western pattern. We will have to evolve a pattern of our own which will suit the needs and conditions of the country. That is why he had been so much insistent on the decentralisation of industry. At the same time, because we do not have the resources and the capital at our disposal to speed up the industrial development of the country, he suggested that the entire growth of this country could take place only if the countryside is provided with small-scale industries and cottage industries.

Therefore, the question to my mind today is—I am just expressing my very sincere feelings and thoughts—that this slum problem, if it has to be tackled from the right angle, is a problem to solve which the proper course would be prevention. Of course I do not suggest that the people who are slum-dwellers should be driven out from where they are today, but then, as Shri Sen has suggested, apart from bringing about some improvement on the dwelling sites, we have to provide those people with certain means of subsistence, and certain means of occupation, and for that matter, he wants industrial estates, small-scale industries, some cottage industries and satellite towns. They are quite good so far as they go. But if this process starts like that, then, apart from big industries which are confined to big cities of India and giving all the time, more and more, to that part of the country, and if even these things which were meant primarily and entirely for the countryside are made to go round these towns,

what would happen? The people from the countryside would flow into the towns in greater and increasing numbers. That way, instead of solving the problem, we will be inviting more problems, and we will be just making the situation all the more difficult.

So, so far as the Sen Committee report goes, Shri Sen himself has in his report mentioned that this slum problem is so big; it is as big as our country itself; it is as big as our social and economic problems are. Our slum population in towns ranges from 7 to 80 per cent. Every year, we have a backlog of five million houses, and 1.5 million houses are unfit for human living. Shri S. K. Patil has pointed out in his earlier report that if at all in Bombay city we start clearing up the slums, it will involve nearly Rs. 200 crores. Therefore, if this slum clearance is to cost Rs. 200 crores in one city alone—as we have understood from his report and the other reports that have preceded it—it follows that Rs. 10,000 crores would be required to clear up the slums in the entire country. Can we dream of it? We are having a Plan of only Rs. 4,800 crores. And, what has happened to it? It has just collapsed. Everyone of us who has some concern for the interest of the country is so uneasy that we are having nightmares whether we would succeed or not. There are some quarters who are trying hard and advising us to prune down the Plan. To spend Rs. 10,000 crores for slum clearance or for just having towns worth living is unthinkable for us.

Shri Sen has to be complimented for having pruned down his suggestions to a practical scale. He has suggested that Rs. 2 crores should be set apart, over and above what the Planning Commission has set apart, for solving problems connected with slums in big cities like Calcutta, Kanpur, Bombay, Delhi and so on. Even for this sum he has not been able to find the resources. It is very ludicrous. Only a few days back when I said that

the recommendations of the Mudaliar Committee in respect of the freight structure should be adopted without pruning them down, the Railway Minister replied that he does not want that the prices should go up. He said that if the freights on railways would be increased it will contribute towards raising prices. I know it was just a lame excuse. Any way, on the heel of it, there is the Sen Report. Even to find out these small sums of Rs. 2 crores for such big cities like Delhi, Bombay and Calcutta, he has suggested terminal taxes. Who will bear those taxes? Goods and passengers. Now, one Minister says one thing, while another Minister says some other thing. Who is to be complimented and who is to be indicated? But that shows the mind of the Cabinet.

The first and foremost thing that was required to tackle this problem, to my mind, was to have evolved out an efficient machinery which could implement the decisions of the Government. The Patil Committee pointed out that issue, but, so far as the Sen Committee is concerned, it has contented itself by suggesting that we should have State corporations headed by a central corporation. I know, so long as our Prime Minister is there we are bound to be enamoured of corporations. If there is any defect, if there is something which comes in our way, we just jump up and say that the solution is to have a public corporation. That may be true, that may be right, I do not question that; but it is not any improvement on Shri Patil's recommendations. The State Government had been a defaulter so far either in the implementation of the housing programme in towns, or in improving the conditions obtaining in the slum areas, or in acquiring lands for all these purposes, because of the pressures of interested groups. There have also been so many public corporations, but the performance and achievements of the public corporations have not been above criticism, have not been so satisfactory as to rely upon that pattern of activity.

Therefore, when the State Government is such that it cannot but be dominated by pressure groups, by vested interests, and public corporations as such cannot discharge the functions and responsibilities thrust on them in a manner to the satisfaction of the country, then he should have called upon a genius to find out a solution; because every time we meet difficulties it is human nature to whip up the genius and find out a solution. Neither the public corporations, to my mind, nor the State Governments as they are today can be of much use so far as the tackling of this problem is concerned. Therefore, it would be better if Shri Sen and his colleagues in the Cabinet apply their imagination and, first and foremost, concentrate upon finding out an efficient and irreproachable agency which could manage the show.

He has come from Calcutta. Though I do not belong to Calcutta, I had been there for a pretty long time and for a good amount of time in slum areas. He has suggested that our scale of compensation is such that if we work on that it shall not be possible for us to acquire lands on the scale we require. Sir, in the slum areas, though there are still some big zamindars, by and large, most of the areas are sublet to tenants and those tenants put up some very weak structures unfit for human living—I have seen that in 24 Parganas, Hooghly, Barah Nagar area and other places, where such houses are called 'bola houses'—and they again let them out to the people who actually want to live in them. In that way there are so many interests. There is not one landlord who is the owner of a house, but there is tier upon tier. Therefore, I feel that the suggestion that Shri Sen has made on that score—though it is not quite a happy term to use—amounts to confiscation. I agree that when one has too much of land, when one is coming from a zamindar family or a capitalist family, if his lands could be taken without much damage to his interests he can

[**Shri Rajendra Singh.**]

afford to suffer it. But, so far as small people are concerned,—especially, in Kidderpore area I saw persons who have been in Calcutta for the whole of their lives—who have purchased some lands and built small houses out of their small earnings for the whole life and if those lands happen to be in slum areas, what would happen to them if they are divested of their rights over their properties without adequate compensation being paid to them? The meagre savings that they have made after toiling for their whole life will all go in vain. So, this should not be allowed in the larger interests of the country. If at all it is necessary to have land for improving the slum areas, if at all the Ministry wants to proceed in that manner, it should proceed with a sense of responsibility, with an eye to the interest of the small tenants.

Again reverting to the question of funds, if at all some additional funds have to be found out for improving the slum areas, I very humbly submit that railways should not be made the source. The rates of railway fares and railway freight could be increased; there is scope for it, but they could be increased only for meeting the depreciation of the railways, for meeting the development plans of the railways and for meeting the demands of labour. But they cannot be increased for meeting the requirements suggested by Mr. Sen namely, for improving the slum areas. If his proposal to impose an additional terminal tax is accepted....

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Rajendra Singh: If I will be given sometime for reply, then I will conclude. The practice is that 20 minutes are allowed in the beginning and 10 minutes for the reply. I have taken only 15 minutes. I want 5 minutes more.

Mr. Deputy-Speaker: I will give him five minutes now. I will give him some time at the end also.

Shri Rajendra Singh: As regards Delhi, Bombay and Calcutta, what happens is this. The industrialists and those who are interested in industry not only like to extend their existing industries in those areas, but at the same time, if at all they want to start new enterprises, they try to do it round the cities. This is the crux of the problem. I would urge upon the hon. Prime Minister that if at all we want that this sorry state of affairs should come to an end, then the right thing to do would be to ask every prospective industrialist who desires to have an industry round these cities not to have those establishments here. Even if it is somewhat uneconomic, even though it is not so much profitable, it is desirable to take the industries which fall within the State sector as well those managed by the private sector to the villages. Unless they take the industries to the villages, people would be flowing from the countryside into the towns and by doing any amount of work here, you would not be able to keep pace with the situation.

So, my humble submission is that three things must be done at once. No new industrial enterprises should be allowed to be started round the cities. In the case of those who need expansion of existing industries, they should be advised that they should have subsidiary industrial establishments elsewhere. So far as industrial estates, satellite towns, small-scale industries, etc. are concerned, they should not be confined to the big cities, but they should be taken to the countryside.

Mr. Deputy-Speaker: Motion moved:

"That the Report of the Advisory Committee on Slum Clearance, laid on the Table of the House on the 30th August, 1958, be taken into consideration."

I have already got about 10 names and other names also might be coming in. There might be a few others who have not sent chits, but who may try to catch my eye. So, a time-limit should be placed. No hon. Member should try to take more than 10 minutes. Shri Naval Prabhakar.

बी बबल प्रभाकर (बाह्य दिल्ली-राजित-प्रभुसूचित चालिया) : उपायक महोदय, वह जो प्रतिबेदन हमारे सम्मुख है गन्दी बस्तियों के बारे में, इसमें जिन स्थानों तथा घारों की ओर व्यान आकर्षित कराया गया है, उनकी ओर में समझता हूँ कि सब का व्यान जाना चाहिये। यह जो रिपोर्ट पेश की गई है, यह स्वागत बोग्य है।

एक समय था जब इन गन्दी बस्तियों की ओर किसी की भी निगाह नहीं गयी थी। किन्तु हमारी सुशक्तिसमती है कि मानवीय प्रवान मंत्री जी का व्यान सब से पहले इन की ओर व्यान आकर्षित कराया गया था तथा उन्होंने इनकी दशा सुधारने के लिये कदम उठाये।

जहाँ तक गन्दी बस्तियों का संबंध है, अभी तो फिलहाल यह बड़े बड़े बहरों में जिन के नाम कलकत्ता, मद्रास, कानपुर, अहमदाबाद, बृहत्त और दिल्ली हैं, इनको बहस्त करने का ही इसमें जिक्र है। में और वाहरों के संबंध में कुछ न कह कर दिल्ली के बारे में ही अपने विचार व्यक्त करूँगा।

दिल्ली के लिये दो करोड़ रुपया निर्बारित किया गया है और इस राशि को दितीय निवासीय योजना काल में संबंध करने की बात कही गई है। दो तरह की योजनायें हैं, एक बाल्कलिक है और दूसरी सम्बी परस्त के लिये। जहाँ तक तत्कालिक योजनाओं का संबंध है, उनके बारे में कुछ कार्य हो रहे हैं। कुछ गन्दी बस्तियों के अन्दर कुछ कट्टों के अन्दर चाली, ब्राकाश इत्यादि का इंतिकाम किया गया है। किन्तु अठल में जो महत्व है वह तो स्वामी योजनाओं का ही है। जहाँ तक स्वामी योजना

का तात्पुर्क है, उसमें कोई प्रगति नहीं हो रही है। मैंने देखा है कि बब यहाँ पर एक बिल पेश किया गया था और कहा गया था कि दिल्ली दिव्येस्पेंट आविजनस आधिकारी बनाई जाएगी और उसका एक काम यह होगा कि वह एक मुस्तर प्लान बनाये, उसके बाद उसने अत्यरिक्त प्लान बनाया। किन्तु उस प्लान को आधार मान कर इसमें कहाँ तक अन्ति हुई है, में नहीं कह सकता। केवल कुछ बस्तीयों तो नक्सों के ऊपर लिखी हुई है लेकिन कार्यरूप नहीं दिया गया है। जहाँ तक मुझे पता है और जो इनकार्मेशन यहाँ दी गई है, प्रबन्धों के उत्तर में, उससे यही मालूम होता है कि कह तो दिया जाता है कि अमृक अमृक बस्ती को लिया गया है किन्तु वे बस्तियां वही हैं जो पुराने इन्हेस्पेंट ट्रस्ट के जमाने में थीं और वैसी ही बस्ती या रही हैं। आदर्श गांव की नई स्कीम शुरू की गई थी और तिहाड़ गांव उसमें आता था। १०-११ वर्ष से यह स्कीम बस्ती या रही है, लेकिन अमल नहीं हुआ है। यिनोंवा जी भी वहाँ गये थे और उन्होंने भी कहा था कि वहाँ आदर्श गांव ही बनेगा। हमारे दिल्ली राज्य के मन्त्रीगण भी यहे और उन्होंने भी इसी बात को दोहराया। इदे दो वर्ष पहले से घाउट बन गया था लेकिन उसमें कोई प्रगति उसके बाद नहीं हुई है। यह मैंने सुना है कि पुनर्वास मंत्रालय ने साड़े सात लाख रुपया भी दे दिया है। किन्तु जो अधिकारी बंग है, उसके बीच में ही एक बड़ी रस्साकाशी बस रही है। जहाँ तक दिल्ली प्रशासन का संबंध है, या दिल्ली में जो विकास आधिकारी है उस का संबंध है, वे कहते हैं कि यह जो जमीन है इसको उन्हें हैंड औवर कर दिया जाना चाहिये और जो युनर्वास मंत्रालय है वह कहता है कि जमीन हैंड औवर करने की मेंने कई बार प्राप्तना की, फिर चीफ कमिशनर साहब को वहाँ ले गया, लेकिन बार बार यही एक बीज होती रहती है। मैं प्रायोना करता हूँ कि इस तरह की जो भी योजनायें होय में सी जावें उनकी तरफ ध्यान दिया जाये। दस वर्ष से वह मामला बीजे पढ़ा हुआ है। जब भी इस

[भी नवम प्रभाकर]

तरह की योजनायें सी जायें तो जो हायारा अधिकारी वर्षे हैं वह जरा मात्रा बूटा कर बैठ जाय और आपस में भिज कर कोई पैसेका बल्डी कर डाले । साके सात माल्स रुपया रक्का गया है, सब बातें तय हो चुकी हैं । ले आठट बन चुका है, किन्तु इसे कार्यान्वित करने में देरी हो रही है । मैं नहीं समझता कि ऐसा क्यों हो रहा है । इस की एक तिथि निर्धारित होनी चाहिये और उस के अनुसार काम होना चाहिये ।

जहा तक इस २ करोड़ पर्ये का संबंध है, मैं दिल्ली के लिये कुछ सुझाव देना चाहता हूँ । इस में जो सरकारी कर्मचारी आते हैं जो कि गन्दी बस्तियों में रहते हैं, उनको जिम्मेदारी सरकार को अपने ऊपर लेनी चाहिये और उस को इस २ करोड़ रुपये को जो गन्दी बस्तियों की सफाई के लिये दिया गया है, उस में नहीं मिलाना चाहिये । सरकार जो अपने स्वाठंर आदि बनाती है, उस में उनको बसाये । इसी तरह से जो कारपोरेशन के कर्मचारी हैं उनको कारपोरेशन बसाये । इसके अतिरिक्त कुछ मजदूर या अधिक हैं जो कि मिलों में काम करते हैं, या बड़े बड़े कारखानों में काम करते हैं । उनको बसाने की जिम्मेदारी कल कारखानों के ऊपर होनी चाहिये । इस तरह गन्दी बस्तियों में रहने वालों की जो बहुत बड़ी संख्या है बसाने के लिये, वह निकल जायगी और ओही संख्या रह जायगी । देखा यह जाता है कि गन्दी बस्तियों में या तो जो मजदूर वर्ग है वह रहता है या जो चौथे दर्जे के कर्मचारी हैं, सरकारी कर्मचारी या कारपोरेशन के कर्मचारी, वे लोग रहते हैं । अतः मेरा नम्बर निवेदन है कि यदि इस काम को कर लिया जाय तो उसमें बाद बहुत बड़े लोग बच जाते हैं जो कि दूसरे स्थानों में काम करते हैं । मैं सुझाव के तौर पर कहना चाहता हूँ कि दिल्ली के अन्दर जो बड़े बड़े कारखाने हैं जो दिस्सी शहर के बीचों बीच में, उसकी जाती पर लाए हैं, लगभग पाहुँ-बीस कर्बं पहले दिस्सी

मूनिसिपल कमेटी वे एक प्रस्ताव पास किया और प्रस्ताव पास कर के यह कहा गया कि जो बड़े बड़े कारखाने हैं उनको निकाल कर शहर के बाहर से जाना चाहिये । उनको नोटिस दिया गया, वहां तक युक्त याद पक्का है उनको जल्मी भी दी गई । लेकिन नई जल्मी पर उन्होंने एक नई मिल लड़ी कर ली, लेकिन पुरानी मिल है वह वहां से शिफ्ट नहीं हुई । इस तरह के दो बड़े बड़े कारखाने शहर के बीच में आ जाते हैं, स्वास्थ्य के लिये बहुत हानिप्रद हैं और जनता की मांग है कि जूँकि वह शहर के बीच में लाए हुये हैं और बराबर बुझां उगलते रहते हैं, इसलिये उनको शहर के बाहर से जाया जाय । मैं कहना चाहता हूँ कि उनको बल्दी से जल्दी शहर के बाहर कर दिया जाय और वहां पर, जैसे ही वे कारखाने शहर के बाहर चले जायें, उस में काम करने वाले जो अधिक या मजदूर हैं वे भी जले जायेंगे और इस तरह से बहुत बड़ी जगह शहर के बीच में निकल जायेगी और जो शहर के बीच में आज स्लम्स बने हुये हैं, गन्दी बस्तियां बनी हुई हैं, उनको वहां से हटा कर इस नई जगह में बसाया जा सकता है ।

दूसरा सुझाव यह है कि जो दूसरे लोग बते हुये हैं, उनके लिये शहर के बाहर बहुत सी जल्मी मिल सकती है । वहां पर आप जल्मी लेकर उसे डेवलप करें और उसके बाद उन में थोटे थोटे प्लाट्स बना दें और हर एक मजदूर कों जो आज यहां पर गन्दी बस्तियों में रहता है, और वहां जाना चाहता है, उसे वहां भेज दिया जाय । मैं उदाहरण के तौर पर बताना चाहता हूँ कि लगभग ३० या ४० साल पहले यहां दिल्ली के अन्दर कुछ गन्दी बस्तियां थीं । उन गन्दी बस्तियों में वैसे ही लोग रहते थे जैसे कि आज रहते हैं । उस समय की सरकार ने उनको नये प्लाट्स दिये । जो पहले प्लाट्स थे उनमें जो कुछ स्ट्रक्चर्ट लाए हुये थे, उनको बोड़ा बहुत सुधाकरा दिया गया । इस तरह से वह लोग वहां से उड़ा कर दूसरी जगहों पर बसा दिये थे ।

करीबनाम व रहनपुरा और बीड़नपुरा को बहुत हूँ के उन्हीं लोगों से भरी हुई हैं। इसी तरह से पहाड़ी भीरा में जो लोग वे बहुत भी दुरी आवश्यक में वे। उस बक्स की सरकार में उनको वहां से उठा कर जो आज करीबनाम का देवनगर का इसाका है उस में बसा दिया। में चाहता हूँ कि सरकार इस तरफ ध्यान दे। अब वह उन लोगों के लिये जमीन का वितर रख कर दे और वो तीन बागहों पर उन को बांट दे तो इस तरह से सरकार का ऐसा कम लाभ होगा। और लोग भी आसानी से और जल्दी बस आयेंगे।

मन में मे एक बात और कहना चाहता हूँ। यहां पर जूमियां और लोपेंडे बहुत ज्यादा हैं। उनकी तादाद लगभग ५०,००० के हैं। उन लोगों को बसाने के लिये बहुत ज्यादा ऐसा लाभ करने की आवश्यकता नहीं है। आवश्यकता केवल इस बात की है कि आप कोई जमीन एकत्रायर कर में और उस के बाद लोपोंको १००, १०० वर्ग गज के प्लाट्ट्स दे दें ताकि वे लोग वहां वर भ्रमनी लोपेंडियां बना सकें। सबाल यह है कि उनके लिये पुस्ता सड़क वर्गेरह के लिये जगह छोड़ दो जायें। फिलहाल आप उनको डेवेलप न करें, सड़कें वर्गेरह न बनायें। उनको बाद में आप आहिस्ता आहिस्ता डेवेलप कर सकते हैं जिस तरह से और भी इलाके हैं जहां पर कि पहले जमीन की गई थी देवनगर में भी पहले कोई सड़क प्रादि नहीं थीं। बाद में वह इतना बड़ा इलाका बन गया। अगर आप इस तरह से करेंगे तो मैं समझता हूँ कि काम चलता जलेगा। मैं उम्मीद करता हूँ कि सरकार इस ओर ध्यान देगी।

Shri Tangamani (Madurai): I am glad, the Sen Committee report is being discussed today. At the outset I must say that the report is a very short and less ambitious one. On page 30 of this Report, seven recommendations of this Committee are listed. I will refer only to two or three recommendations.

One of those recommendations is that the six cities, Delhi, Madras, Bombay, Calcutta, Ahmedabad and Kanpur must be specially chosen for the purpose of improving the slums and that Rs. 2 crores has to be set apart for it. I have no grievance at all about it. But I would submit at the outset itself that what is more required now is improving the slums rather than clearing the slums, because clearing the slums as such is a very difficult problem. In the Report it is stated that slums which are not habitable accommodate about 1·15 million people and in terms of money that will have to be invested, it will come to about Rs. 600 crores. I do not know whether our Government would be in a position to get these Rs. 600 crores in the course of this year or next year or even during the course of the several Five Year Plans that we have in view.

Having said that, I do agree with this Committee that Rs. 120 crores, which is set apart for housing in the Second Plan, should not be cut at all and as the Rs. 20 crores which has been set apart for the slum clearance is only a feeble amount, no invasion should be allowed to cut this particular amount. But the suggested way in which the amount has to be raised is by way of terminal tax. Certainly, nobody from this side of the House will agree to new taxes being imposed.

Then a question may be asked about the priorities. In this country, it is very difficult to say what is to be given priority. Certainly, slum clearance has got to get priority. If half a seer of milk is to be given to every child within five years, it will also probably come to Rs. 600 crores, and that will also have to be given priority. When we take the specific points raised in the Report of the Committee, I feel that slum clearance should have priority. But I do not like to copy the West, as one of my hon. friends was saying, in the matter of slum clearance. We have been used to airy houses. I can mention the case of a

[Shri Tangamani]

slum which was cleared in Madras, which is known as Meenambhal Sivaraj Colony, named after the well-known social worker. It consists of ordinary huts. But the Madras State Government has taken pains to see that it is properly lighted, it has proper sanitation, underground drainage, water facilities and so on. If these three things are given to the slum-dwellers, instead of having pucca buildings or big tenements, that will be a very good thing. That may be good for exhibition purposes, but that is not going to solve the problem.

Now I would mention how difficult this problem is. I do not know whether the Committee has gone into the implications of this particular problem. It is a very difficult problem. I only refer to two or three statements which were made on the floor of the House by the Government itself.

There is one more point to substantiate what I said about the development of slums. There is a slum in Madurai. There are about one thousand slum dwellers. We combine the two together. We are only for improving the slums. We are not for evicting those men. The moment we evict those men, as it has been made very clear in the Report, we are not going to provide for any living for those people. So, the main question is that in the next few years it should only be the question of improving the slums.

In the Report on the last page, Appendix II, it is mentioned how during the Second Plan period out of the Rs. 20 crores which have been allotted for the entire period, Rs. 1501 lakhs have been allocated upto the 15th July, 1958 for all the States. For all the 14 States the value of the projects approved by the Government is Rs. 717.45 lakhs. For Bombay, the allotment is Rs. 429.33 lakhs and the value of the approved projects is Rs. 318.98 lakhs. For Madras allocation is Rs. 168 lakhs and the approved

figure is Rs. 41.73 lakhs. For UP the allocation and the approved figure is the same. For West Bengal Rs. 280 lakhs have been allocated and the approved figure is Rs. 71.04 lakhs.

Now, the question is—I have heard representations from the Madras State Government—that the amount is allocated, the amount is sanctioned and then the scheme comes back to the Centre. By the time they are able to finalise the scheme, any Government will be fed up with the red tapism that is going on. Allocation is one thing and approved is another thing. Having approved it, the amount sanctioned will be far more less. I would like to say that this slum clearance also must be taken as a part of the housing scheme.

For the housing scheme, the Government of India have got five schemes. One is the subsidised industrial housing scheme. The amount allocated by subsidy and loan to the 14 States is Rs. 400 lakhs. The amount drawn by the States is Rs. 54.53 lakhs.

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chand): That has nothing to do with slum clearance.

Shri Tangamani: It is a part. I am coming to the whole thing. I am only reading back the statement which you yourself made on the floor of this House. I would like the hon. Minister to refer to the eleven items mentioned in the statement showing the schemes taken up during 1957-58 for the clearance of slums in Delhi and their progress in reply to Starred Question No. 1358 dated the 1st April, 1958. Another thing is Unstarred Question No. 376 dated the 19th February, 1958. That also makes very interesting reading. Then comes the State-wise statement showing the amount of assistance (loans and grants) allocated and amount actually disbursed to the various States during the year 1957-58, upto 31-1-58.

As I said, there are five schemes. One is the subsidised industrial housing scheme. The amount allocated is Rs. 400 lakhs and the amount drawn is Rs. 54.53 lakhs. For the low income group housing the amount allocated is Rs. 500 lakhs and the amount drawn is Rs. 148.90 lakhs. For the slum clearance scheme, loan and subsidy allocated is Rs. 100 lakhs and the amount so far drawn is Rs. 10.25 lakhs. For the Plantation labour housing scheme the amount allocated is Rs. 25 lakhs and the amount drawn is nil. For village housing projects scheme the amount allocated is Rs. 50 lakhs and the amount drawn is nil. This is really a statement which was made on the floor of the House by the hon. Minister of Works, Housing and Supply.

Another question to substantiate my point is Unstarred Question No. 1896 dated the 26th March, 1958. There are statements regarding the industrial housing scheme, low income group housing scheme, plantation labour housing scheme, slum clearance scheme and village housing projects scheme, for the period 1953 onwards. Under the subsidised industrial housing scheme during the years 1953 to 1958, the total number of houses built are 57,855, loan given is Rs. 10.14 crores and subsidy given is Rs. 7.40 crores. Out of this U.P. has got nearly 20,000 houses, Bombay has got 17,000 houses, MP has got 5,900 houses, Mysore has got three thousand and odd houses and West Bengal has got 1,440 houses. That is during the years 1953 to 1958. During this period Madras has got 936 houses.

Under the Low Income Group Housing Scheme, from 1954 to 1958: 21,223 houses were built but the amount drawn by the State Governments for all these years is Rs. 22.51 crores. Punjab alone has made use of this having built 6,787 houses. U.P. built 3,827 houses. Bombay built 2,607 houses and Madras built 1,281 houses.

Under the Slum Clearance Scheme which was introduced in April 1956,

till the end of March 1958 the loan drawn by the 14 States is Rs. 53.90 lakhs. Bombay drew Rs. 13 lakhs, Madras drew Rs. 12 lakhs etc. In the case of the village housing projects scheme the same story follows.

Now there is another thing. Because this report deals in detail with Calcutta, I will refer to what is mentioned about Bombay. That is given in reply to Starred Question No. 1617 dated the 11th April, 1958. The scheme is like this.

"Twenty one slum clearance projects of the Bombay Government have been sanctioned upto the 31st March, 1958 at a total approved cost of Rs. 2.67 crores, 25 per cent of which will be given by the Union Government as subsidy and 50 per cent as loan. The remaining 25 per cent of the approved cost will be borne by the State Government..... Of these 21 projects, 5 projects for construction of 1498 single-storeyed and 432 multi-storeyed one-roomed tenements are for the Poona Corporation; 7 projects for the construction of 824 single-storyed and 1032 muti-storyed one-roomed tenements are for the Ahmedabad Corporation and the remaining 9 projects for construction of 2342 multi-storeyed one-roomed tenements are for the Bombay Corporation. Practically all these projects provide for separate kitchen and individual bath and WC for each unit of accommodation and most of them are due for completion by the 31st March, 1960."

This is the plan which we are having for Bombay and I would like to know the plan which we are having for Madras during this period. What I want to make out is that from 1951 onwards ever since the housing was taken up by the Government of India, the progress has been very slow. To some extent probably the State Government was at fault but to a large

[**Shri Tangamani**]

extent the Central Government was at fault. Where the amount has been allocated the approval has not been given. Where the scheme has been approved the sanction has not been made. So, that being the background, I really request the Government also to take this Report seriously and give these Rs. 2 crores to each of the six cities for the slum developmental programme, i.e., for improving the slums and for clearing them.

There is another way in which slums come up, as in the case of Vinay Nagar. A new colony comes up—Main Vinay Nagar and East Vinay Nagar. In between there is a drain and slums come up. If the slum dwellers are asked to clear out of the place, naturally those people living in the colony will protest because they are providing the necessary facilities for daily work.

Mr. Deputy-Speaker: The allocation was ten minutes and the time drawn is eleven minutes.

Shri Tangamani: One more sentence and I will conclude.

Therefore at least this aspect of improving these slums in the six cities be taken up seriously and the report made to this House.

Mr. Deputy-Speaker: **Shrimati Krishna Mehta.** She is not there. **Shri Braj Raj Singh.**

श्री ब्रजराज सिंह (फिरोजाबाद) : उपाध्यक्ष महोदय, जूकि समय कम है इसलिए मैं यांकड़ों में जाना नहीं चाहता। मैं सिर्फ वह निवेदन करना चाहता हूँ कि मकानों की, गांवों वाली बस्तियों की और उससे जो सम्बन्धित समस्याएँ हैं, उनके हल करने में जहाँ सरकार का ध्यान आ रहा है वहाँ उसके साथ ही सरकार का ध्यान उब जीड़ की तरफ भी जाना चाहिए कि आज शहरों में बड़े बड़े लोग, ठेकेदार और विलिंग मैट्रियल में जो लोग लगे हैं वे बहुत रुका कमा रहे हैं। यदि

शहरों प्रयत्न यह है कि शहरों में काफी अधिक संस्था में स्तरों मकान बनें ताकि लोगों की हम निवास की समस्या को लंतोवश्वद तरीके से हल कर सकें और यह ठीक है कि जब तक काफी ठादाद में ऐसे स्तरों मकान शहरों में नहीं बनें तब तक यह समस्या हल नहीं हो सकेगी। आज हमें लाखों ऐसे मकान बनाने की आवश्यकता है। सेन कमेटी की रिपोर्ट में बताया गया है और पाटिल साहब की जो रिपोर्ट है उसमें यह दिया हुआ है कि हमें लाखों मकानों की ज़रूरत है और जूकि हम लोगों की ज़रूरत लायक पूरे मकान बना नहीं सकते तो उस स्थिति में इस तरह की गंदी बस्तियाँ हमारे पहां बढ़ती ही जायेंगी। इस तरह आप देखेंगे कि गंदी बस्तियों का जो प्रश्न है वह मकानों के बनाने से सम्बन्ध रखता है। आज हम देखते हैं कि लोगों का शुकाक शहरों को तरफ अधिक हो रहा है और गांवों से लोग निरन्तर शहरों की तरफ बढ़ रहे हैं। एक तो सवाल यह उठेगा कि क्या हम कोई इस तरीके का कार्य कर सकते हैं या नहीं, कोई दृष्टिकोण इस तरीके का बना सकते हैं या नहीं कि जो प्रोत्साहन लोगों को शहरों की तरफ बढ़ने के लिए आज मिल रहा है उस प्रोत्साहन को किसी तरह खत्म किया जाय ताकि लोग शहरों की ओर न बढ़े और वे गांवों में ही बने रहें। यदि यह हम किस तरीके से कर सकते हैं। मैं समझता हूँ जैसा कि सेन कमेटी की रिपोर्ट में सुझाया गया है अगर हम गांवों में छोटे छोटे गृह उद्योग, कुटीर उद्योग और धरेलू घंबे स्थापित कर सकें तो लोग गांवों में बने रह सकते हैं और मैं समझता हूँ कि तब आज की तरह जो शहरों की तरफ लोग बढ़ रहे हैं और शहरों की आबादी निरन्तर बढ़ती जा रही है, वह कम की जा सकती है और उसको रोका जा सकता है। इस तरह की अवस्था करने से लोग गांवों में ही रहें और उनका ध्यान शहरों की ओर न जा कर

वार्डों में बना रहेगा। आज आषुनिक समस्या के बूँग में हमारे लिए शायद शहरों की आवादी में कमी करना संभव न हो और यदि ऐसा हो तो हमें छिप यह सोबना रहेगा कि शहरों की नियन्त्रण बढ़ती हुई आवादी को देखते हुए हमें शहरों में यह नियमित के काम को जोरों से करना पड़ेगा, बहुत बड़ी संख्या में मकान बनाने होंगे ताकि लोगों की रहने की समस्या हल की जा सके। सरकार का इन्डिकोण कुछ इस तरीके का रहा करता है कि जब तक की मकान के लिए ३, ४ हजार पये नहीं लगेंगे तब तक वह नहीं बन पायेगा और ३, ४ हजार पये के बिना हम एक इस तरह का सादा छोटा सा मकान नहीं बना सकेंगे जिसमें कि गंदी बस्ती का एक परिवार रह सके। मैं समझता हूँ कि सरकार का जब तक इस तरह का इन्डिकोण रहेगा तब तक यह गंदी बस्तियों की सफाई करने और उससे सम्बन्धित जो मकानों के नियमित की समस्या है, वह हल नहीं हो पायेगी। मैं समझता हूँ कि हमारे पास जैसा कि पाटिल साहब की रिपोर्ट में इशारा किया गया है, १० हजार करोड़ वा २० हजार करोड़ पया नहीं हो सकता। रिपोर्ट में कहा गया है कि गंदी बस्तियों की समस्या को हल करने के लिए हमें शहरों के घन्टर बहुत बड़ी संख्या में मकानों का नियमित करना होगा और जिसके लिए १० हजार करोड़ और २० हजार करोड़ पये हमें आहिये और जहाँ तक मैं समझता हूँ इस काम के लिए १००, ५० वर्ष में भी इतने रुपये का प्रबन्ध नहीं कर सकेंगे और इसलिए इस समस्या को इस तरीके से हल करना बहुत मुश्किल होगा। इसके लिए द्वितीय क्षय तरीका हो सकता है? इसके लिए मेरा सुझाव है कि सरकार शहरों में जमीन ऐक्वायर कर सकती है। सरकार ने गांवों में जमीनादारी लूप्त की। उनको आहिए कि वह शहरों में जो जमीनें नहीं हैं और जाफी पड़ी हैं उनको ऐक्वायर करके विकसित करे और उसके बाद छोटे-

छोटे प्लाट्स बना कर उन लोगों में बांट दिये जायें जो कि उन पर मकान बनाना चाहते हैं। यह कोई ज़रूरी नहीं है कि उन पर मकान ही बनाये जायें। कम जागत के कच्चे मकान भी बनाये जा सकते हैं भलवत्ता उनमें सफाई का मालूम इन्टजाम रहना आहिए, पानी, हवा, और रोकनी का इन्टजाम ही और यह कोई ज़रूरी नहीं है कि पक्के मकान ही बना कर हम इन सुविधाओं की व्यवस्था कर सकते हैं। मैं तो कहता हूँ कि घगर कुछ मुश्किल न हो तो लोगों को खुले मैदान हो दे दिये जायं जहाँ वे खूपर बगैर हाल कर रहे सकें। घगर इस तरह की योजना हम शहरों में बालू कर दें तो ही सकता है कि उससे हम इस समस्या को बहुत हद तक हल कर सकते हैं। बड़े बड़े शहरों में तो ही यह भी देखा गया है और दिल्ली की बात मैं बताऊँ कि सन् १९५७ के स्वाधीनता संशाम के बौद्धान जिन लोगों ने मुल्क के साथ गदारी की ओर हमारी पीठ में छुरा भोका, आज उन लोगों ओर उनके परिवारों के पास दिल्ली के आवे मकानात जो एक तरीके से स्लम्स हैं, गंदी बस्तियां हैं वे उनके पास भोजूद हैं। उनमें से कुछ लोगों को तो १०, १० और २०, २० हजार मासिक रुपया बतौर किराये के भाता है। उस रुपये को उन लोगों ने भलग भलग लोगों के नाम कर रखा है, किसी नाती के नाम कर रखा है, वह के नाम कर रखा है आथवा किसी रिस्तेवार के नाम कर रखा है। मकानों को भलग भलग लोगों के नाम रख कर वे अपनी आमदानी को बांट देते हैं और ऐसा इसलिए करते हैं ताकि उनको टैक्स न देना पड़े। मैं समझता हूँ कि शायद अब वह समय आ गया है जब कि शहरों में भी हम इस तरह की जो मकानों की जायदाएँ हैं उनको किसी तरीके से खाल करने की बात सोचें और ऐसी जमीनों को हम छोटे आदमियों में प्लाट्स बनाकर या किसी दूसरे तरीके से दे सकें जिससे कि यह गंदी बस्तियों की समस्या हल हो सके।

[बी बजराज सिंह]

बहां तक इमारती सामान में आई बहुई तेजी का सवाल है यह एक भंगकर समस्या है। कलकत्ते में मुझे बताया गया कि ७० रुपये हजार के हिसाब से ईंटों का भाव है। मैं तो सुन कर हैरान हो गया कि ईंट का भाव ७० रुपये हजार हो सकता है। बहां भाव की तेजी एक ही कारण से हो सकती है और वह यह कि कलकत्ते के आसपास की जमीन की मिट्टी जहां पर कि ईंट बनती है, वहां पर मिट्टी की क़ीमत ज्यादा होती है लेकिन वहां पर कोयला तो काफी होगा और लेवर की भी कमी वहां आस नहीं पड़ सकती। आमतौर से जो एक लाख या दो लाख के शहर है और उनके आसपास जो ईंटें बनती हैं, उनके बनाने में जो जागत आती है, कौस्ट, प्राइस जो ईंटों की होती है वह १५ रुपये हजार पड़ती है और उसके लिए कलकत्ते में ईंट ७० रुपये हजार बिके और यहां दिल्ली में भी वह काफी अंहारी मिले, मैं तो उसका कोई कारण नहीं देखता सिवाय इसके कि लोग इसमें नाजायज तौर पर बहुत मुनाफा कमा रहे हैं। मेरा कहना है कि बीच के लोग जो यह मुनाफा कमा रहे हैं उस मुनाफे को खट्टम किया जाय। सरकार इस काम को खुद करे और अगर खुद नहीं कर सकती तो कोआपरेटिव सोसाइटियों को यह काम दे दिया जाय, कोयले का इन्टजाम किया जाय, जमीन का इंसजाम किया जाय जहां पर ईंटों के लिए मिट्टी मिलती है, ताकि वहां पर ईंटें बनाई जा सकें और इस तरीके से सस्ते भाव पर उनको ईंटें सप्लाई की जाय। आज ईंटों के काम में मैं समझता हूं कि दिल्ली शहर में और दूसरे शहरों में बड़ी मुनाफा-स्रोत चल रही है और सरकार को इसे रोकने की दिशा में सक्रिय क्रदम उठाना चाहिए। इसके अलावा आज हम देख रहे हैं कि आकृतिक समस्या के इस युग में गांवों के लोगों का आकृत शहरों की तरफ पड़ने के कारण शहरों में आवादी रोजगार बढ़ती

जा रही है और इस स्थिति का कुछ लोगों ने नाजायज तौर पर कायदा उठाया है। मैं जानता हूं कि दिल्ली में और कई अन्य शहरों में किस तरह कुछ कोलोनाइजर्स नई नई जमीनों को विकसित करने के नाम पर कौड़ियों के मोल जमीनों को लारीद कर छोटे छोटे प्लाट्स बना कर लोगों को अच्छे दामों में बेच कर करोड़ों रुपये कमा चुके हैं। सरकार को इस नाजायज मुनाफाखोरी को रोकने के लिए यह तब कर देना चाहिए कि कोई भी प्राइवेट आदमी किसी भी बड़े शहर में जिसकी कि आवादी एक लाख से अधिक हो किसी तरह के प्राइवेट कोलोनाइजेशन का काम नहीं करेगा और न कोई इस तरह के प्लाट्स बनाकर मनमाले भाव पर बेचेगा। इस काम को सरकार खुद अपने हाथ में लेगी और किसी दूसरे के हाथ में नहीं देगी। मैं चाहता हूं कि इस तरह की कोई एक कानूनी अवस्था हो जाय ताकि इस तरह से जो नाजायज मुनाफा कमा रहे हैं वे न कमा सकें। लोक सभा में हमने सुना कि किस तरह से कोलोनाइजर्स कौड़ियों के मोल पर जमीन को एकसायर करते हैं और उसके प्लाट्स बना कर काफी दामों पर लोगों को बेच कर चल देते हैं और प्लाट होल्डर्स को भूकि आवश्यक सुविधाएं वहां पर सुलभ नहीं होती हैं इसलिए वे मकान बनाने से बंचित रह जाते हैं और इस तरह उनको बेचकूफ बनाया जाता है और उनको सहत मुसीबत और परेशानी का सामना करना होता है। वे कोलोनाइजर्स वहां पर आवश्यक सुविधाओं जैसे कि पानी, बिजली और दूनेज बनारह की उनको दिये बिना अपना उत्तम सीधा करके चल देते हैं। मैं समझता हूं कि अब वह समय आ गया है जब सरकार को कानून बना कर इस बीच को रोकना चाहिए।

जागरे में मुझे मालूम है जहां पर कि मकानों की कमी की एक बड़ी समस्या है, वहां पर किसने ही मकान ऐसे हैं जिनमें

कि नाल के ३६५ दिन में से एक दिन भी सूर्य की रोशनी नहीं पहुंचती है और आप बहुती समझ सकते हैं कि उन मकानों के रहने वाले अगर टी० बी० के शिकार हों, तो उसमें क्या आपश्य है। मैं समझता हूँ कि इस तरह के अनहाइजैनिक मकानों के नष्ट करने और उनके स्थान पर अच्छे और हवादार मकान बनाने की बहुत आवश्यकता है। वहां पर होतां क्या है। वहां पर सरकार की तरफ से इस तरीके की योजना बनाई और चलाई गई जिसके कि अनुसार वहां पर कुछ लोगों को यह काम करने के लिए दिया गया। अब उन लोगों ने तीन वैसे गज के हिसाब से किसानों से जमीन एकवायर की और शाठ रपये गज के हिसाब से लोगों को प्लाट्स बना कर दें जो कि मकान बनाना चाहते हैं। इस तरह से आप देखिये कि वे १६० खुना मुनाफा कमा रहे हैं। इसलिए मैं चाहता हूँ कि मकानों की समस्या हल करने के लिए यह बहुत ज़रूरी है कि हम इमारती सामान को सस्ता करने की कोशिश करें और उसकी ओर सरकार का व्यान बाना चाहिए।

ईटे बनाने के लिए हम जमीन एकवायर करके दे सकते हैं, उसमें से मिट्टी मिल सकती है, कोयला हमारा जाता ही है और मुल्क में जहां तक लेवर का सवाल है उसकी कोई कमी हमारे यहां नहीं है इस प्रकार हम बहुत सस्ती ईटे दे सकते हैं।

सीमेंट का जहां तक सम्भव है, इसमें भी लोग बहुत काफी मुलाफ़ा कमा रहे हैं और वह मुलाफ़ा सीमेंट में सरकार की जानकारी में कमाया जा रहा है। बारबार टैरिक कवियान की रिपोर्ट आती है और कह दिया जाता है कि जीजों के माल चूंकि वह चम्पे हैं इसलिए सीमेंट का माल भी बढ़ गया है। अब जहां तक जीजों के माल बढ़ने का सम्भवन्य है और सीमेंट पर उसका जो असर पड़ता है वें इस अवसर पर उस विषय में नहीं जाना

चाहता लेकिन इनका उक्कर कहना चाहूंगा कि सरकार को सीमेंट के बढ़े हुए मूल्य पर व्यान देना चाहिये और सीमेंट का माल कम करके उसके अच्छी तरह से वितरण का सुरक्कार द्वारा उचित इंतजाम किया जाय। सरकार को इमारती सामान सस्ता करने की तरफ व्यान देना चाहिए। जंगलों से लकड़ी लाने का सरकार द्वारा उचित प्रबन्ध किया जा सकता है। आज इस व्यवसाय में भी बहुत से लोग अनुचित मुनाफा कमा रहे हैं। सरकार यदि इमारती सामान को सस्ता सुलभ करने की व्यवस्था करे तो काफी तादाद में अच्छे और सस्ते मकान बन सकेंगे। मकानों की समस्या और गंदी बस्तियों की सफाई की समस्या काफी हृद तक हल हो सकेगी। मैं तो यहां तक कहूँगा कि अगर हम सस्ते मकान नहीं भी बना सकते तो कोई परिवाह नहीं। हम खुली हवा, पानी और रोशनी का इंतजाम कर दें और एक प्लान के अनुसार जैसा कि सेन कमेटी की रिपोर्ट में सुझाव है कि गंदी बस्तियों के रहने वालों को की परिवार १००० वर्ग फुट से १२०० वर्ग फुट जमीन और १५० रुपया दे दिया जाय। मैं समझता हूँ कि ऐसा करना अच्छी बात होगी। मैं समझता हूँ कि १५० रुपये के बजाय अगर उनको ५०० रुपये दिये जा सकें तो वह किसी तरह से कुछ बचा कर अपने मकान अधिकार ज्ञापदा खड़ा कर लेगा लेकिन अगर आप कुछ भी रुपया उसको न दें सकें और आप उसको केवल प्लाट ही दें जहां कि वह अपना ज्ञापदा डाल ले अधिकार कर्त्ता बदलता ही बना से और वह अपने रहने का प्रबन्ध कर ले तो भी कुछ समस्या तो हल होगी ही अलवता वहां पर आवश्यक सुविधायें की आपको उचित व्यवस्था करनी होगी ताकि वे स्वस्य और अनुकूल बातवरण में अपना वीचन व्यतीत कर सकें। मैं समझता हूँ कि सरकार का व्यान जो इस जीज की ओर गया है वह बहुत अच्छी और स्वागत योग्य बात है। अगर यह भास्ता बार बार जोक सभा के सामने चर्चा के लिए आयेगा

[भी बधाराज सिंह]

और छोकस्त्रो का व्यापार इस ओर जायगा तो जो लोग बेजा मुनाफा करना रहे हैं उसको बहस करने की कोशिश की जायेगी। मैं बधारा हूँ कि साफ बस्तियां बसाने की कोशिश की जाये। इसमें इतना रुपये का सवाल नहीं है कि बितना कि सही ड्रिक्टिव्स का सवाल है। अगर लोगों में यह मानवना पैदा की जाये कि हमें साफ मकान बनाने हैं जाहे वे कर्जे ही हों, तो यह समस्या हल हो सकती है। और किसी तरह यह समस्या हल नहीं हो सकती।

इस रिपोर्ट में एक टरमिनल टैक्स के बारे में सुझाव दिया गया है। कहा गया है कि इससे १२ या १३ करोड़ की आय हो सकती है। लेकिन अगर इस प्रकार का टैक्स लगाया गया तो उससे असंतोष पैदा होगा जो कि पहले ही बहुत बड़ा हृशा है। इसलिए यह टैक्स नहीं लगाना चाहिए। ठेकेदार और दूसरे लोग जो बेजा मुनाफा करना रहे हैं उसको अगर कम करने की कोशिश की जाय तो इस समस्या का हल प्राप्त हो सकता है।

बीमती सुभद्रा औद्दी (भ्रम्बाला): उपर्युक्त महोदय, आज जो रिपोर्ट हमारे सामने आयी है और उसमें जो नया एकोच विवादा गया है उसके लिए मैंनी भ्रम्बाला को मुद्रारकबाद देती हूँ।

ममी तक हम लोगों को बहुत बार यह शिकायत करने का भौका रहता था कि गरीब लोगों को शहरों से निकाल कर बहुत दूर जे जाया जा रहा है। यहाँ पर जो दिल्ली में स्लम बिल्डरेस की स्कीमें बनी हैं उनको बेकार मुझे गालिब का शेर याद आ जाता है जिसमें कहा गया है,

वे दो बीमार का एक बह बनाना चाहिए जाये वह भी कहा गया है:

वह जावे बीमार तो कोई न हो तीमारबार जाए वह भी लिखा है

मर भी गर जावे तो नाह खां कोई न हो।

ऐसा मालूम होता है कि शायर ने बीसवीं सदी की दिल्ली की स्लम बिल्डरेस स्कीम को बेकर ही ये शेर लिखे हैं। इसके लिए उसे मुद्रारकबाद है।

फिर भी मुझे यह अज्ञ करना है कि दिल्ली में मुक्तलिफ अधारिटीज के काम में कोआर्डिनेशन की बहुत कमी है। सिंक मकान बनाने वाली ही नहीं मकान गिराने वाली अधारिटीज में भी कोई कोआर्डिनेशन नहीं है। मकान गिराने वाली आधारिटी यहाँ पर ३० ढी० ए० है, लेंड बेलपर्मेट वाले भी मकान गिरा देते हैं, कारपोरेशन भी गिरा देता है, न्यू बहली न्यूनिसिपल कमेटी भी गिरा देती है। इसका नतीजा यह होता है कि जब हम एक अधारिटी के पास जाते हैं और पूछते हैं कि मकान आपने गिराया है तो वह कहते हैं कि हमने नहीं गिराया, दूसरी अधारिटी कहती है कि हमने नहीं गिराया। इस तरह बड़ी मुश्किल का सामना करना होता है। इसलिए मैं यह अज्ञ करूँगी कि जहाँ तक मकान गिराने वाली या स्लम बिल्डरेस करने वाली या मकान बनाने वाली अधारिटीज का काम है, उनमें आपस में कोआर्डिनेशन होना चाहिए। यह न होना चाहिये कि जो जाहे मकान गिरा दे।

16 hrs.

दूसरी बात मूँहे वह कही है, मैं लिंग उसकी तरफ इशारा ही करूँगी क्योंकि समय कम है। जहाँ हमको स्लम बिल्डर करने हैं वहाँ हमको यह भी देखना है कि कौन सी देसी जीवें हैं कि जिनकी जगह से स्लम बढ़ते हैं। जो हमारे वहाँ किरावेदारों के लिए

और मकान मालिकों के लिए कानून है उससे भी स्लम बढ़ते हैं। ये जो स्लम किस्मरेंस करने वाले अधिकारी हैं उनका व्याप इस तरफ भी जाना चाहिए कि जो लोग इस बक्त मकानों में सही सलामत रह रहे हैं वे दिना वजह के बाहर न निकाल दिये जायें। और इस तरह से वे भी स्लम्स की गिनती न बढ़ायें। मकान किराये के कानून में भी कोआर्डिनेशन होना चाहिये। आजकल हो यह रहा है कि मकान मालिक अपने मकान की मरम्मत इस लिए नहीं करते कि मकान गिर जाय या गिरने लायक हो जाये ताकि उनको किरायेदार को निकालने का अधिकार प्राप्त हो जाय। आपको शायद यह सुन कर यकीन न होगा कि मकान मालिक चाहते हैं कि उनका मकान गिरा दिया जाये। आज पुरानी दिल्ली में यह हो रहा है कि मकान मालिक मकानों की मरम्मत नहीं करते और इन्हें सरटिफिकेट से लेते हैं कि मकान गिरने का विल है और उनको गिरना देते हैं ताकि किरायेदारों को निकाला जा सके। जब गवर्नरमेंट अपने मकान से किसी को निकालती है तो हम कह सकते हैं कि इस आदमी को आल्टरनेटिव एकोमोडेशन दी जाये लेकिन जब प्राइवेट मकान मालिक अपने किरायेदार को निकालता है तो उसके लिए तो आल्टरनेटिव एकोमोडेशन देने का सवाल ही नहीं होता। नतीजा यह होता है कि वह आदमी स्लम में आकर रहने लगता है और उसकी गिनती को बढ़ा देता है। इसलिए मैं चाहती हूँ कि इन कानूनों में भी आपस में कोआर्डिनेशन होना चाहिए।

इसी तरह से जो स्लम एकट यहां पर बना है उसकी तरफ भी मैं आपकी तवज्ज्ञह दिलाना चाहती हूँ। उसका भी रिपोर्ट में जिक्र है। जो एरिया स्लम में हों उनको आप ऐक्वायर कर सकते हैं। पर यह हमारे लिए काफी नहीं है। जिस जगह में स्लम है उसको ऐक्वायर करने का तो कानून

बन गया। लेकिन स्लम्स के प्रकार जो और खाली जमीनें दिल्ली में हैं और जो कि स्लम्स इक्वेलर्स के लिए भी जा सकती हैं उनको सस्ते में ऐक्वायर करने का कोई प्रबन्ध नहीं है। इसका एक तरीका हो सकता है कि हम पहले स्लम इक्वेलर्स को उन जगहों पर आवाद होने वें और फिर उन जगहों को सस्ते दामों में ऐक्वायर कर लें। तो जो जमीनें खाली पड़ी हैं लेकिन सस्ते दामों में जो स्लम इक्वेलर्स के लिए नहीं सी जा सकतीं इस सवाल पर भी सरकार को तवज्ज्ञ होनी चाहिए। दिल्ली में है और दूसरी जगहों में भी इस तरह की जमीनें होंगी जहां पर कि स्लम इक्वेलर्स को बसाया जा सकता है। पर दिल्ली को सस्ते दामों नहीं भिल सकतीं। गवर्नरमेंट को शहर से बाहर दूर जमीन लेकर वहां पर स्लम इक्वेलर्स को ले जाना पड़ता है। इससे उन लोगों को बहुत मुश्किल होती है। इस कानून में यह आवीजन भी होना चाहिए कि शहर के प्रबन्ध जो खाली जमीनें हैं उनको सस्ते दामों पर ऐक्वायर करने का अधिकार सरकार को होना चाहिए।

इसी के साथ साथ में एक और चीज़ की तरफ आपकी तवज्ज्ञह दिलाना चाहती हूँ। दिल्ली एक बहुत छोटी जगह है। लेकिन मैं समझती हूँ कि जो दिक्कतें यहां पैदा हो रही हैं वे दूसरी जगहों पर भी पैदा हो रही होंगी। अभी कानून यह है कि जो आदमी चाहे अपनी जमीन चाहे जिस किसी को चाहे जिसने दाम पर बेच सकता है। अगर सरकार इन जमीनों को ऐक्वायर करे तो उसको बहुत कम दाम देना पड़े। आज यह हो रहा है कि प्राइवेट कालोनाइजर मुहमांगे दामों पर लोगों से बेहतरीन जमीन खरीद लेते हैं क्योंकि वे दूसरे लोगों से मन माने दाम बसूल कर सकते हैं। इस तरह से हम देख रहे हैं कि दिल्ली की बेहतरीन जमीनें प्राइवेट कालोनाइजर्स के पास जा रही हैं।

[भीमती सुबड़ा जीवी]

वे समस्ती हूँ कि कानून में कोई इस तरह का बम्बोडस्ट होना चाहिए कि जब तक स्लम्स में रहने वाले आवाद न कर सिये जायें इस तरह से इन लोगों को जमीनें न खारीदने की जायें। पहले भी हमने इस बारे में कहा था पर कहा गया कि यह तो फंडमेंटल राइट है कि जो चाहे प्रपनी चीज़ किसी को बेच सकता है। लेकिन अगर यह हालत रही तो स्लम्स की समस्या तो हल होने वाली नहीं है। मुझे ऐसी जमीनों के बारे में जासूम है लेकिन जब कभी स्लम योजना कमेटी में हम इसका जिक्र करते हैं तो कहा जाता है कि ये जमीनें तो बहुत महंगी हैं। इसलिए सरकार उनको नहीं ले सकती। और हम देखते हैं कि उन जमीनों पर दिन रात बड़ी बड़ी मंजिल तैयार हो रही हैं और वहे बड़े किराये बसूल किये जा रहे हैं। तो इस तरफ भी सरकार की तबज्जह होनी चाहिए।

दूसरे मुझे आपसे यह भी अजं करना है कि यहां पर सस्ते ट्रांस्पोर्ट का इन्तजाम होना चाहिये क्योंकि चाहे आप कितनी ही कोशिश क्यों न करें और चाहे कि लोगों को नजदीक से नजदीक प्रावाद किया जाय, लेकिन फिर भी उनको प्राप्तको दूर के जाना पड़ता है। प्राज दिल्ली में एक जगह हमने इन लोगों को प्रावाद करने के लिए बनायी है। हमारे प्राइम मिनिस्टर साहब ने कहा कि किनी को जबरदस्ती वहां नहीं जेजा जायेगा। पर कुछ लोग वहां गये। पर वहां सस्ते ट्रांस्पोर्ट का कोई इन्तजाम नहीं है। जो लोग वहां रहते हैं उनको महीने में पन्द्रह, बीस या पचास रुपये बस के किराये के देने होते हैं। तो सस्ते ट्रांस्पोर्ट का भी इन्तजाम होना चाहिए। जिस तरह से लोगों के लिए स्कूलों के मातहत मकान बनाने के लिए हपया जरूरी है उभी तरह से उन जगहों के लिए सस्ते ट्रांस्पोर्ट की भी ज़रूरत है। इस तरफ भी तबज्जह देने की ज़रूरत है।

एक बात में और आपसे आजिर में अबै करना चाहिये हूँ कि जो आप लोगों को शिफ्ट करने का प्रोजेक्ट बनायें तो पहले आप बड़ी बड़ी इंडस्ट्रीज को बाहर भेजें। इसका नीतीजा यह होगा कि उन इंडस्ट्रीज से तात्पुक रखने वाले मजदूर भी बाहर जायेंगे। प्रगत बहुत से लोग इस तरह से बाहर मकान बना लें तो हो सकता है कि मोबी भी वहां जा कर प्रावाद हो जाये। लेकिन यह तो नहीं हो सकता कि बूकि किसी जगह पर मोबी प्रावाद है इसलिए दूसरे लोग वहां जाकर मकान बनायेंगे। तो मेरा सुझाव है कि आपको पहले बड़ी बड़ी इंडस्ट्रीज को शिफ्ट करना चाहिए। प्रगत वह बाहर जायेंगी और दूसरे लोग बाहर जायेंगे तो किर सरविसेज वाले लोग भी वहां जाना पसन्द करेंगे। तो शिपिंग करते बक्त हमको इस बात का स्थान रखना चाहिए।

एक बात भी बहनी है, जो भी नई बस्ती बसायी जाती है उसमें कहा जाता है कि सरविसेज का इन्तजाम होना चाहिए। आप नई दिल्ली का नक्शा देलें तो मालूम होगा कि उस जमाने में यह स्थाल था कि जो प्रादमी प्राज मेरी रोटी बनाता है उसका बेटा भी मेरी रोटी बनायेगा। क्योंकि प्राप देखे कि इन बस्तियों में इस सरविस वाले लोगों के लिए न पढ़ने का इन्तजाम है, न उनके लिए इसाज का इन्तजाम है न कोई दूसरा इन्तजाम है। तो जहां पर सरविसेज करने का स्थाल रखा जाये वहां पर इन सरविसेज के लिए भी सरविसेज मुहम्मद करने का स्थाल रखा जाये। तो इन चीजों की तरफ भी सरकार का ध्यान जाना चाहिए।

इसके बाद आजिर में जो यह नई एप्रोब है इसके लिए मैं फिर मूलाकाबाद देती हूँ। प्राज हमारा ध्यान इस तरफ गया है कि हम समय कियायर करें। प्रभी तक यह होता था कि इन लोगों को जलाह कर दूर केंद्र दिया जाता था, इनका वर भी जाता था

ओर उनकी धार्यिक रिवति भी ज्ञात हो जाती थी। इस बात का जो अब स्थान रखा गया है यह सबसे बड़ी मुकारकबाद के कालिन जीड़ है। रिपोर्ट में जो इस बात का ध्यान रखा गया है इसके लिए में सबसे ज्ञादा मुकारकबाद देती हूँ।

श्री बास्पीकी (दुलन्दशहर-रजिस्ट्रेशन्स्चित जातियां) : उपाध्यक्ष महोदय, बहुबाहिजी कमेटी और स्लम स्लियरेंस के अंतिवेदन का में स्वागत करता हूँ। इस प्रतिवेदन का उन हजारों आदमियों पर बड़ा अभाव पड़ेगा जो कि गुरीबी और मजबूरी में रहते हैं, जो गन्दी बस्तियों में रहते हैं। हमारे केवल में रहने के मकानों की समस्या बहुत अवृक्षकर है। एक जमाना था कि जब आदमी रहने के मकानों की परवाह नहीं करता था, अपनी देह की परवाह नहीं करता था और सोचता था कि यह देह तथा यह संसार नष्ट्वर है।

“रहिये ऐसी जगह बल कर, जहां न कोई हो दूसरस्थुन कोई न हो, हमजवां कोई न हो पह जाय गर बीमार तो कोई न हो तीमारदार और गर मर जाय तो नूह-स्वाहा कोई न हो।”

आज गन्दी बस्तियों में रहने वालों पर वह घेर चरितार्थ होती है।

कवीर ने भी मनुष्य के ऐसे जीवन को सेफर कहा है :

“हाथ में सोटा, बगल में मोटा, चारों दिशा जानीरी में आखिर यह तन ज्ञाक मिलेगा, कहा किरत मगरूरी में कहुत कवीर मुनो भई भाषो, साहब मिले मदूरी में।”

पहले कहा जाता था—“बैराग्य ही सुख,” लेकिन आज की सम्यता और आज के बमाने में आदमी बर में ही सुख जाहता है और “सूखेहि सुख” की बात में विवास करता है आज हम देखते हैं कि हमारे देश में दरिद्रता

है और सेकड़ों साल पहले दरिद्रता के विषय में हमारे देश ने कहा था—

जहो यदाह जबते सिन्दो पारे अपूरुषम् ॥
तदा रमस्व दुर्हणो तेन गच्छ परस्तरम् ॥

इसका अर्थ यह है कि “यह जो समुद्र में सकड़ी का टुकड़ा बह रहा है, उसका कोई स्वामी नहीं है। हे बदसूरत गुरीबी, तू उस पर बैठ कर सात समुद्र पार चली जा।” हमारे कई मेम्बर साहबान विदेशों में जाते हैं और यहां आकर वहां का नक्षा बयान करते हैं। मैंने तो वह सब कुछ नहीं देखा, लेकिन मैं यह जानता हूँ कि किसी समय हमारे यहां भी बैमव था, कल्याण था, सुख था, सौन्दर्य था। आज सारा सुख चैन विदेशों में नजर आता है और यहां पर दुख और दरिद्रता के मारे लोग गन्दी बस्तियों में रह रहे हैं। इस रिपोर्ट में जो बातें कही गई हैं, जो सुमाद दिये गये हैं वे ठीक हैं, लेकिन आवश्यकता इस बात की है कि उन पर भ्रमल किया जाय। हमें इस बात की भारी प्रसन्नता है कि हमारे जननिय प्रधान मंत्री महोदय का ध्यान इस ओर गया है। हमारे बाप जो स्वयं उन बस्तियों में हमारे बीच में रहे। मैं यह निवेदन करना चाहता हूँ कि सरकार का ध्यान सिर्फ बड़े नगरों की ओर ही नहीं जाना चाहिये। उसको दूसरे इस प्रकार के गन्दे स्थानों की दशा सुधारने की तरफ भी तबज्ज्वल देनी चाहिये। पटना एक बड़ा नगर है, लेकिन उसकी गन्दी बस्तियों, गन्दे डोमलानों और भंगी टोलियों के भ्रयंकर जीवन को देख कर शरीर में सिहरन होती है। अगर आप पूरे देश के नववो को सामने रख कर चलते हैं, तो उसके अनुसार ही काम करने की जरूरत है। यह बात साफ़ है कि दिल्ली और कलकत्ते और दूसरे बड़े नगरों की गन्दी बहस्तियों में लोगों को रोजाना की सहूलियत की चीजें भी उपलब्ध नहीं हैं। वहां रोषणी नहीं है और पीने का पानी भी नहीं है। जहां मैं रहता हूँ वहां भी ज्ञानपुरी की गन्दी बस्ती में

[श्री बाल्मीकी]

बहुत कम पानी मिलता है। एक दो गाड़ियां नई दिल्ली म्यूनिसिपल कमेटी की जाती हैं। वहां के लिये लाइन पानी की टूटियां मंजूर हुई थीं, लेकिन सिर्फ़ तीन लग पाई हैं, जिनमें से बहुत थोड़ा थोड़ा पानी टपकता है। रास्ता लगा सकाई व नासी व टटियों का भी प्रबन्ध नहीं है।

इस रिपोर्ट में आपने सुझाया है कि—

"Long-term plans must have as their objective the complete eradication of slums, but steps should be taken now to provide, with comparative lesser finance, the immediate minimum facilities and amenities like a sufficient number of sanitary latrines, proper drainage, uncontaminated water supply, moderately good approach roads, paved streets and proper lighting."

किन्तु यह सब ध्यान दिये बगेर होने वाला नहीं। यह ठीक है कि इस भविकर समस्या की तरफ़ आपका ध्यान गया है, लेकिन कठिनाई यह है कि कोई भी बात भूरी नहीं होती है। हमारा ध्यान जाता है, हम विचार करते हैं और रिपोर्ट भी आती है, जिसमें कई सुझाव दिये जाते हैं, लेकिन उन पर अमल नहीं होता है।

मैं यह भी बताना चाहता हूँ कि हजारों आदमी देहात से शहरों की तरफ़ रोजगार की तलाश में आते हैं। वे लोग इन बस्तियों में रहते हैं और उनको कोई रोजगार भी नहीं मिलता है। इस रिपोर्ट में यह सुझाया गया है कि उन लोगों को समुचित प्रकार से वहीं पर या दूसरी जगह बसाया जायेगा और उनको छोटे छोटे उद्योग बधों में रोजगार देने की व्यवस्या की जायेगी। मैं इस सजेस्थन का स्वागत करता हूँ।

जब मैं जेल में था, तो मैंने १० डी० साइमन द्वारा लिखित पुस्तक "हाउट टू एवालिश

"स्लम्ब" पढ़ी थी। उसमें उसने सब से ज्यादा दोष भोवर-कार्डिंग का बताया है। इन गम्भीर बस्तियों में भोवर-कार्डिंग है और जो सुख-चैन और बैमब ग्रज्जे बरों में होना चाहिये, वह वहां की बोपदियों में नहीं मिलता है। मैं पैपलावसंहिता के दो भव्य आपके सामने रखना चाहता हूँ, जिनमें जाताया गया है कि प्राचीन काल में कितने सुन्दर और सुख-बैमबपूर्ण मकान होते थे। पहला मंत्र यह है—

सूनूतावन्तः सुभगा द्वारावन्तो हसामुदा: ।
अलुध्या अतृप्यासो गृहा मास्मद विभीतन ॥

अर्थात् "जिन बरों के निवासी आपस में मधुर और सम्य सम्भाषण करते हैं, जहां सीमाएँ रहता है, प्रीति-भोज होता है, जहां सब हंसी-खुशी से रहते हैं और जहां न कोई भूखा है, न प्यासा, वहां कहीं से भय का संचार न हो ।"

मैं जानता हूँ कि गम्भीर बस्तियों में जितने घर हैं, उन सब में दुख और भय भरा पड़ा है। रिपोर्ट में इस सम्बन्ध में उनके जीवन को सुखमय करने के हेतु जो सुझाव दिये गये हैं, उनकी मैं पूरि पूरि प्रशंसा करता हूँ।

दूसरा मंत्र यह है—

उपहूता भूरिखना: सखायः स्वादुसम्बुदः: ।
अरिखटा: सर्वपूरुषा गृहा नःसन्तु सर्वदा ॥

अर्थात् "प्रबुर धन वाले मित्र इन घरों में आते हैं और हंसी-खुशी हमारे साथ स्वादिष्ट भोजन में सम्मिलित होते हैं। हमारे गृहों, तुम्हारे अन्दर रहने वाले सारे प्राणी नीरोग और अक्षीण रहें, उनका किसी प्रकार का ह्रास न हो ।" लेकिन इन गम्भीर बस्तियों के सब घरों में असत है, ह्रास है। उसका जो इलाज आपने सुझाया है, उसका मैं स्वागत करता हूँ। लेकिन अमल के बिना

यह सब सुझाव अचूरा है । । इ० डी० साइमन ने अपनी किताब में जो सुझाव दिये हैं, उनकी ओर में आपका ध्यान आकृष्ट करना चाहता है । उसने सुझाया है कि जहां पर गन्दी बस्तियां हैं, वहीं पर उन लोगों को बसाया जाय । उन को वहां से उत्थाड़ा न जाय । अगर वे सोग ज्यादा हैं, तो योड़े लोगों को बसा दिया जाय और बाकियों को वहां से हटाया जाय । उनको जो मकान रहने के लिये दिये जायें, उनके किराये कम हों । उन लोगों को चिल्ड्रन्स एलाउंस दिया जाय । हमारे मंत्री महोदय टैक्स की बात करते हैं । अगर उन लोगों को दो रुपये की बच्चे के हिसाब से दिया जाय, तो इस तरह उनकी एडीजनल मदद हो सकती है ।

रिपोर्ट में जो रिकमेंडेशन दी गई है, उनकी तरफ में आपका ध्यान दिलाना चाहता है । पहली रीकमेंडेशन यह है—

"Slum Clearance should be viewed as a part of the problem of urban development and all activities relating to social welfare, including the provision of fruitful employment, should be integrated to bring about the development of the depressed and slum areas."

इस सम्बन्ध में मैं यह कहना चाहता हूं कि स्लम-क्लीयरेंस स्कीम को आप डेवेलपमेंट स्कीम, प्राजेक्ट स्कीम, प्लानिंग और टाउन प्लानिंग के साथ न मिला कर केवल उसी तरफ ध्यान दें । आपका ध्यान अच्छी ओर बड़ी योजनाओं की तरफ ज्यादा है । आपको केवल इस तरफ ध्यान देना चाहिये । तभी कुछ हो सकेगा ।

आपकी लीसरी रीकमेंडेशन यह है—

"To start off with, the worst slum areas in the six cities of Calcutta, Bombay, Madras, Delhi, Kanpur and Ahmedabad may be taken up for treatment."

मैं यह कहना चाहता हूं कि पटना की हालत निहायत नाजुक है । इन बगहों पर तो

खराबी है ही, लेकिन पटना की तरफ भी ध्यान देना चाहिये ।

अठी रिकमेंडेशन में कहा गया है—

"In order to make more effective the Ministry of Works, Housing and Supply's Slum-Clearance Scheme, which has for its objective, the eradication of the slums, it will be necessary to:—

- (i) provide an increased financial allocation for slum clearance, especially for the cities of Bombay, Calcutta, Madras Delhi, Kanpur and Ahmedabad;
- (ii) find the entire subsidy envisaged under the Scheme from the Centre's own financial resources;
- (iii) set up medium, small scale and cottage industries in order to provide the slum-dwellers who have to be moved away to distant sites, means of employment in the new neighbourhoods; and
- (iv) acquire land in bulk on the payment of reasonable compensation and to develop it for use in the housing and slum-clearance programme.

इन सुझावों पर यदि अमल किया गया तो गन्दी बस्तियों के जीवन में आमूल परिवर्तन होगा और उसमें नवजीवन आयेगा । इस योजना के सम्बन्ध में अधिक व्यय हो । यह बहुत ज़रूरी है कि आप खुद पैसा लंब करें । इससे भी ज़रूरी यह है कि लोगों को छोटे छोटे जमीन के टुकड़े दिये जायें । और उस कीमत पर दिये जायें जिस कीमत पर कि ये गरीब लोग खरीद सकें । मैं आपसे तथा हाउसिंग मिनिस्टर से भी कहना चाहता हूं कि आप उनको जमीन के छोटे छोटे टुकड़े दें । इस तरह से जो यह दिस्मेदारी है

[श्री बालभीकी]

वह सोलह भाने आपकी है। उनके लिये कई भी दें। या शरीरों व हरिजनों को मकान बना कर दें।

मैं उम्मीद करता हूँ कि जो रिकोमेंडेशन की गई हैं, उनकी ओर आप विशेष ध्यान देंगे और उनको अमल में लाने की चेष्टा करेंगे। यदि आपने ऐसा किया तो इन गन्दी बस्तियों का अवश्य मुझार होगा और जो गन्दा स्वरूप उनका आज हमें नजर आता है, वह नजर नहीं आयेगा और वहां के रहने वाले लोगों को एक स्वर्ग का जीवन, एक मानवता का जीवन, एक ऐसा जीवन जिसमें उन्हें सुख और चैन मिल सके, प्राप्त होगा।

श्री स० म० बनर्जी (कानपुर) : उपाध्यक्ष महोदय, सबसे पहले तो मैं अपने हर-दिल-धर्जीज प्रधान मंत्री जी को धन्यवाद देना चाहता हूँ कि आखिर उन्होंने इस कमेटी को जन्म दिया। इसके साथ ही साथ मैं इस कमेटी के मेम्बरान को भी धन्यवाद देना चाहता हूँ कि उन्होंने वही मेहनत के साथ अपनी रिपोर्ट तैयार की और अपनी सिफारिशों को सरकार के सामने रखा। आज कम से कम यह तो साबित होता है कि सरकार इन गन्दी बस्तियों के मुझार की ओर काफी ध्यान दे रही है।

उपाध्यक्ष महोदय, मैं कानपुर का निवासी हूँ और मुझे इस संसद में लाने की जिम्मेदारी ६० प्रतिशत वहां की जनता की है। १९५२ या १९५३ में जब प्रधान मंत्री कानपुर गये और वहां की गन्दी बस्तियों को देखने के लिये गये—प्राम तौर से उनकी ओका नहीं मिलता है कि वे उन बस्तियों को देखने जायें—लेकिन कुछ लोगों के कहने पर, इनके असरार करने पर वहां गये—तो मेरा स्थान है कि इनको देख कर वह भड़क उठे और गुस्से में भर कर, गम्भीर आवाज में उन्होंने कहा कि इन

बस्तियों में रहने वाले लोग इन बस्तियों को जला कर्यों नहीं देते। बस्तियां जला देने के फिर बस्तियां उनकी मिलेंगी या नहीं, यह उनको मालूम नहीं था। लेकिन इस गुस्से का एक फायदा हुआ। जब लोगों ने प्रधान मंत्री जी के दिल और आँखों में आँसू देखे तो इसका नतीजा यह हुआ कि उत्तर प्रदेश की सरकार चेती और उसने कुछ मकान बनवाने का फैसला किया। इस फैसले के लिये मैं उत्तर प्रदेश की सरकार को भी धन्यवाद देना चाहता हूँ। उसने तीन हजार के करीब मकान कानपुर शहर में बनवाये हैं—

श्री बी० बं० शर्मा (गुरदासपुर) : फूड के बारे में भी ?

श्री स० म० बनर्जी : उसके बारे में फिर सही।

ये मकान जो वहां की सरकार ने बनवाये, ये इंडस्ट्रियल हाउसिंग स्कीम के मात्रहत बनवाये, स्लम क्लीयरेंस स्कीम के मात्रहत नहीं।

उसके बाद अभी जब भारत सेवक समाज के जलसे में प्रधान मंत्री जी वहां गये तो बापू पुर्वा में जहां पर शायद सब से ज्यादा क्वाटर बने हैं, वहां के निवासियों ने सोचा कि प्रधान मंत्री जी के दर्शन भी कर लिये जायें और साथ ही उनके सामने कुछ तकलीफात भी रख दी जायें। उपाध्यक्ष महोदय, स्लम क्लीयरेंस स्कीम के बारे में जो रिपोर्ट आई है, उसमें यह भी कहा गया है कि वन रूम टेनेमेंट यानी एक कमरा वाले मकान, जिसमें एक किचन है, सहन है उन लोगों को सबसिडाइज्ड किराये पर दिया जाता है और उनसे उसका १२ रुपये ५० नये पैसे चार्ज किया जाता है। कानपुर में लोग १० रुपये किराया और तकरीबन तीन रुपये बिजली इत्यादि के चार्जिस के रूप में देते हैं। लेकिन आज भी वहां पर

गरीब जलेक इन मकानों में नहीं जा पा रहे हैं। वे आहते हैं कि वे इन बस्तियों में रहें, वे अपने बाल बच्चों को उन गंदी बस्तियों में रखना नहीं आहते जहां वे भव रह रहे हैं, वे आहते हैं कि उन्हें ताजी हवा मिले और सूर्य के दर्शन करने को भी मिले, लेकिन वे जा क्यों नहीं रहे हैं? इसका कारण यह है कि इन मकानों का किराया इतना ज्यादा है कि वे दे नहीं पाते हैं। बार बार चाहे वह सोलहवीं लेबर कान्फ्रेंस हो, चाहे मंत्री जी के साथ बातचीत हो और चाहे प्रधान मंत्री जी से बातचीत का मुझे मौका मिला हो, मैंने कोशिश की है इस चीज को रखने की कि ये लोग इन बस्तियों में जा नहीं सक रहे हैं क्योंकि किराया अधिक है।

कानपुर शहर में आप जानते हैं कि मिलें एक के बाद एक बन्द होती जा रही हैं और इस गंदी के खिलाफ मुजाहरे भी हो रहे हैं लेकिन हमारी सरकार देखती चली जा रही है। ऐसी सूरत में जब उनकी आमदनी कम हो, तो वे लोग १० रुपये या १२ रुपये या १३ रुपये मकान किराये के तौर पर कैसे सख्त कर सकते हैं।

आपने स्टेट्समैन में एक आटिकल पढ़ा होगा जिसमें लिखा था
"Radios and sofa settees in labour colonies"

बाकई मैं क्या इन बस्तियों में रहने वाले मजदूर भाई जो उन इलाकों में गये हैं आर्थिक दृष्टि से इन्हें अभीर हो जाये हैं या उनकी परवेंजिंग केपेसिटी इन्हीं बड़ गई है कि उनकी बस्तियों में रेडियो इत्यादि तक लग गये हैं या उन्होंने अपने मकानों में लगा लिये हैं? असलियत यह है कि स्लम्स को क्लीयर करने के बाद जो मकान बन रहे हैं उनमें ये लोग जा नहीं पा रहे हैं क्योंकि उनके पास देने के लिये इतना पैसा नहीं है। फिर इन मकानात में कौन लोग रहते हैं? मिडिल क्लास और अपरन-मिडिल क्लासिस के लोग जो कि शहरों में ज्यादा किराया नहीं दे पाते हैं इनमें रहते

हैं। शहरों में उनको ५०-६० रुपया किराया देना पड़ता है और यहां पर वे मजदूरों के नाम से आकर रहने से जाये हैं। अगर आप सेसस से तो आपको पता चलेगा कि उनमें ५० प्रतिशत भी मजदूर नहीं हैं।

आप कहते हैं कि अगर सबसिडी न हो तो उनका किराया ४६ रुपये के करीब होगा। मैंने देखा है कि एक कमरा है और उसमें पूरी फैमिली नहीं रह पाती है अगर आप फैमिली वर्ड को अंग्रेजों की दी हुई डेफिनिशन के मुताबिक न लें तब। अंग्रेजों की डेफिनिशन के मुताबिक फैमिली में बाइक और लेजिटिमेट चिल्डर्न ही आते हैं। लेकिन हमारे यहां बद्दिस्मती से ज्वाइंट फैमिली सिस्टम है। उसमें माता भी आती है, पिता भी आते हैं, भाई भी आता है, कंवारी बहन भी आती है और बेवा बहन भी। इन सब को उन लोगों को अपने पास रखना पड़ता है। आज के गहराई के जमाने में एक आदमी जो कि ६०-७० रुपये माहवार कमाता है किस तरह से १३-१४ रुपये बतौर किराया दे सकता है। किराया ग्रादा करके उसके पास केवल ४० के करीब रुपया बच रहते हैं और किस तरह से वह इन्हें रुपयों में अपना तथा अपने बाल बच्चों का गुजर बसर कर सकता है। उसकी आज आमदनी भी कम हो गई है। ऐसी सूरत में क्या वह अच्छे मकान में ठहरने के लिये लालायित होगा या कि अपना तथा अपने बच्चों का पेट भरने को तथा उनको तालीम दिलाने की कोशिश करेगा। यह एक बहुत बड़ा सवाल है।

जो भी इमिडियेट प्रावलेम्स है तथा उनको हल करने के लिये आपने जितनी भी शार्ट टम्स पालिमीज बनाई हैं, मैं उनका स्वागत करता हूं। कानपुर शहर में एक मास्टर प्लान है। इस रिपोर्ट में कहा गया है कि उन शहरों में जहां मास्टर प्लान हैं, वहां हम कोशिश कर सकते हैं कि लांग टम्स बेसिस पर उनके लिये जो कुछ भी कर सकते हैं करें। कानपुर शहर की किस्मत ऐसी

[बी स० म० बनर्जी]

श्रममें की किसमत है कि वहां पर दस साल से म्यूनिसिपलिटी के चुनाव नहीं हुये हैं। वहां पर एक प्रशासक भवोदय है। वह डिवेलपमेंट बोर्ड के एडमिनिस्ट्रेटर भी है। जब भी डिवेलपमेंट बोर्ड की मीटिंग होती है तो एक ही बात वह कहते हैं। वह कहते हैं कि कानपुर के मास्टर प्लान को हम कामयाब कर सकते हैं अगर सेंटर हमें कुछ एड दे। जब उनसे एड के बारे में पूछा जाता है कि एड कितनी मिलती है तो वह फिर देने से इनकार कर देते हैं। कानपुर में कई गन्दी बस्तियां हैं जिनका मुधार होना है। जो रुपया आप गन्दी बस्तियों को देने जा रहे हैं उसमें क्या कानपुर का नाम भी है या दूसरी जगहों के नाम ही हैं, यह में जानना चाहूंगा। इन बस्तियों में खास तौर पर बापू पुरवा, जूही इत्यादि के नाम उल्लेखनीय हैं। अगर आप इनको देखें तो आपको अफसोस हुये बिना नहीं रहेगा।

It excites horror rather than beauty.

मुझे याद है कि एक बार वहां हड्डताल चल रही थी। वहां के १० डॉ० एम० साहब ने मुझे कहा कि बनर्जी साहब आप कम्यूनिस्ट हैं और लोगों को भड़काते हैं, उनको बरगलाते हैं। उन्होंने कहा कि कम्यूनिस्ट लोग बहुत बुरे हैं, कम्यूनिज्म बुरा है। मैंने उनसे कहा आप मेरे साथ चलें और मैं आपको इन लोगों की हालत दिखा सकता हूँ। वह मेरे साथ गये। जब उन्होंने देखा कि एक स्लम के एक छोटे से मकान में किसी के माता पिता, दो बच्चे, उसकी बीवी और सुधर एक साथ लेटे हुये हैं तो मैंने उनसे कहा कि आप इनसे पूछें कि कम्यूनिज्म खराब है या नहीं और इनको समझायें कि यह खराब है और अगर आपने ऐसा किया तो ये कह देंगे कि इस बस्ती से खराब नहीं है। ऐसी बस्तियों में जहां ऐसी दुरी हालत होती है हमेशा ही कालरा, ग्रीस्ट्रो-एनडाइटिस इत्यादि बीमारियां घर

किये रहती हैं। इस बास्ते इनकी ओर आपका जल्दी से जल्दी व्यान जाना चाहिये।

आप स्लम क्लीयरेंस स्कीम के मात्रात जब कोई ऐसी स्कीम बनाते हैं जिसमें बस्ती को उजाड़ कर उनके रहने के लिये वहां अच्छा मकान बनाते हैं तो मैं उसका स्वागत किय बिना नहीं रह सकता हूँ। एक सिफारिश में आपने कहा है कि जहां से बस्ती उजाड़ी जाय, कम से कम उनको वहां पर ही जगह दी जाय। लेकिन यह हो नहीं रहा है। लोगों की बस्ती उजाड़ तो दी जाती है लेकिन उसके बाद इतना अधिक चार्ज करके जमीन दी जा रही है कि वह लोग उसको खरोद नहीं कर सकते हैं। कहा जाता है कि हम बैटरमेंट चार्जिंग ले कर दे रहे हैं। अगर आप कानपुर के स्लम्स को देखें जिनको देख कर प्रधान मंत्री जी ने कहा था कि इनको जला दिया जाना चाहिये तो आपको पता चलेगा कि वह इतने अन्हाइजीनिक हैं, इस तरह से वहां तालाब बने हुये हैं और उनमें गन्दा पानी जमा हो गया है कि पता नहीं वहां के रहने वाले लोग किस तरह से अपनी जिन्दगी बसर कर रहे हैं। चुनाव के दिनों में मुझे एक छोटी सी बस्ती में जाने का मौका मिला और वहां पर मैं गिरते हुये मकान, सिसकते हुये, तरसते हुये और बिलबिलाते हुये बच्चों को देखा। जब लोगों की इतनी बुरी हालत है तो वह इतना किराया किस तरह से दे सकते हैं। इस बास्ते जरूरत इस बात की है कि किराया को कम किया जाय। जो रिपोर्ट है इसका तो मैं स्वागत करता हूँ लेकिन इस ओर भी अवश्य आपका व्यान जाना चाहिये।

द्वितीय पंचवर्षीय योजना के बारे में अगर इन बस्तियों के रहने वालों को आप कहेंगे कि बहार आने वाली है और तुम इंतजार करो तो मैं कह उठेंगे :— गलत यकीन न करेंगे बहार का हम सोने हमें खबर है कहां तक बहार आई है।

श्रीमान् शुभा भेदभाव (जन्म तथा काश्मीर): उपाध्यक्ष भद्रोदय, गन्दी बस्तियों की तरफ सरकार जो ध्यान दे रही है, यह बहुत बड़ी बात है। आशा है इससे जनता का कुछ भला होगा। उस जनता को जो सालों की तादाद में मनुष्य का जन्म लेते हुवे भी जानवरों की तरह जीवन विता रही है। सारे देश में जिनकी जिनती आज भी लासों में है, उनको इससे आराम मिलेगा। श्रीमान्, एक स्थान की बात नहीं है, सारे देश में गन्दी बस्तियों की बीमारी फैली हुई है परन्तु बड़े शहरों में ज्यादा नज़र आनी है क्योंकि कुछ जनता तो बहुत ही उच्च दर्जे पर अपना जीवन विता रही है और कुछ बहुत ही नीने, जिसकी तस्वीर में सदन के मामने नहीं रख सकती न मेरे पास शब्द है कि मेरे उसके लिये कुछ कहूँ। इस बात को सोच कर मेरा सिर झुक जाता है कि अभी तक भी इन गन्दी बस्तियों का खातमा नहीं हो सका। यह देश के लिये कर्लंक है। स्वतंत्र तथा महान देश के नागरिक होंते हुये भी आज लाखों लोगों को जो दिन रात मेहनत करते हैं, जानवरों की तरह से अपने दिन काटने पड़ रहे हैं। वह लोग जो कड़ी मेहनत करते हैं, आज उन्होंके बच्चे स्वच्छ हवा के लिये तरसते हैं। कोइच और दुर्गंध में वे अपना जांबन विता रहे हैं। हम उनमें क्या आशा कर सकते हैं? कैसे उनकी शिक्षा का प्रबन्ध होता होगा और कहाँ तक उन की तन्दुरसी कायम रहेगी।

सरकार के लिये भी इनके बड़े बड़े काम जल्दी करने मुश्किल हैं। परन्तु जो ध्यान आपने दिया है यह एक बड़ी बात है। कलकत्ता को ही लेजिये जहाँ लगभग ६ लाख लोग गन्दी बस्तियों में रहते हैं। कितनी बड़ी संख्या है। दिल्ली, बम्बई, मद्रास, कलकत्ता, अहमदाबाद में गन्दी बस्तियों की सफाई की ओर सरकार ध्यान दे रही है। मैं तो कहूँगी कि और शहरों में भी योड़ा बहुत कुछ करने का सरकार को कदम उठाना चाहिये।

लोगों को भी सिखाना पड़ेगा कि वह भी कुछ सफाई से रहे। वे सोग इस तरफ ज्यादा ध्यान नहीं देते हैं। देखने में तो वे छोटी छोटी गलियां होती हैं परन्तु वे बहुत खतरनाक होती हैं। इसके लिये भी कुछ सोचना चाहिये।

जहाँ कहाँ सरकार इन गन्दी बस्तियों को हटाना चाहती है वहाँ उसे ध्यान रखना चाहिये कि उन लोगों की जो कठिनाइयां हों वे दूर हों। अच्छे साफ मुधरे मकान बना दिये जायें जहाँ सब आसानियां मिलें, शुद्ध जल मिले, रोशनी, अच्छे रास्ते आदि का प्रबन्ध हो। उनके लिये छोटे छोटे उद्योगों की जरूरत है। अगर उनके लिये उद्योग नहीं होंगे तो आप भी इस चीज़ को जानते हैं कि हम उनको उन जगहों पर नहीं रख सकेंगे। चाहे उनको कितने ही अच्छे मकान दे, चाहे कितने तरह की सुविधायें दें, लेकिन जब उनके पास पैसा नहीं होगा तो उनका सफाई की तरफ बहुत कम ध्यान जायेगा। यह सब बातें सरकार को अपने ध्यान में रखनी चाहिये। कुछ अर्सा हुआ मुझे विनय नगर में जाने का मौका मिला वहाँ पर मैंने उनकी झोपड़ियां देखीं। मैं तो उनको झोपड़ियां भी नहीं कहूँगी क्योंकि झोपड़ी फिर भी कुछ बड़ी होती है। वह तो ऐसी थी कि जिनमें बीच में मुदिकल से एक चारपाई रह सकती थी। वहाँ पर तो लड़े होने का भी स्थान नहीं था, जिसमें एक पूरा परिवार रहता था। जो लोग वहाँ रहते हैं उन्होंने ही दिल्ली की बड़ी बड़ी आलीशान इमारतें अपनी मेहनत से लड़ी की हैं। एक तरफ तो झोपड़ियां हैं दूसरी तरफ विनय नगर के साफ मुधरे फ्लेट्स हैं। बीच में सिर्फ़ सड़क है। आमने सामने यह दोनों बीचें मुकाबले में हैं जो कि दिल में एक दर्द पैदा करती हैं। और उन झोपड़ियों में भी उनको चैन से रहना नसीब नहीं होता है। प्रक्षर वे घर रात रात में गिरा दिये जाते हैं। और रात-रात में ही वह बेचारे मेहनत करके फिर

[भीमती कुच्छी मेहरा]

वीक्षण लड़ी कर लेते हैं। यह उनकी वर्द्धनाक हालत है। जब तक उनके रहने का कोई इंतजार न हो तब तक उनके मकान न नियरेजावें। प्राविर वह भी तो वहां के नागरिक हैं। उनका ठिकाना करना भी भरकार का काम है। इस महान देश के नागरिकों के लिये ऐसी कठिनाइयां नहीं होनी चाहिये। इसमें शक नहीं कि सरकार को उनकी पूरी किक है और वह समाजवादी व्यवस्था करने में लगी है, परन्तु उनकी भी कठिनाइयां हैं।

लगभग दो मास हुये में भिलाई आदि स्टील प्लांट देखने गयी। मुझे रुकेला में चिट्ठी प्लारिंग देख कर बहुत ही प्रसन्नता हुई कि सरकार ने वहां चौथे दर्जे के कर्मचारियों के लिये बहुत ही अच्छे मकान बनाये हैं, दो दो कमरे हैं, कोटंयाड़ है, किचेन है, और हर तरह की आसानियां हैं। मैं तो यह देख कर बहुत सुख हुई कि सरकार ने उनके लिये इतना कुछ किया है। मुझे आशा है कि सरकार अब पूरी तरह में उनकी देख भाल करेगी और जो गन्दी बस्ती में रहने की कहानी है उस पर भी ध्यान देगी। और उनके लिये हर तरह सहायितें पहुंचायेगी। उन सबों की दिक्कतों को दूर करने का प्रबन्ध करेगी जिससे उनका जीवन स्तर ऊँचा हो सके और उनकी तरफ जनता की दिलचस्पी हो सके। रिपोर्ट में पढ़ी, उसमें बहुत कुछ लिखा है, लेकिन क्या पता वह कब तक होने जा रहा है। इसके लिये भी जल्दी होनी चाहिये, ताकि इस गन्दी के कलंक को हम जल्दी दूर कर सकें।

बस मुझे इतना ही कहना था।

श्री राम लाल व्यास (उज्जैन) : उपायम महोदय, वह स्लम क्लिपरेस का जो प्रश्न है वह बड़ा बटिल है और जैसा माननीय सदस्य में बताया उसके लिये अख्तों रपया

चाहिये। लेकिन फिर भी इस काम का करना बहुत अच्छा है। लेकिन कैसे किया जाय? मेरा यह सुझाव है कि सन् १९५१ की जनगणना के भनुसार १ लाख से ज्यादा आबादी के ७५ शहर भारतवर्ष में हैं। ज्यादा अच्छा हो कि एक स्लम क्लिपरेस बोर्ड नाम की संस्था कायम कर दी जाय। वह इन ७५ शहरों के मुतालिक सर्वे करा कर गवर्नरमेंट को सूचित करे। उसके बाद जिन शहरों को समिती दिये बगेर स्लम क्लिपरेस का काम चल सकता है उन्हें कर्ज के रूप में प्राथमिकता दी जानी चाहिये। बहुत से ऐसे शहर हैं कि अगर गवर्नरमेंट तयार हो जाय तो वह कर्ज से कर ही पहले काम करना चाहते हैं। बहुत सी म्यूनिसिपलिटीज हैं जो कर्ज से ही स्लम क्लिपरेस का काम करना चाहती हैं। बल्कि वे तो कहांगा कि जो २५ परसेंट समिती गवर्नरमेंट देती है, साथ में स्टेट को भी देना होता है, उन शहरों की ओर पहले सरकार ध्यान न दे। कर्ज देन से ही बहुत स्लम क्लिपरेस दूर हो सकता है। दूसरे जिन शहरों में जमीन आसानी से मिल सकती है उनमें यह काम हो सकता है। दिल्ली है, वहां स्लम्स हैं, लेकिन जमीन मिल तो कैसे। दिल्ली में जमीन कहां मिल सकती है। तो जिन शहरों में स्लम्स हैं और वहां जमीन भी मिल सकती है, मकान भी बन सकते हैं, उनको पहले प्राथमिकता दी जाय। आज उज्जैन जैसे शहर की हालत यह है कि वहां स्लम्स भी हैं, पुराना शहर है, पुराने जमाने के, विक्रमादित्य के जमाने के शहर में इस जीज को कर के, स्लम्स क्लिपर करके उसको डेवलप किया जाय। वहां मज़बूतों की संस्था काफी है। अगर आप पड़ोस में जायें तो एसा मालूम होता है कि गन्दी का कोई अन्त ही नहीं है। एक मकान से दूसरे मकान की तरफ कोई नहीं जा सकता। नारायण-पुरी, हृषीपुरी गंगार के बारों और भैरव सुख या कर देता है ऐसी जगहों पर अगर पहले इस काम को किया जाय तो आसानी

के स्लम किलमरेस हो सकता है। शहरों के अव्वर जहां बड़ी बड़ी जगहें हैं, जहां गरीब लोग रहते हैं, जहां अमीन भी काफ़ी मिल सकती है, अम्बे लम्बे भैदान हैं, ऐसे मुकामों को पहले लिया जाना चाहिये।

जहां और बड़े शहरों की तरफ व्यान दिया गया है, ऐसे राज्य में भी एक नाल से अपर आबादी वाले पांच शहर हैं। इंदौर, खालियर, जबलपुर, उज्जैन और भोपाल। अब भोपाल राजधानी बना। एक नई राजधानी बनने से हजारों लाखों की तादाद में कमीबादी मध्य प्रवेश जैसी बड़ी स्टेट के बहां गये जो कि नये स्लम कायम कर रहे हैं। इसको दूर करने की तरफ व्यान देना चाहिये। वहां की गवर्नरेंट सिर्फ़ यह चाहती है कि उसको कर्ज मिले। उनके कारकुनों और अफसरों को वहां बसने के लिये मकान चाहिये। लेकिन वह नहीं होता नतीजा यह होता है कि भोपाल में इतने लोग आ जाये हैं कि कहां जमीन नहीं मिलती, मकान नहीं मिलता और किराये इतने ज्यादा हो जाये कि गरीब आदमी का बहां रहना मुश्किल है। वहां की राज्य सरकार के पास कई योजनायें हैं जिससे ज्यादा से ज्यादा मकान बन सके लेकिन इसके लिये उनको कर्ज नहीं मिल सकता है। इसके बास्ते ज़रूर गौर किया जाना चाहिये।

इसी तरह से दूसरे शहरों में जो इंडस्ट्रीज बनीरह हैं, उनके मालिकों को मजबूर किया जाना चाहिये कि या तो वे म्यूनिसिपलिटीज की एरियाज में उनसे उनको अभीन दिलावें या किर वह लुट इसमें कुछ लागत लगा कर मच्छरों के हित का खायाल करते हुये, उनके स्वास्थ्य का खायाल करते हुये, सफाई का व्यान रखते हुये, उनके लिये ठीक हँग से मकान बनावें। तभी यह स्लम्स किलमरेस का काम हो सकता है नहीं तो और शहरों की तरह से करोड़ों लकड़ी जी जर्ब करने पड़ेंगे, लेकिन उससे कुछ होने वाला नहीं है। अगर प्राप्तने

इसमें से २ करोड़ रुपये इस समय दे भी दिये जाओ उससे बड़े शहरों में स्लम किलमरेस नहीं होगा। प्राप्तको छोटे शहरों की तरफ व्यान देना चाहिये और हर वर्ष जो छोटे शहर हैं, उनकी तरफ व्यान देना चाहिये। ऐसे दो ही चार शहर हर राज्य में हैं, जिनकी आबादी १ लाख से अधिक है। इसलिये उन जगहों पर प्राप्तको स्लम किलमरेस का काम शुरू कर देना चाहिये ताकि वहां के स्लम्स जल्दी दूर हों।

इतना ही मुझे निबेदन करना है।

The Minister of Law (Shri A. K. Sen): Mr. Deputy-Speaker, I welcome this debate if only for the fact that it focusses the attention of this House, and through this House, of the whole country, on a problem which vitally affects the life of our nation. It is not the physical discomfort of a slum life which worries me particularly so much, though a good deal of stress has been laid in portraying for us the physical infirmities of a slum life. They are, no doubt, there. It is the spiritual and mental degradation which a slum life causes which to me, appears to be a far greater source of worry for the future of our nation than anything else. I refuse to believe that a child can grow up into a vigorous, healthy and useful citizen if he is born and brought up within the surroundings of a slum life. It has been proved by the history of other countries; and our country offers many examples of how decent citizens shirk to degraded life and how humanity is humbled when it is made to live in these surroundings.

After all, the physical life has its own impact on our mental and spiritual bearings. And it is nowhere more significant and more pronounced than in the slums. That is why we have endeavour to bring this to the forefront, namely, that the problem of slums is not merely a problem of houses, roads, lights or the other

[Shri A. K. Sen]

physical comforts which we may like for ourselves; but, it is a problem of planting good life, planting decent life into areas with surroundings which make it impossible for decent life to thrive. And, it is that human approach which we want to stress not only in this House but for the whole country; and that the necessity for clearing slums or for improving slums is more for the purpose of building decent life in these areas than for bringing the physical comforts to those who are for the moment denied these. It is, therefore, that we have tried to prove that it is not merely by offering better houses and better roads that we shall achieve our objective but we shall also have to bring into those areas the elements which make for a better spiritual life. And, that is why we have stressed the element of community development in those areas, and we have conceived the entire problem of slum areas as really a part of the problem of urban development, urban development in the fullest sense of the term, development not only of the physical amenities which every citizen ought to enjoy in a free and democratic country but those amenities especially which will make him a better citizen which will allow him to realise his best self, which will make a man out of him so that the nation enjoys his life and his vigour and he gives his best to the nation.

Once it is accepted that the whole problem of slum is a problem of urban development, of building better life in the cities where slums have grown up, then, we are not so much bothered about the history or the causes which have led to the growth of the slums.

The hon. Member who moved the Motion, Shri Rajendra Singh accuses us of not going into the details about the conditions and causes which have led to the development of slums. We have mentioned that it is not necessary nor proper again to traverse ground which has already been covered by

other reports. We have in fact referred to other reports which have fruitfully and elaborately analysed the causes which have led to the growth of slums. It may be of great historical interest; it may be interesting as a piece of antiquity; but, it will not help us in approaching the problem for the purpose of solving it.

We are more concerned with the pragmatic approach, namely, how quickly and how much effectively we can remove this scar from our body politic so that never again shall we allow millions of our citizens to lead a doomed life, and never again shall we be reproached for not proceeding quickly and vigorously with the eradication of such a fell disease. It is only for that purpose that we have stressed more on the pragmatic side of the problem, namely, how best to tackle it in the short period and the long-term period, for as the hon. Members have themselves expressed, on the floor of this House today in the course of the debate, the complete eradication of these numerous cancerous growths which have taken their routes in every city would not be practically possible within the short period.

The financial implication is very significant. The hon. Member who moved the Motion had quoted the figures given by the Patel Committee, necessary for the complete eradication of the slums in all the cities and towns. It is no use trying to flatter ourselves in the belief that these large sums would be forthcoming in the near future. Keeping, however, the long-term objective in view—lest we might forget our duty to the nation and to our own people—we must formulate for ourselves short-term plans so that these areas may at least be made fit for human habitation and they may breed better citizens. Therefore, the physical surroundings have to be improved, if not by eradication, by other processes which will at least lay the foundations, as I said, for better

life in those areas. That is why the problem of slum improvement has been stressed by us in the report, as I conceive that it is only by pursuing the objective of slum improvement in the short period that we shall succeed in tackling the problem with any sizeable impression. Of course, we should never lose sight of the long-term objective of complete eradication of the slums and for fitting them into the master plans for every city.

As I said, it is not merely by offering these physical amenities that we shall improve the slum areas or the life in those areas. We have advocated the adoption of the concept of community development in the urban areas; and we conceive that for the purpose of building up healthy community life in these areas, a good and solid economic base has to be created.

It is true that in many cities the slum dwellers are possibly fruitfully employed though our survey, however, imperfect it may be, has shown that in cities like Calcutta the problem of unemployment is very acute in the slum areas and in other cities like Delhi the problem of under-employment is a very serious problem. Without providing an economic base, you cannot create healthy physical surroundings. You may build good houses and good roads. If people are either unemployed or under-employed, houses will not give them relief, roads will not provide them with any decent life. That is why we have tried to formulate an economic base for community life in the cities, which economic base is primarily provided by agriculture and other rural industries in the rural areas, and we have tried to link up this concept of creating an economic base along with the other projects which have been advocated for improving the slum areas.

For everything money is necessary, and the hon. Members can see from our report that even the original allocation had to be pruned with a view

to servicing the exigencies of the Plan. We have advocated additional allocations whether by way of diversion from other sources or by way of raising fresh revenue by additional taxation which would not impose steep incidence but would, at the same time, yield substantial revenue.

These are the suggestions made in the report. The basic ideas have been summarised at page 30 of our report. I venture to say that from what has been said in the course of the debate here today, I am convinced that our basic ideas have appealed to this House. Nothing has been said contrary to the basic ideas we have sought to formulate. We have said that slum clearance should be viewed as part of the problem of urban development and all activities relating to social welfare, including the provision of fruitful employment, should be integrated so as to bring about all-round development of the depressed and slum areas. The State Governments, the local authorities and the Central Government spend large sums of money on various services in each slum area, such as, on education, health and various other services. Yet, since they do not get integrated and focussed, their effect on the chosen areas do not appear to be very appreciable. That is why we have said that the resources of the local authorities, State Governments and the Central Government must be pooled and integrated within chosen areas so that maximum results may be obtained and those areas may bloom forth into new urban areas. That is our programme.

Shri Sinhasan Singh (Gorakhpur): What are the difficulties in implementing these suggestions and what steps are you taking to get them integrated?

Shri A. K. Sen: That is outside the scope of this debate; possibly on a future occasion we shall have occasion to discuss it. We are now dealing with the recommendations. What difficulties there would be in the implementation—that is a different matter

[Shri A. K. Sen]

altogether. The next thing we have said is that one Ministry in charge of urban community development at the Centre should be entrusted with the responsibility of co-ordinating and integrating the activities of other Ministries which, in one way or another, are already functioning and spending money on different activities connected with urban development including the work of local authorities and State Governments. Then, we have said that this approach should be tried in the big cities first. It is true that small cities should not be forgotten. But the resources are limited and trials have to be initiated in chosen areas. That is why we have advocated this approach. It is not that we have ignored the small towns. They have been very much in our minds and once we succeed in the bigger cities, I have no doubt that, our work will automatically extend to the smaller areas and will certainly succeed there as well. The next is the provision of the economic base by the setting up of small and medium industries so that a stable economic base is created for the urban population without which good houses, good roads and good lights would be of no use whatsoever. We have also said that we should try, while implementing the slum clearance and improvement schemes, to localise the people living in the existing slum areas and settle them as near as possible to their original habitations. Even if any master plan for slum clearance is initiated to draw out the population from certain areas, it must be attended with the provision for cheap transport. We have also stressed the prevention of the further growth of slums by trying to spread out industries from the heavily concentrated areas by setting up—we have not used the term—satellite townships or things of that sort. They would really provide a brake against the flow of population streaming into the heavily congested areas. An hon. Member has said that we have not dealt with the problem of the pre-

vention of further slums. I think we have laid great stress on this problem in unmistakable terms. First of all, a master plan should be prepared into which all schemes for slum clearance must be integrated. Secondly, suitable regulations have to be enforced so that the master plan may not be infringed....

Shri S. M. Banerjee: The hon. Minister has stated about the master plan. There is a master plan in Kanpur and I had mentioned that. May I know from the hon. Minister whether the Central Government will provide funds for the successful implementation of the master plan where there is one?

Mr. Deputy-Speaker: The Central Government shall have a master plan for all these and they will be fitted into this.

Shri A. K. Sen: All plans must be adjusted to the available resources pooled together from the Centre, States and local authorities. The Centre cannot be the only source for providing resources. That is exactly the idea which we have tried to demolish. The primary responsibility for the improvement and clearance of slums rests on the State Governments. Let it be made quite clear that we do not want to impose ourselves in areas where the State ought to bear the primary responsibility and we feel that from Delhi we cannot run any slum clearance schemes in the other big cities. That is why the idea of community development in these areas has been stressed so that the movement may spring from within those areas started by the authorities there. The Centre would certainly be willing to share the responsibility of guidance and aid in whatever form it is possible consistent with the other demands. It may be that in a particular city, a master plan has not been implemented fully but that does not take away from the argument that there should

be a master plan and that it should be pursued and implemented.

These are the basic features of our report. I am happy to note that nothing has been said today to give me the impression that our basic ideas have not been accepted.... (Interruptions.)

An Hon. Member: Not the recommendation about additional resources.

Shri A. K. Sen: The means by which additional resources are to be raised may not be accepted but that is a different matter. We have thrown suggestions for the purpose of collecting additional resources for the implementation of the suggestions which we ventured to put into the report. I personally feel that we must persist vigorously, consistent with the resources available to us, with this work of slum clearance in the short period because that appears to be more practical and possibly easier to achieve than the long-term objective of complete eradication of all the slums in the cities. We can only do so if we integrate our various activities in the field of education, health, town planning, etc. by the local authorities, in the field of industries and other activities. It is only by the process of integration that we can create a sizable impression on the problem within the next few years. If the activities are diversified and not geared together and focussed on particular chosen areas, the total impression cannot be effective. That is exactly what we have endeavoured to indicate in our report.

Before I resume my seat, I once again express my gratitude to the hon. Members who have taken keen interest in this problem which is, as I have said, a matter of vital interest for the future of our nation and it is the duty not only on the Centre but also on the States—a duty which we owe to these citizens whom we have guaranteed equal rights and a duty of providing the minimum amenities of

civilised life—not only physical amenities but also other amenities to enable them to lead a better life, to produce better citizens who will employ themselves usefully for the service of the nation. I hope that the interest evinced by the House will never wane.

17 hrs.

Shri S. M. Banerjee: I want to know whether the report has been accepted. I do not know whether the report has been accepted by the Government in toto and if not whether a portion of the report will be accepted. The Minister of Law has not said anything about it. We do not know.

Mr. Deputy-Speaker: Does Shri Rajendra Singh want to say anything?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) rose—

Shri Rajendra Singh: My hon. friend Shri Banerjee has raised a very pertinent question. After the hon. Prime Minister gives his reply, I would reply.

Shri Jawaharlal Nehru: Well, Sir, I want to be quite frank to the House. The report has not formally appeared before the Government yet. The reason really is that we wanted it to be considered by the Planning Commission fully first. Of course, there is no doubt that the Government is in favour of it. But it has to be examined in detail, and that is what the Planning Commission propose doing; and we asked them to do it and send up their comments. Then the Cabinet will consider it. But I can assure the House that broadly speaking, of course, it is accepted. But how to give effect to the details of it and all that remains to be seen.

Mr. Deputy-Speaker: The discussion is over. The House stands adjourned to meet again tomorrow at 11 O'clock.

17-02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 16th September, 1958

[Monday, 15th September, 1958]

ORAL ANSWERS TO QUESTIONS . . .		6327-70	WRITTEN ANSWERS TO QUESTIONS . . .		6371-6435
S.Q.	Subject	COLUMNS	S.Q.	Subject	COLUMNS
1223	Incidents of 'Alarm Chain' pulling.	6327-29	1226	Certificates for Scheduled Castes and Scheduled Tribes Candidates . . .	6371
1224	Afforestation in Delhi	6329-31	1229	Sugar Industry . . .	6372
1225	Effect of Foreign Exchange on Road and Bridge construction	6331-33	1231	Maritime conventions . . .	6372
1227	National Highway	6333-35	1236	Wheat consumption in Kerala . . .	6372-73
1228	Inland Water System in Orissa	6335-38	1242	Factories and Minimum Wages Act . . .	6373
1230	Issue of special stamp for children Fund	6338	1249	Consolidation of land Holdings in Delhi . . .	6374-75
1232	Non-Utilisation of water . . .	6338-42	1250	Steamer service between Palczaghat and Mahendraghat . . .	6375
1233	Ship "M.V. Rajkumar"	6342-43	1251	Bombay Steam Navigation Company . . .	6376
1234	Failure of crops in snow covered areas	6343-46	1252	Seed multiplication farms . . .	6376-77
1235	Sharavathi Hydro-Electric Project	6346-49	1254	Perambur Railway Workshop, Madras . . .	6377
1237	Deep Sea Fishing . . .	6349-50	1255	Coordination b . . . road transport, road construction and manufacture of vehicles . . .	6377-78
1238	We f . . . Indian Seamen . . .	6350-51	1256	Bridge over River Ghagra at Dohrighat . . .	6378
1239	Coal loading plants at major ports . . .	6351-52	1257	Train derailment . . .	6379
1240	Transfer of postal Employees to Kathmandu . . .	6352-53	1258	Scientific incentive Schemes . . .	6379-80
1241	Agricultural Research Training in Madras	6353-56	1259	Chemical Fertilizers . . .	6380-81
1243	Jute crop . . .	6356-58	1260	International Convention of the Inter-Governmental Maritime Consultative Organisation . . .	6381
1244	Thefts in G.P.O. New Delhi . . .	6358-59	1261	Purchase of Tractors by C. T. O. . .	6381-82
1245	Flies in Delhi . . .	6359-60	1262	"Grow More Food" Campaign . . .	6382
1246	National Highway No. 34 . . .	6360-62	1263	Interim relief for daily rated labour at major ports . . .	6382-83
1247	Railway Workshop at Bongaigaon	6362-63	U. S. Q. Nos.		
1248	Supply of wheat to Flour Mills . . .	6363-64	2000	Mental Hospitals in India . . .	6383
1253	Supply of wheat to Roller Flour Mills . . .	6364-67	2001	Forest development in Bombay . . .	6383-84
S. N. Q. No.			2002	Road bridge over river Godavari at Alamuru . . .	6384
11	Charging of extra fare on account of diversion . . .	6367-70	2003	Late running of Deccan Queen . . .	6384-85
12	Diwali Travelling concessions . . .	6370			

WRITTEN ANSWERS TO
QUESTIONS—contd.

U. S. Q. Subject No.	COLUMNS
2004 Employment potential in Transport and Road construction	6385
2005 Amenities at Kantabanji Railway Station	6384
2006 Payment of staff on South Eastern Railway	6384
2007 Scheduled Castes and Tribes in Community Development	6387
2008 Railway concessions for Dushera Festival	6387
2009 Security deposits	6387-8
2010 Second road bridge on river Yamuna	6388
2011 Water power resources of Yamuna	6388-89
2012 Supply of water in Mahindergarh District, Punjab	6389-90
2013 Bridge at the level crossing in Rajpura	6390
2014 Urban Water Supply Scheme in Punjab	6390
2015 Goods shed at Ateli Railway Station	6391
2016 Fodder shortage	6391-92
2017 Seed Farm in Delhi	6392
2018 Canal water supply for Alipore Block, Delhi	6392-93
2019 Fire at Jharia Railway Station	6393
2020 Wooden sleepers	6394
2021 Minor irrigation	6394
2022 Late-running of Delhi-Lucknow Express	6395
2023 Incidence of Toxoplasmosis	6395-96
2024 Irrigation Projects	6396
2025 Sion Post Office	6396-97
2026 Barnagar (M. P.) Railway Station	6397
2027 Sweet potatoes	6397-98
2028 Ravalgaon Sugar Factory, Nasik	6398
2029 Development of Minor Ports	6398-99
2030 Nagpur Express	6399-6400
2031 Wells in Adra Railway Colony	6400-01
2032 Staff under District Mechanical Engineer, Samastipur	6401-02

WRITTEN ANSWERS TO
QUESTIONS—contd.

U. S. Q. Subject No.	COLUMNS
2033 Science of river training	6402-03
2034 Loan to fruit growers	6403
2035 Fishery Training Institute	6403-04
2036 Remodelling of Sabarmati Railway Yard	6404
2037 Suicide by Shri B. K. T. Iyenger in Railway Office	6404-05
2038 Gazetted Officers of the Railways	6405
2039 Supply of uniforms to Railway Employees	6405-06
2040 Railway uniform Committee	6406
2041 Co-operative Societies in Tripura	6406-07
2042 Merchant Navigation School	6407
2043 Boundary Wall	6407-08
2044 "Sea Island Cotton Scheme"	6408-09
2045 Hindustan-Tibet Road	6409
2046 Railway Protection Force on Northern Railway	6409-10
2047 Poppy Heads	6410
2048 National Savings Certificates	6410-11
2049 Freight Rates	6411-12
2050 Construction of Chakarata and Tuini Road	6412
2051 Shortage of drinking water in Punjab	6412-13
2052 Public Call Offices	6413
2053 Holiday Homes for Railway Employees	6414
2054 Community Development and N.E.S. Blocks in Jammu and Kashmir State	6414
2055 Mobile cinema vans	6415
2056 Revenue stamps	6415
2057 High Precision Harbour control Radar system	6415-16
2058 Departmentalization of good marksmen at Howrah	6416-17
2059 Construction of workshop	6417
2060 Passenger shuttles	6418
2061 Posts in S.E. Railway	6419
2062 Railway Staff	6419

**WRITTEN ANSWERS TO
QUESTIONS—contd.**

U. S. Q. Subject

No.

- 2063 Upgrading of Class III Posts on Railways
- 2064 400 Down Moghal-sarai-Patna Passenger
- 2065 Wireless Operators
- 2066 Late running of trains
- 2067 Road-Bridge over river Bhogdoi
- 2068 Closure of Bedag Station
- 2069 Waiting rooms at stations on Poona-Bangalore line
- 2070 New Railway lines
- 2071 Railway crossings
- 2072 Regional Headquarters on South Eastern Railway
- 2073 Non-Scheduled Air lines
- 2074 Belonia Airport
- 2075 Gazetted Officers
- 2076 Reservation of compartments for lady travellers
- 2077 Community Development Equipment
- 2078 Railway Training School, Chandauli
- 2079 Quarters for P. & T. Employees
- 2080 Quarters for Railway Employees
- 2081 Drinking water at Kangra Station
- 2082 Women employees in P. & T. Department, Himachal Pradesh
- 2083 Staff in the Ministry of Community Development
- 2084 Derailment of train near Cuttack
- 2085 Bridge over river Jamuna near Kalpi
- 2086 Railway Stations
- 2087 Gramsevaks
- 2088 Charkhi Dadri Station
- 2089 Canteen in Integral Coach Factory at Madras

COLUMNS

6419-20

6420

6421

6421-22

6423

6423

6423-24

6424

6424-25

6425-26

6426

6427

6427

6428-29

6429

6429-30

6430

6430

6431

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6431-32

6432

6432-33

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6434-35

Subject

COLUMNS

MOTIONS FOR ADJOURNMENT

6435-45

The Speaker withheld his consent to the moving of four adjournment motions given notice of by the following members regarding a statement reported to have been made by the Minister of Finance during a radio interview in Washington with regard to the islands of Quemoy and Matsu :—

Sarvashri Hirendra Nath Mukerjee, D.A. Katti, S.M. Banerjee, K.T.K. Tangumani and Braj Raj Singh

PAPERS LAID ON THE TABLE

6455-56

The following papers were laid on the Table :—

(1) A copy of each of the following Notifications under sub-section (3) of Section 19 of the Delhi (Control of Building Operations) Act, 1955, making certain amendments to the Delhi (Control of Building Operations) Regulations :—

(i) S. R. O. No. 2777 dated the 24th November, 1956

(ii) S. R. O. No. 1710 dated the 25th May, 1957

(iii) S. R. O. No. 3063 dated the 28th September, 1957

(iv) S. R. O. No. 3823 dated the 30th November, 1957

(2) A copy of the Himachal Pradesh Seed Potato (Control) Order, 1959 published in Notification No. G.S.R. 758A dated the 29th August, 1958 under sub-section (6) of section 3 of the Essential Commodities Act, 1955.

(3) A copy of each of the following Notifications, under sub-section (3) of Section 133 of the Motor Vehicles making certain amendments to the Delhi Motor Vehicles Rules, 1940 :—

(i) Notification No. F.12/130/56-MT/Home, dated the 3rd September, 1958 published in Delhi Gazette.

(ii) Notification No. 12/154/66-MT/HOME dated the 3rd September, 1958 published in Delhi Gazette.

MESSAGE FROM RAJYA SABHA

6456-57

Secretary reported a message from Rajya Sabha that at its sitting held on the 11th September, 1958 Rajya Sabha had agreed without any amendment to the Banaras Hindu University (Amendment) Bill, 1958 passed by Lok Sabha on the 2nd September, 1958.

CONVICTION AND ARREST OF MEMBERS

6457

The Speaker informed Lok Sabha that he had received telegrams from the District Magistrates of Barabanki and Kheri Lakhimpur respectively re:

- (i) the arrest and conviction of Shri Ram Sevak Yadav on the 12th September, 1958 for contempt of court.
- (ii) the arrest of Shri Khush-waqt Rai on the 14th September, 1958 in connection with food agitation.

BILL UNDER CONSIDERATION

6458-6515

Further discussion on the motion to consider the Merchant Shipping Bill, as reported by the Joint Committee and the amendment for re-committing the Bill to Joint Committee, continued. The discussions were not concluded.

DISCUSSION ON THE REPORT OF ADVISORY COMMITTEE ON SLUM CLEARANCE

6515-72

Shri Rajendra Singh raised a discussion on the Report of the Advisory Committee on slum clearance. The Minister of Law (Shri A.K. Sen) replied to the Debate and the discussion was concluded.

AGENDA FOR TUESDAY, 16TH SEPTEMBER, 1958

Further discussion on the motion to consider and passing of the Merchant Shipping Bill as reported by the Joint Committee and the amendment for recommitment of the Bill to the Joint Committee.