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Friday, February 27, 1959
Phalguna 8, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

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

LOK SABHA DEBATES

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LOK SABHA

Friday, February 27, 1959/Phalgun
8, 1880 (Saka)

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

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Training of Refractionists and Opticians

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

(a) whether it is a fact that Govern-
ment has decided to aid the State Gov-
ernments for the training of refrac-
tionists and opticians during the
remaining period of the Second Five
Year Plan,

(b) if so, the names of the States
selected initially for help, and

(c) the basis of selection?

The Minister of Health (Shri Kar-
markar): (a) Yes, Sir

(b) (i) Andhra Pradesh

(ii) Kerala

(iii) Madras

(iv) Uttar Pradesh

(c) The scheme was circulated to
the State Governments and they were
asked to say whether they would wish
to avail of Central assistance under
the scheme. All the schemes received
from State Governments have been
approved

Shri Rajendra Singh: May I know
the cause of the absence of Bihar?

358(A) L.S.D.—1

3346

Shri Karmarkar: Bihar is not men-
tioned here

Shri Rajendra Singh: May I know
why no response has been received
from Bihar? Has it been pointed out
to the Government of Bihar?

Shri Karmarkar: I think that is for
the Bihar Government to say

Shri Tangamani: May I know how
many students are going to be trained
State-wise?

Shri Karmarkar: I have not got an
exact idea of how many students will
be trained. We forwarded the scheme
to the State Governments and the
States I have mentioned are going
ahead with the scheme. I would like
to have notice regarding the precise
number of students that will be trained
under this scheme

Shri Goray: May I know the basis
for the selection?

Shri Karmarkar: I think the proper
candidates who are qualified to be
chosen will be selected

Shri Goray: I want the basis for the
selection of these particular States

Shri Karmarkar: We chose the
States which gave response. If they
do not respond, we do not choose
them

Shri Vajpayee: May I know to what
extent Central assistance will be made
available to the various States?

Shri Karmarkar: During 1957-58,
Rs 75,500 and Rs 76,220 were paid to
the Governments of Andhra Pradesh
and Madras and subject to correction,
I think that Central assistance would
be to the extent of not exceeding 75
per cent of the non-recurring expen-
diture and 50 per cent of the recur-
ring expenditure during the entire

Second Five Year Plan period. The estimated expenditure of each centre is non-recurring Rs. 1 lakh and recurring Rs. 16,200.

Shri Supakar: Is it only the long-sighted or short-sighted States that have taken advantage of the scheme?

Shri Karmarkar: States with a middle sight also have failed to take advantage of the scheme.

Shri Punnoose: May I know the amount granted to Kerala?

Shri Karmarkar: Actually during 1957-58, nothing has been granted. There is a budget provision of Rs. 1.5 lakhs in the estimates for the current financial year and Rs. 3 lakhs for the next financial year. Out of that, for 1959-60, Kerala will be qualified for Rs. 20,000 under this scheme.

Shri Rajendra Singh: What is the position in Bihar?

Shri Karmarkar: The position in Bihar is zero. They have not yet asked for it.

Mr. Speaker: Why does he worry himself here? Some hon. members must take it up there. The Bihar Government has not asked for it; the hon. Member cannot substitute himself for the Government.

Shri Rajendra Singh: The Bihar Government have enquired from the Centre. So, I want to clarify the position from the Centre.

Mr. Speaker: I will allow him further opportunity if the hon. Member is prepared to show me the letter from the Bihar Government.

Deep Draft Port on the Western Bank of Hooghly

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*723. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri Ram Krishan:
Shri D. C. Sharma:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question

No. 431 on the 1st December, 1958 and state:

(a) whether the decision for setting up of a deep port on the Western bank of the River Hooghly has since been taken;

(b) if so, which place has been selected for the purpose; and

(c) how much work is proposed to be taken up during the remaining period of Second Five Year Plan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Not yet. The technical aspects of the proposal are still under investigation.

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

Shri S. C. Samanta: May I know whether Mr. Posthuma visited the place and made some report sometime ago?

Shri Raj Bahadur: He came on the 14th November. He went round a few places including Calcutta and went down the river Hooghly also, and made certain recommendations which have been recorded.

Shri S. C. Samanta: May I know whether the Auckland Bar that is downstream the river will be dredged under this scheme?

Shri Raj Bahadur: That might be necessary as an experimental measure in order to examine whether it can admit ships up to 36 feet draft.

Shri Ram Krishan: May I know the approximate tonnage capacity which will be handled by this port?

Shri Raj Bahadur: At the moment, I think it is about 10 million tons.

Shri Bayman: In the project, what is the draft that is required?

Shri Raj Bahadur: The draft that is estimated is about 26 feet to 30 feet.

Shri Panigrahi: May I know whether the Government is considering to have at all a major port in the eastern part

of India and if so, whether any decision has been taken on this matter?

Shri Raj Bahadur: That would depend upon the needs of the trade. At the moment, I cannot say that we are intending to have any additional major part there.

Trunk Cables

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*724. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri R. C. Majhi:

Will the Minister of Transport and Communications be pleased to state

(a) whether the laying of trunk cables between Calcutta and Asansol has been completed,

(b) when this will be commissioned for working,

(c) whether the proposal for laying the cables between Calcutta and Bombay and also linking of other big cities has been started, and

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

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

(b) This has already been commissioned on 12th July, 1958

(c) The scheme is for laying cables between Calcutta and Delhi and Agra and Bombay. The Calcutta-Delhi scheme has already been started and this section is proposed to be linked with Bombay in the 3rd Five Year Plan

(d) The work in the New Delhi-Agra section is nearly complete. Work in the Agra Kanpur section is expected to be commenced shortly

Shri S. C. Samanta: May I know whether the materials required for this purpose will be available?

Shri S. K. Patil: Yes, Sir, they will be available

Shri Supakar: May I know the total cost of the project of linking Calcutta

with Delhi and also Delhi with Bombay?

Shri S. K. Patil: The total cost of the whole scheme—connecting the triangle Delhi-Calcutta-Bombay and back to Delhi—is a little under Rs 8 crores

Shri Assar: Are we using modern cables and if so, how many channels are there in one cable?

Shri S. K. Patil: They are co-axial cables. They are modern and they differ—there is no uniformity. Regarding the channels, the hon Member wants to know as to how many it would be per station. I have got the figures, but it is a long statement

Shri Supakar: Out of the total expenditure of Rs 8 crores, may I know what is the foreign exchange component?

Shri S. K. Patil: I have not got the figure here. But it would be somewhere about one-fourth of it. I cannot be very accurate about it

Shri Achar: May I know whether connecting any of the Southern cities by trunk cables is being considered?

Shri S. K. Patil: That would be later on. This is the triangle I have mentioned and also the places that come on the route, there will be several thousands of miles. So far as the South is concerned, that will have to be taken up after this is finished

Shri Damani: May I know how far the efficiency of trunk calls is going to be improved by the laying of these trunk cables and also the quantum of return?

Shri S. K. Patil: The efficiency will increase out of recognition, this is the only method by which you can assure an efficient telephone system

Shri Dasappa: May I know whether the Hindustan Cables are going to supply a major portion of the materials required for this scheme?

Shri S. K. Patil: I do not know how much they will supply. But so far as

co-axial cables are concerned, it is a matter of importation, though very soon we shall be producing them ourselves.

Artificial Rain

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*725. { Shri Ram Krishan:
Shri Bhakt Darshan:
Sardar Iqbal Singh:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No 892 on the 12th December, 1958 and state

(a) whether the scheme to produce artificial rain by the installation of steam injectors during the monsoon season has been placed before the Standing Finance Committee and Governing Body of the Indian Council of Agricultural Research, and

(b) if so, their views thereon?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes

(b) The Standing Finance Committee felt that no useful results were likely to accrue from the scheme and, therefore, decided that the Council need not finance it and that the Meteorological Department should be asked to take up the scheme, if so desired. The Governing Body endorsed this view of the Standing Finance Committee.

Shri Ram Krishan: May I know whether any experiment has been made in this regard so far?

Dr. P. S. Deshmukh: Excepting what Mr S R Savur claims, no experiments have been made. Actually, it is a suggestion for experiment.

श्री भक्त दर्शन माननीय मंत्री जी ने बताया कि इस विचार का समर्थन नहीं किया गया। क्या यह सर्च के कारण हुआ है, और क्या सर्च का अनुमान बताया जा सकता है?

Dr. P. S. Deshmukh: The reason given by the advisory committee is that Dr Savur mathematically was

quantitatively unrealistic and that the claims made by him were untenable.

श्री व० शा० द्विवेदी : मैं जानना चाहता हूँ कि क्या दूसरे देशों में नकली बारिश करने का प्रयोग सफल हुआ है। यदि हुआ है, तो क्या उसका अनुकरण भारत में नहीं किया जा सकता?

डा० व० शा० देशमुख : कुछ खास इतना नहीं है। एक जगह तो यह हुआ कि जो एक्सपेरिमेंट करने वाले थे उनको भाग जाना पड़ा क्योंकि जितनी बारिश चाहिए थी उससे बहुत ज्यादा हो गयी है और फलट आ गया।

Shri D. C. Sharma: May I know if the conclusions arrived at on account of these experiments in Australia were made use of by the Government of India before arriving at a decision?

Dr. P. S. Deshmukh: We had some scanty idea about the experiments in Australia. But there is nothing very dependable yet.

Flood Control in U.P.

*727. Shri S. M. Banerjee: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No 268 on the 27th November, 1958 and state

(a) whether work regarding flood control has started in U.P., and

(b) if not, the cause of delay?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Even before the preparation of a Master Plan referred to in Starred Question No 268 answered on 27th November, 1958, the Government of Uttar Pradesh had already started Flood Control works.

(b) Does not arise.

Shri S. M. Banerjee: In reply to a previous question on the 27th November the hon Minister said:

"Some of the works included in this plan are already under execution. The remaining works will

have to be taken up in future years. But as to which of the areas it will be decided by the Central Flood Control Board."

May I know whether a decision has been taken by the Central Flood Control Board as to which are the works which are likely to be taken up during this year and subsequent years?

Shri Hathi: We have received a long list of schemes containing about 71 schemes.

Mr. Speaker: It may be placed on the Table of the House

Shri S. M. Banerjee: May I know what aid is being given by the Centre to the State Governments in this connection?

Shri Hathi: Beginning from 1954 up to 1957-58 Rs. 805 lakhs have been given

श्री म० सा० द्विवेदी क्या श्री महोदय को मालूम है कि पिछली बाढ़ की वजह से झलीगढ़, दिल्ली और मथुरा के घासपास पानी भर गया था जिससे तमाम सबके खराब हो गयी, और वह पानी अभी तक नहीं निकल पाया है। उत्तर प्रदेश से मालूम हुआ है कि केन्द्र से पर्याप्त सहायता न मिलने के कारण यह काम नहीं हो पा रहा है। मैं जानना चाहता हूँ कि क्या इस बारे में केन्द्र से और राज्य सरकार से लिखा पढ़ी हो रही है, और यदि हा, तो उसमें क्या प्रगति हुई है ?

Shri Hathi: The water-logged areas are in Uttar Pradesh, Rajasthan and Punjab. The Minister of Irrigation and Power had been there personally and there was a conference of engineers. Schemes are being prepared for these areas

Shri M. L. Dwivedi: How long will it take

Shri Hathi: I think UP has already prepared a scheme

श्री मन्त बर्मान : मैं यह जानना चाहता हूँ कि यह जो बाढ़ रोकने की योजनायें हैं

इन पर कुल कितना खर्चा होने का अनुमान है और उत्तर प्रदेश सरकार ने केन्द्र से कितने रुपये का अनुदान मांगा है और कितना दिया जा रहा है ?

श्री हाथी बाढ़ की जो योजनायें हैं उनके लिए उत्तर प्रदेश को सैंकिण्ड फाइव ईयर प्लान में देने के लिये जो रुपया रखा गया है उसमें से अभी तक ७७३ लाख रुपया दिया जा चुका है, ११० लाख बचा है जिसमें से दिया जायेगा।

Shri Goray: Is the Government satisfied that these schemes are not likely to affect the main rail routes from Delhi to Mathura and other places?

Shri Hathi: Yes, this is likely to affect the rail and road also. Uttar Pradesh has already taken up the scheme

Foodgrains Storage Advisory Committee

*729. **Shri Vajpayee:** Will the Minister of Food and Agriculture be pleased to state—

(a) the recommendations made by the Foodgrains Storage Advisory Committee at its meeting held on the 30th December, 1958, and

(b) action taken by Government thereon?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The Committee recommended

- (i) demonstration of scientific methods of storage to Flour Mills and Stockists and exploring the possibility of making fumigation in the Mills compulsory,
- (ii) publication of brochures consolidating information on proper godown structures for the benefit of public, and
- (iii) afford facilities to the public to visit Government godowns to see methods of storage and disinfection adopted therein.

(b) These recommendations are under examination by the Department of Food.

Shri Vajpayee: In view of the fact that Government has decided to nationalise wholesale trade in food-grains, may I know whether any assessment has been made as regards the storage capacity that will be required for this purpose?

The Minister of Food and Agriculture (Shri A. P. Jain): All these questions are being considered. In fact, the Government has already quite a big programme for the construction of store-houses.

Shri Vajpayee: May I know if there is a proposal to utilize the godowns which are lying with the private agencies also?

Shri A. P. Jain: There will be no inhibition against using them.

Shri Jaipal Singh: May we know what the present storage capacity is and up to what extent it will be increased during the Second Plan?

Shri A. P. Jain: At present the Central Government has at its disposal storage capacity up to 1.3 million tons. We are hiring some more godowns. We have a programme of building 2 million tons of storage capacity.

श्री म० ल० द्विवेदी जब मरहम रफी अहमद कदवाई साहब मिनिस्टर थे उस वक्त उन्होंने पाच बडे गोदाम हायर किये थे और उनमें बहुत गल्ला रखा था। क्या माननीय श्री जी बतलायेंगे कि उन गोदामों का क्या हुआ, और जो गल्ला था उसका क्या हुआ और जो यह स्कीम चालू हो रही है इसके लिए काफी कैपैसिटी हो जायेगी ?

श्री म० प्र० जैन मालूम नहीं कि कौन से पाच गोदामों के बारे में माननीय मदस्य कह रहे हैं। जब तक उनका हुलिया न बतलाया जाये तब तक क्या जवाब दिया जा सकता है।

श्री म० ल० द्विवेदी उस वक्त कितने गोदाम थे और अब कितने कम हो गये हैं और कौन कौन से कम हो गये हैं, और उनकी बजह से कितना गल्ला कम हो गया है ?

Mr. Speaker: How many questions on the same question?

Shri M. L. Dwivedi: The fact is that there was good capacity of storage which was disposed of by the present Ministry and, therefore, the food crisis arose. I want to ask how much storage capacity was sold by them or returned to the persons from whom they took it on hire?

Shri A. P. Jain: On the contrary, we have quite a big capacity. We have not sold anything. Of course, there are certain godowns which had been hired previously from the trade and which had been returned. We have storage capacity up to 27,000 tons at Hapur. We are having more and more godowns.

Shri Vidya Charan Shukla: Are the Government aware that rice production campaign in eastern Madhya Pradesh was severely affected because of lack of godown capacity? If so, will the Government take timely action to avoid such difficulty in the case of the wheat procurement campaign which is shortly going to be launched?

Shri A. P. Jain: The hon. Member's information is totally and wholly incorrect, because we have taken every little gram of rice that has been offered to us from Madhya Pradesh. Therefore, there was no question of anybody being adversely affected because of want of godown capacity. We have got enough of godown capacity and we have been purchasing and taking rice out of Madhya Pradesh.

Shri Vidya Charan Shukla: May I invite the attention of the hon. Minister to the reply of the Madhya Pradesh Food Minister in the Legislative Assembly that one of the causes for uneconomic or poor rice procurement or paddy procurement was the shortage of storage capacity? If so, will

he make proper enquiries so that he can come up with up-to-date facts?

Shri A. P. Jain: I did not make any enquiry because I am quite sure of the facts. All the rice that has been offered by the millers or dealers has been bought by us. A very large quantity has moved out. Whatever more is forthcoming, we shall take over.

Mr. Speaker: The hon. Member has said that the Local Minister in charge of Food has made a categorical statement that for want of proper storage capacity, they are not able to store. Is the Minister aware of it?

Shri A. P. Jain: The point is this. I am only responsible for the functions of the Central purchase organisation there. The Central organisation is buying rice. I can say absolutely authoritatively that we have not refused any offer of rice. We have bought all the rice offered there. There is no difficulty about storage so far as the Centre is concerned. If it is anything about the State Government, I cannot help it.

Mr. Speaker: The hon. Minister can easily say whether it has come to his notice whether the statement has been made by the State Minister.

Shri A. P. Jain: I can say there is no trouble because I am so sure there is no trouble.

Mr. Speaker: We are not able to divide the State from the Centre. The Centre does not eat, the State eats. Therefore, if the State Minister says one thing and it is brought to the notice of the hon. Minister, he must be able to explain here why the State Minister makes one statement and the Central Minister makes another statement.

Shri A. P. Jain: In the first place, I do not know what statement he has made. In the second place, I am vouchsafing about certain facts which concern me. The State authorities are purchasing paddy, they may be feeling difficulty. That is not the concern of the Centre. I am buying rice.

There is no difficulty about rice. That is what I have said.

Mr. Speaker: From the hon. Minister's statement it is clear that in the procurement of rice by the State Government there may be difficulty of which he is not aware. The hon. Minister is not aware of the statement made by the Minister that there is deficiency in storage capacity. That is all that is necessary. The hon. Member is thoroughly satisfied, I am sure.

Shri Kodiyar: May I know whether it is a fact that some of the State Governments have asked for return of their godowns which are now used by the Central Government? If so, what action has been taken?

Shri A. P. Jain: I remember the case of one State Government, namely Kerala, which wanted the Centre to return the godowns to them. We have decided to return the godowns to them.

Shri Shivananjappa: What is the progress made in establishing a series of warehouses by the Warehousing Boards?

Shri A. P. Jain: This question does not refer to the Warehousing Boards. If a separate question is put, I shall answer.

Medical Students

*730. **Shri Harish Chandra Mathur:** Will the Minister of Health be pleased to lay a statement showing—

(a) the number of students who are taking post-graduate training in medicine and surgery in the country,

(b) the number of Centres where such facility for training is available,

(c) Central Government's financial assistance to these Centres, and

(d) Government's plans for the development of these facilities?

The Minister of Health (Shri Kar-markar): (a) The requisite information is being collected, and will be laid on the Table of the Sabha in due course.

(b) According to the information available, there are 23 such centres where post-graduate training facilities are available in medicine and surgery.

(c) Under the Second Five Year Plan grants are paid to the State Governments and institutions providing facilities for the post-graduate training at upgraded institutions approved by the Central Government under the upgrading Scheme. Normally 50 per cent of the recurring and 50 per cent of the non-recurring expenditure excluding the expenditure on buildings is paid by the Central Government.

(d) The Government of India have appointed a second upgrading Committee to examine the matter. The report of the Committee is awaited.

Shri Harish Chandra Mathur: May I know what is the required assessment of such personnel particularly in view of the new medical colleges which are being opened and whether the existing facilities are adequate to meet the situation?

Shri Karmarkar: Normally for post-graduate teaching, it requires a competent teacher. Whether a particular place can afford the facilities has to be gone into. In case a particular college satisfies the requirements we give them aid under the scheme for upgrading a particular department for which facilities are available.

Shri Harish Chandra Mathur: My question is what is the assessed requirement for such personnel and whether the existing facilities fall short of it or are adequate enough to meet it. What is the required personnel?

Shri Karmarkar: The required personnel, as I explained, is personnel competent to take post graduate classes. They have to be sufficiently equipped. Normally, for instance, a person holding post-graduate degree

Mr Speaker: Has he got any assessment of the personnel that is required?

Shri Karmarkar: Assessment of the personnel? In different institutions,

different conditions exist. In a particular State, for instance, in chest surgery, if the man in charge is sufficiently equipped, we recognise that. It is not always that every institution has either the men or equipment to have every department upgraded.

Shri Achar: May I know on what basis students are selected? Is there a State quota or what is the basis?

Shri Karmarkar: So far as the upgraded institutions are concerned, so far as I can remember, 50 per cent of the students are selected by the Central Government and 50 per cent by the institution to which we have given aid for upgrading the particular department.

Dr. Samantsinhar: May I know in which branch of surgery and medicine this post-graduate training is given and the number of trainees in each branch?

Shri Karmarkar: I will have to read a large number. For instance, in medicine, general medicine, gynaecology, general surgery, pathology, midwifery, pediatrics, T.B., Pharmacology—there are lots, I think this is sufficient for the hon. Member.

Shri Jadhav: May I know whether it is a fact that post graduate medical training is not available here for medical students who come out of Ayurvedic colleges?

Shri Karmarkar: For Ayurvedic diploma holders, we have a training centre in Jamnagar where I think we admit about 20 students a year, subject to correction, for post-graduate training.

Shri Harish Chandra Mathur: May I know what funds are available with the hon. Minister to give financial assistance to schemes which come up to his own standards?

Shri Karmarkar: There is a provision of Rs 25 lakhs in the Second Plan for upgrading of certain departments in medical colleges. An expenditure of Rs 7,42,399 was incurred upto

1957-58. For this year, the provision is Rs 6 lakhs. For the next financial year, I cannot say

Prices of Paddy

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*731. { **Shri Vidya Charan Shukla:**
Shri Kistaiya:

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

(a) whether the Madhya Pradesh Government have proposed to the Union Government to increase the prices of paddy payable to the cultivators,

(b) if so, what exactly is their proposals in this behalf, and

(c) the decision of the Union Government thereon?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir

(b) and (c) Do not arise

Shri Vidya Charan Shukla May I know if the Madhya Pradesh Government requested the Central Government to raise the procurement price of rice and if so, what is their recommendation?

The Minister of Food and Agriculture (Shri A. P. Jain): After the purchase price of rice had been fixed by the Government of India the Madhya Pradesh Government have made no such representation. I want to make it clear that it is the final decision of the Government to keep the price at that level. So, let there not be any misunderstanding outside the House or elsewhere that there is a proposal to revise the price.

Shri Vidya Charan Shukla: May I know if the low average quality fixed by the Central Government for procurement of rice differs and is higher than the low average quality fixed by the Madhya Pradesh Government for procurement of rice and if so, whether it has resulted in great inconvenience to the cultivators and traders of Madhya Pradesh?

Shri A. P. Jain: I have not been able to understand the exact import of the question. If the hon Member repeats, I may be able to answer.

Shri Braj Raj Singh: May I know whether the Government are aware that the low price fixed by the Government about the procurement in Madhya Pradesh will tell upon the cultivation of paddy in future?

Mr. Speaker: He is assuming it is low.

Shri Braj Raj Singh. It is low. It sells at Rs 9 a maund.

Mr. Speaker: The hon Member thinks it is low, the hon Minister thinks it is right. Are we creating any kind of agitation in the country outside that they must ask for more? We are finding from time to time questions coming from Bengal and from every part which is affected that sufficient price is not given. We also at the same time say that sufficient food is not given, sufficient price is not given. We must leave it to the Minister to settle these matters, and if the Minister does not do it, hon Members must take over this portfolio.

Shri Braj Raj Singh: It will affect the cultivation of paddy.

Shri Ranga: Is it not a fact that the Government have received complaints from the Madhya Pradesh Government and Orissa Government that their paddy price is low and they would like the Union Government to help them to take a portion of their produce at a higher price?

Shri A. P. Jain: We have not received any such representation from the Madhya Pradesh Government.

Shri Ranga: What about the Orissa Government?

Shri A. P. Jain: This question relates only to Madhya Pradesh. It does not relate to Orissa.

Shri Mahanty: May we know if the procurement of rice is in connection with State trading in foodgrains, and if so, whether the Government of India

have fixed the procurement price, or whether the State Governments have fixed the procurement price? If the answer is in the affirmative, may we know whether the Government have considered the remunerative aspect of the price fixation so far as the peasants are concerned?

Mr. Speaker: Three questions in a single question

Shri Mahanty: What can I do?

Mr. Speaker: I cannot allow all three questions. One does not flow from the other. Is the Government making these purchases in pursuance of State trading in foodgrains, to help that trading corporation?

Shri A. P. Jain: The scheme of State trading has not come into operation, but these operations are being conducted in a manner so that they may fit in with the scheme of State trading.

Mr. Speaker: Shri Panigrahi

Shri Mahanty: This is a very important question

Mr. Speaker: I am not going to allow three questions from an hon. Member. Shri Panigrahi

Shri Panigrahi: May I know the amount of rice so far procured in Madhya Pradesh, and whether any of the procured rice is meant for West Bengal also?

Shri A. M. Thomas: In Madhya Pradesh, 116,000 tons of rice have been procured for the Central Government, which will be taken on to the Central Government account and distributed to each State according to its requirements. The State Government has procured 58,000 tons of paddy on its account.

श्री विभूति मिश्र : क्या यह सही है कि चावल मिल वाले जितना गन्ना खरीदेंगे उसमें से १/४ हिस्सा सरकार को देंगे और ३/४ हिस्सा अपने पास रखेंगे ?

श्री ए० प्र० जैन : यह प्रश्न तो मध्य प्रदेश का है। मध्य प्रदेश में तो जितना चावल

मिलो के पास है या स्टॉकिस्ट्स के पास है और वह बहुत सारा है, वे हम को देते हैं। हम सब ले रहे हैं।

Shri Vidya Charan Shukla: May I repeat my question? I wish to know whether the Central Government have fixed a low average quality of rice which is higher than the low average quality of rice fixed by the State Government for procurement of rice, and whether this has resulted in great inconvenience to the cultivators and small traders in Madhya Pradesh.

Mr. Speaker: This is a matter of opinion.

Shri Vidya Charan Shukla: I want to know whether the low average quality of

Mr. Speaker: I am not going to allow this kind of opinion. The hon. Minister may answer the earlier portion of his question which is right and which I will allow. The hon. Member wants to know whether the price paid for rice procured in Madhya Pradesh is lower than the price paid by the State Government for similar quality of grain.

Shri A. P. Jain: The Madhya Pradesh Government is not purchasing any rice. It is only the Central Government that is purchasing rice. So, the question of any disparity in the prices paid by the Central and Madhya Pradesh Governments does not arise.

Mr. Speaker: Next question.

Shri Supakar: Just one question.

Mr. Speaker: No. Hon. Members are taking advantage of this for bringing in Orissa, U.P. etc.

Shri Supakar: No question of Orissa. I just wanted to know about Madhya Pradesh.

Mr. Speaker: All right, but he did not rise earlier. Next question.

Inter-State Water Dispute between Madras and Kerala

*732. **Shri N. R. Munisamy:** Will the Minister of Irrigation and Power be

pleased to refer to the reply given to Starred Question No. 581 on the 4th December, 1958 and state:

(a) whether any final settlement had since been arrived at on the basis of the tentative proposals accepted by the two State Governments (Madras and Kerala) regarding Paramlikulam Power-cum-irrigation project; and

(b) if so, the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Report of the final and formal agreement signed between the two State Governments has not yet been received by the Government of India

(b) Does not arise

Shri N. R. Munisamy: May I know the financial implications of this project, and also the acreage that is likely to be benefited by this project?

Shri Hathi: Details have not yet been worked out, but I think it will irrigate about two lakh acres. Power generated on Madras side will be 113,000 KW, and in Kerala it will be 54,000 KW

Shri N. R. Munisamy: May I know if the Central Government's assistance is to be made available to this project if it fructifies?

Shri Hathi: That will be decided after the detailed project reports are ready

Shri V. Eacharan: May I know the expected quantity of surplus water available for the use of Madras according to the Kerala Government?

Shri Hathi: Actually, the general broad principles that have been agreed upon are: if the inflow exceeds 16500 million cubic feet, the excess up to 2,500 million cubic feet will be diverted to the Madras side, but made available for utilisation by Kerala State in the Chittoor area

Shri Punnoose: Since the dispute has practically been settled, may I know whether the Kerala Government

will be permitted to go ahead with the Perambikulam project?

Shri Hathi: The details of the agreement based on this are being worked out, and as soon as they are received, Kerala will be permitted to go ahead.

Shri N. R. Munisamy: May I know whether there is any inter-State Board to consider this proposal?

Shri Hathi: Under the Act, a Board can be constituted, but here both the States agreed between themselves, and this is an agreed solution.

Shri Tangamani: May I know whether, because of this agreement, the Perambikulam project will be taken up during the Second Plan period, or will it have to wait till the Third Plan?

Shri Hathi: That all depends on when we receive the detailed project.

Shri T. B. Vittal Rao rose—

Mr. Speaker: No, I have passed on to the next question. The hon Member must have got up earlier

Koyna Project

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

(a) whether it is a fact that construction work at Koyna Project is not progressing according to schedule upto now; and

(b) if so the reasons thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b) The progress of construction on the Koyna Hydro-Electric Project is generally according to the schedule, except in the case of work on pressure shafts which is somewhat slow. This type of work is practically new to this country. As experience is gained, a better rate of progress is likely to be achieved in this item also.

Shri Assar: May I know how much amount has been spent so far on the project, and whether it is according to the planned estimate?

Shri Hathi: Up to December 1958, Rs. 11.95 crores have been spent. The total provision is Rs. 29 crores in the Second Plan period.

Shri Assar: What is the estimate of the total amount which will be required in future for the project? Are our negotiations with the World Bank successful to secure a substantial loan from the Bank?

Shri Hathi: The total estimated cost of the project is Rs 38.28 crores, and negotiations with the World Bank are going on.

Shri Jaipal Singh: In order to ensure that the Koyna project may not go the way of the Rihand project where the prospective load has already been booked with the result that eastern U.P. has to be starved of power supply, may I know whether the Government have instructed this new committee that has been appointed that there should be equitable distribution? Are they working out any plans to ensure that there will be equitable distribution, and that it will not just go to Bombay City or just similar agencies like that?

Shri Hathi: That is for the Bombay Government. They have appointed a committee, they are looking into the load survey.

Shri Assar: May I know whether it is a fact that two of our senior officers are proceeding urgently to have negotiations with the World Bank; if so, what will be the subject of our negotiation?

Shri Hathi: The subject of negotiation will be the loan!

Shri Goray: May I know whether the World Bank is insisting on the Indian Government accepting the services of Swiss engineers?

Shri Hathi: I do not think they are insisting, but the Bombay Government has a consulting firm.

Licences for Processing Units

*734. **Shri Panigrahi:** Will the Minister of Community Development and Co-operation be pleased to state whether it has been decided to issue licences only to Co-operatives for setting up of processing units?

The Parliamentary Secretary to the Minister of Community Development and Co-operation (Shri B. S. Murthy): No such general decision has been taken so far.

Shri Panigrahi: May I know whether. . .

Shri Vajpayee: The Parliamentary Secretary should also occupy the front bench.

Mr. Speaker: Why does he sit somewhere so far away?

Shri B. S. Murthy: I did not hear the question (laughter).

Mr. Speaker: The Parliamentary Secretary has made himself not . .

An Hon. Member: Let us hope that he will advance.

Shri B. S. Murthy: This is the seat allotted to me.

Mr. Speaker: I think all hon Ministers are here in the Treasury Benches. He must be given a seat somewhere here, because I thought another ordinary Member was answering!

Shri Panigrahi: May I know whether, with a view to developing rural and small-scale industries in the community development and NES bloc areas, the Ministry has considered any aspect of giving licences to co-operatives for processing units?

Shri B. S. Murthy: The whole question is like this. The Industrial Policy Resolution of 1956 of the Government has outlined the policy of the State vis-a-vis the development of co-operative organisations, and recently the National Development Council has passed a resolution laying emphasis on processing co-operatives. A working group has been appointed. This

has gone into the whole question, and it has recommended that new food processing units should be entirely entrusted to co-operatives.

Shri Panigrahi: May I know whether Government have any definite proposal to develop small-scale industries in the community development areas?

Shri B. S. Murthy: The whole question is being taken up both in the community development blocks as well as in the country. On the 13th and 14th of next month, a conference is going to be held of the Ministers of Co-operatives of the States, the secretaries dealing with the subject in the States and the co-operative registrars and non-officials, and the whole question will be thrashed out there.

Shri Tangamani: The question that I wanted to ask has been partly answered. I am glad that a meeting of the co-operative registrars has been convened. May I know the agenda for the coming meeting, and whether this agenda will include the subject of speeding up the registration of various co-operative societies and giving incentives to the co-operative movement?

Shri B. S. Murthy: The whole matter will be considered.

Shri Tridib Kumar Chaudhuri: May I know whether the proposal for setting up processing co-operatives will be confined only to the food processing industry or it will extend to other industries as well?

Shri B. S. Murthy: To all industries, as far as possible.

Shri Raghubir Sahai: I would like to know what the experience of the working of these co-operative societies, especially in the community development areas, has been. Is it not true that the working of these societies has been deplorable and has not come up to the expectations of the people, thereby shaking their confidence in them? I would like to know what active steps are being taken to

rehabilitate the confidence of the people in the working of these societies.

Mr. Speaker: That is a general question.

Shri B. S. Murthy: I do not know what exactly the hon. Member means 'by shaking the confidence of the people'. Is it in the working of the co-operatives or in the working of the blocks?

Mr. Speaker: He refers to working of co-operatives. That is a general question. There are always complaints with regard to a few co-operatives, and there are congratulations with regard to others.

Water Transport Corporation

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

(a) whether any water transport corporation is going to be set up for navigating the Ganges, and

(b) if so, how many States are participating in it?

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

(b) Does not arise.

Shri Aurobindo Ghosal: May I know whether Government have in contemplation the setting up of this corporation, in view of the fact that the private companies are making huge profits but are neither taking up the dredging work nor are they replacing the old ships with new ones?

Mr. Speaker: The hon. Minister has said, no. The hon. Member is evidently suggesting it to Government to take it up.

Shri Raj Bahadur: I have clearly said, no. From information available with us, it appears that the private companies were not making profits, so far as the Bihar services are concerned, at least, they say so.

रिण्डरपेस्ट

*७३८ श्री पद्म देव क्या खाद्य तथा कृषि मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या उन्हें विदित है कि हिमाचल प्रदेश में हर वर्ष पशुओं में रिण्डरपेस्ट की बीमारी फैलती है और उससे बहुत हानि होती है, और

(ख) सरकार ने इस बीमारी को रोकने के लिये क्या कार्रवाई की है ?

कृषि मन्त्री (३१० प० शा० देशमुख)

(क) और (ख) सभा की टेबिल पर एक विवरण रख दिया गया है। [बैलियं परिशिष्ट २, अनुबन्ध सख्या ८३]

श्री पद्म देव मैं जानना चाहता हूँ कि हिमाचल के दूर के इलाकों में जहाँ डाक्टरों का जाना एकदम सम्भव नहीं है क्या लोगों को प्रिकाशनरी मेजर के तौर पर किसी किस्म की सुविधायें प्रदान की गई हैं ?

डा० प० शा० देशमुख यह सवाल तो रिण्डरपेस्ट के इनाकुलेशन के बारे में है। जनरल इन्तजाम क्या है यह मैं नहीं कह सकता।

श्री पद्म देव मैंने तो इस बीमारी के फैलने के बारे में प्रश्न किया था। वहाँ यह फैलती है और पंचवर्षीय योजना में उसके इनाकुलेशन का बेशक प्रबन्ध किया गया है। लेकिन मैं यह जानना चाहता हूँ बीमारी के फैलने से पहले क्या लोगों को इस किस्म की शिक्षा दी गई है जिससे वे लोग डाक्टरों के पहुँचने से पहले स्वयं भी इस बीमारी की कुछ रोक थाम कर सकें ?

Dr. P. S. Deshmukh: There was no outbreak of rinderpest in Himachal Pradesh before 1958. As a result of this outbreak, we have sanctioned a scheme at a cost of about Rs 269 lakhs. The total number of inoculations to be done is 97 lakhs, we have already carried out 168 lakhs of inoculations, up to December, 1958.

Regarding Duodenal and Gastric Ulcers

*740. Shri Shree Narayan Das: Will the Minister of Health be pleased to state

(a) whether it is a fact that some medicine in the form of balm has been prepared in USSR which will cure Duodenal and Gastric ulcers in three weeks time;

(b) if so whether any such medicine has been received in India,

(c) if so whether the efficacy of such medicine has been examined and tested by some authority in India, and

(d) if so, with what result?

The Minister of Health (Shri Karmarkar): Government have no information about the medicine.

Shri Shree Narayan Das: May I know whether any enquiry has been made, in view of the fact that this news appeared in some Indian newspaper?

Shri Karmarkar: Yes, we have taken up the matter with our Embassy at Moscow and we hope that some time the information will come.

Amalgamation of Air Corporations

*743 { Shri Khushwaqt Rai
Shrimati Ila Palchoudhuri

Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that the question of amalgamation of the Air India International and the Indian Airlines Corporation is under consideration of the Government of India;

(b) if so, the reasons for such a move, and

(c) when a final decision is likely to be arrived at?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) The question of amalgamation of the two Corporations is not under consideration at present.

(b) and (c) Do not arise.

श्री कुशवन्त राव क्या सरकार यह बतलाने की कृपा करेगी कि इन दोनों कारपोरेशनों का अमलग-मेशन करने की जरूरत है या नहीं ?

श्री मुहोउद्दीन जरूरत के ऊपर आइन्दा गौर किया जायेगा। जब मन्किन हुआ तो कोशिश की जायेगी कि अमलगमेंट किया जाये। लेकिन इस वकन मौजूदा हालत में यह मसला जेरे गौर नहीं है।

Shri Nath Pai. The Estimates Committee had very strongly recommended the desirability of amalgamating the two. We want to know in the light of the recommendation of the Estimates Committee, the difficulties in the way of accepting and implementing that recommendation and whether it is a fact that part of the stipulations which were entered into during the negotiations for the loan was that the corporations will not be amalgamated.

Shri Mohiuddin It is a matter of opinion whether the Estimates Committee had strongly recommended the amalgamation.

Shri Nath Pai Mildly recommended.

Shri Mohiuddin As a matter of fact, they had suggested amalgamation and they have also suggested alternative measures if amalgamation is not possible.

As regards the second part of the question it is a fact that when the Air India International negotiated a loan from the World Bank, there was a stipulation, as they usually place that stipulation, that the identity of the borrowing corporation should not be merged or disturbed.

Shri Jadhav: May I know what truths there in the press report that this amalgamation would not take place up to the year 1965?

Shri Mohiuddin: The amalgamation will not take place up to 1965 if the Government does not approve of it.

Shri Rajendra Singh: Last year, I had moved a motion, and in the course of the discussion on that motion, I had enquired from the hon Minister whether he was going to amalgamate these two corporations or not. As a matter of fact, while replying, he had said that his mind was quite open, and he was considering, and there was every possibility that before the end of the year, he would come to a decision. Now, before he could come to a decision, an arrangement has been reached with foreign powers that no amalgamation would take place. I want to know.

Mr Speaker How does the hon Member know that he has not come to a decision?

Shri Rajendra Singh I am seeking information on a very vital thing.

Mr Speaker It may be vital. The hon Minister has categorically said that there is no proposal to amalgamate the two and unless he comes to a decision how can they enter into any other arrangement?

Shri Rajendra Singh That raises a vital question because we are told every now and then.

Mr Speaker What is the question?

Shri Rajendra Singh: The question is this. Government say that when they take foreign loans, there are no strings attached. But here is a definite instance where we are going to have a string.

Mr Speaker. That is a matter of opinion.

Shri Joachim Alva If there are impediments put by the sponsors of the foreign loan in regard to the fusion of the two corporations, may I know what impediments are in the way of the two corporations working together in regard to the training of pilots, in regard to publicity, in regard to catering, and in regard to the pay and allowances of officers?

The Minister of Transport and Communications (Shri S. K. Patil): I do not think that this is an impediment. It has already been answered that whenever we take a loan, the identity of both the lender and the borrower should continue. This is not a kind of string or anything of that description and it should not be so regarded.

Shri T. B. Vittal Rao: May I know whether when the terms of the loan were finalised, the corporation consulted the Government?

Shri Mohiuddin: Yes, the loan was taken after approval by Government; there was not only consultation but approval.

Fertilizers

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*744. { **Shri S. C. Godsora:**
Qazi Matin:
Shri Ignace Beck:

Will the Minister of Food and Agriculture be pleased to lay a statement showing:

(a) the quantities of various fertilizers, which were indented by the various State Governments during 1958-59;

(b) the supplies available-imported and locally produced against this demand;

(c) whether there is any gap between demand and supply; and

(d) if so, how it will affect food-grain production and cultivation of cash crops?

The Minister of Agriculture (Dr P. S. Deshmukh): (a) and (b). Two statements are laid on the Table of the Sabha in respect of nitrogenous fertilisers supply of which is arranged by the Ministry [See Appendix II, annexure No 84]

(c) Yes.

(d) Larger supplies would have resulted in greater production of both foodgrains and cash crops.

Shri S. C. Godsora: From the statement I find that there is a deficit of 6,86,922 tons of fertilisers. May I know what steps have been taken to overcome this deficit?

Dr. P. S. Deshmukh: As has been mentioned in the statement, we have arranged for the import of 4½ lakhs of tons from outside. That is the utmost we have been able to do so far. We have made every effort to increase the supply.

Shri S. C. Godsora: May I know whether there were any complaints from the State Governments about the short supply and about the kind of fertilisers not being popular in their areas?

Dr. P. S. Deshmukh: There was not so much of complaints about the kind of fertilisers supplied. But, there have been complaints from all States so far as the insufficiency of fertilisers is concerned.

Shri Venkatasubbaiah: May I know how the prices of the fertilisers produced in the country compare with the prices of those imported from outside? If there is any difference, what is the amount that has been spent on this difference?

Dr. P. S. Deshmukh: The prices vary. It is no doubt true that we are getting imported fertilisers at prices cheaper than locally produced fertilisers; but all that is pooled together.

Shri Tangamani: From the statement I find that the States of Andhra and Madras have demanded about 1,40,000 tons of Sulphate of Ammonia each, but that they did not get the whole quantity. Because of their increasing demand, may I know whether at least next year they will be supplied what they have demanded?

Dr. P. S. Deshmukh: We have to apportion according to some understanding. The Demands are more than the supply and we try to take into consideration the requirements of each State.

Shri Banga: Are Government aware of the fact or have they received any reports from the States that there is widespread black-marketing prevailing in these fertilisers because the demand is going up so rapidly and the supply is so short?

Dr. P. S. Deshmukh: Yes, Sir, we have received complaints that the fertilisers made available to other States go down to Andhra and Madras where there is a large demand and where they are prepared to pay high prices. Complaints have also come that even in distribution there is a lot of profiteering.

Shri Dasappa: As it is clear that the import of fertilisers is going to result in increased yield of food, why is it that they have not resorted to a more liberal policy of importing fertilisers and avoiding the import of food-grains?

The Minister of Food and Agriculture (Shri A. P. Jain): We have been trying to import as much of fertilisers as our foreign exchange resources permit. But the one is not a substitute for the other as most of the foodgrains are imported under the PL 480 under which we have not to pay in foreign exchange but in Indian currency and that too spread over a period of years, whereas if we get fertilisers we have to pay in terms of foreign exchange immediately.

Shri Jaipal Singh: In view of the fact that more is given to States where there is heavy consumption of fertilisers and less to areas that are agriculturally backward, resulting in blackmarketing, which the hon. Minister accepts, may I know what is the basis on which the demands of the States are pruned?

Dr. P. S. Deshmukh: By negotiations with the States on basis of past consumption etc.

Mr. Speaker: The hon. Member wants to know how you assess the needs of each particular State. Is it merely because the State needs so much or is it on the basis of acreage and previous demands?

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Dr. P. S. Deshmukh: All these things, the crops grown, the past performance, the popularity of the fertiliser etc.

Shri M. R. Krishna: Since the Government want to adopt the Chinese method of cultivation, may I know whether they have any idea of the additional fertiliser requirement when this is taken up?

Dr. P. S. Deshmukh: May I state Sir, that there is no Chinese method of cultivation. There are one or two items which the Chinese are practising which we want to experiment with. It is not comparable to the Japanese method at all. Deep ploughing and more seeds, I think, are the two items which the Chinese are experimenting upon. They claim high results. These experiments are going to be tried. This is not a method which can be compared with the Japanese method.

Mr. Speaker: The hon. Member wants to know, whatever might be the method, whether it will involve additional use of fertilisers.

Dr. P. S. Deshmukh: It does Sir, all these methods do.

Lady Hardinge Medical College

*747 **Dr. Sushila Nayar:** Will the Minister of Health be pleased to state

(a) whether there is a proposal to abolish the Board of Administration of the Lady Hardinge Medical College and run the college directly by the Government of India, and

(b) if so, whether the Delhi University has approved of the proposal?

The Minister of Health (Shri Kar-markar): (a) Yes, Sir.

(b) The approval of the Delhi University is not required.

Dr. Sushila Nayar: Does the Ministry think it advisable to run educational institutions from the Ministerial level?

Shri Karmarkar: I said, till now the proposal is under consideration. But I should like to tell the hon. Member and the House that directly under the Government of India's financial assistance there are 3 hospitals in Delhi. One is the Lady Hardinge, the other is Safdarjang and the third is Willingdon. There are 3 educational institutions running more or less fully with the finances of the Government of India, the Lady Reading Health School, the Nursing College and the Lady Hardinge Medical College.

Now, we are trying to see whether by integrating all these institutions we could not evolve a more efficient working in the field of medical education. That is the first thing.

Secondly, the Lady Hardinge College staff is not part of the Central Health Service with the result that the prospects that are open to members of the Central Health Services are not open to the staff of the Lady Hardinge College. Therefore, with a view firstly to have more efficient medical education and also with the view that the members of the staff of the College receive all the prospects that they should get, this proposal is now under our consideration.

Dr. Sushila Nayar: Is it not correct that a number of other institutions like Patel Chest and others in the country are entirely financed by the Government of India and yet are having separate governing boards? Secondly, is it not a fact that education is a specialised subject.

Mr. Speaker: The hon. Member is arguing this matter as to why Government ought to appoint a separate board or hand it over to some other person. The hon. Minister has, to the best of his ability, told us as to what exactly he is doing.

Shri Karmarkar: Yes, Sir, to the best of my ability.

Mr. Speaker: There is no meaning in arguing this matter. There can be honest differences of opinion. The hon.

Minister feels that only under Government management can the staff be brought in line with the other staff.

Shri Harish Chandra Mathur: May we know the administrative set-up for the control of these institutions?

Shri Karmarkar: The present set-up is under the Charitable Endowments Act. If Government ultimately decides, then we shall have to set up an Advisory Board for the College which will advise us in running the college.

Thefts of Copper Wire

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 { **Shri S. C. Samanta:**
 *751. { **Shri Subodh Hanada:**
 { **Shri R. C. Majhi:**

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

(a) whether theft of copper wire during the year 1958 has shown any increase,

(b) how many cases had been detected and how much wire was recovered during that period;

(c) whether it is a fact that electronic device known as "Fault locator" has been introduced for quick and accurate detection of the theft; and

(d) if so, how many cases had been detected by this method during 1958 and from which States?

The Minister of Transport and Communications (**Shri S. K. Patil**): (a) to (d) A statement is laid on the Table of the Sabha. [See Appendix II, annexure No 85].

Shri S. C. Samanta: In 677 cases, location of site of thefts was effected with the aid of Fault Locators. May I know whether these locators have been extensively used throughout the country?

Shri S. K. Patil: I would not say it is extensively used. But, we are making more and more use of it.

Shri S. C. Samanta: What other steps are Government going to take to avoid the theft of copper wire?

Shri S. K. Patil: We are having security enforced. We are paying money to the State Governments in order that they enforce it and so on

Shri Tangamani: 4543 cases of thefts were detected and 186 tons of wire were recovered. May I know the value of the copper wire recovered and also the value of the wire stolen but not recovered?

Shri S. K. Patil: I have not got the figures here as to the value and if the hon. Member gives notice of a question, it will be furnished

Shri Tangamani: May I at least know the value of the 186 tons of copper wire recovered?

Shri S. K. Patil: I have not got the figures

WRITTEN ANSWERS TO QUESTIONS

Running Time of Trains

*736. { Shri Nagi Reddy:
Shrimati Parvathi Krishnan:
Shri Rami Reddy:

Will the Minister of Railways be pleased to state

(a) whether it is a fact that the running time between a Junction and the preceding station has been increased as a general rule on all railways, and

(b) if so, what is the total amount of extra expenditure involved by this change?

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

(b) Does not arise

बातानुकूलित गाड़ियाँ

*७२८. श्री प्रकाश वीर शास्त्री. क्या रेलवे यंत्री यह बताने की कृपा करेंगे कि

(क) क्या कुछ अन्य मार्गों पर बातानुकूलित गाड़ियाँ चलाने के लिये कोई योजना सरकार के विचारधीन है; और

(ख) क्या सरकार बातानुकूलित गाड़ियों के तीसरी खेजी के डिब्बों में दूर की यात्रा करने वाले यात्रियों को अधिक सुविधाएँ देने पर विचार कर रही है?

रेलवे उपमंत्री (श्री साहनबाबू झा) :
(क) और (ख) नहीं।

Central Tractor Organisation

*735. Shri Thanulingam Nadar: Will the Minister of Food and Agriculture be pleased to state

(a) whether Government periodically examine the accounts and verify by physical counting the stores of the Central Tractor Organisation,

(b) whether any such verification was made in the year 1951 and any report submitted to Government,

(c) whether any case of embezzlement was brought to the notice of Government in the year 1951 or in the previous year, and

(d) if so, what was the estimated loss to Government and what action has been taken on that?

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

(c) Yes 7 cases

(d) The loss to Government was Rs 27,135. The cases were handed over to the police and the two persons responsible for embezzlement have been convicted by courts of law. 4 officers were punished departmentally for lack of supervision.

Damage to Electric Multiple Coaches between Howrah and Burdwan

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

(a) whether it is a fact that the Railways have suffered heavy damages from cutting of seat covers, making holes into foam rubber cushions and disfiguring wax polished sides in the

electric multiple coaches running between Howrah and Burdwan, Eastern Railway:

- (b) if so, the extent of the loss,
- (c) has there been any case of pilferage of the materials of these coaches; and
- (d) what steps Government propose to take to prevent the recurrence of such things?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir, Railways have suffered some losses

- (b) Approximately Rs 925/-
- (c) Yes, Sir
- (d) The following steps have been taken:
 - (i) Escorting of the different selected trains by Railway Protection Force Staff,
 - (ii) Keeping the doors of First Class Compartments locked in the shed and stabling yards

Import of Foodgrains

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

- (a) whether any new agreements for the import of foodgrains have been arrived at during December, 1958 and 1959, and
- (b) if so, the names of countries with whom the agreements have been signed?

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

- (b) Does not arise

Production of Animals and Animal Products

*741. Shri V. P. Nayar: Will the Minister of Community Development and Cooperation be pleased to state:

- (a) whether the Government of India have any plan to increase the production of animals and animal pro-

ducts in the Community Development and National Extension Service Blocks;

- (b) if so, the targets set for these; and
- (c) the number of technical personnel now working for such increased production?

The Parliamentary Secretary to the Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) Yes, Sir Schemes for increased production of animals and animal products have been formulated by the Ministry of Food and Agriculture in the implementation of which preference is given to the block areas. The nucleus funds provided in the block budgets under the head Agriculture and Animal Husbandry are also utilised for the purpose

- (b) No targets have been fixed for the block areas

(c) The schematic budget provides for one Extension Officer (Animal Husbandry) and two stockmen for each block

Airstrip at Digha

*742. Shrimati Renu Chakravarty: Will the Minister of Transport and Communications be pleased to state

- (a) whether West Bengal Government has permitted a private airline company to build an airstrip at Digha for small aircrafts, and
- (b) if so, whether the Director General, Civil Aviation had given permission for this?

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

- (b) Prior permission of the Director General of Civil Aviation is not required for constructing an aerodrome

Sharavathy Hydro Electric Project

*745. Shri Wodeyar: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred

Question No. 414 on the 1st December, 1958 and state;

(a) whether the Sharavathy Hydro Electric Project has since been included in the core of the Second Five Year Plan; and

(b) whether the requisite foreign exchange has been provided for the import of its machinery?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir. But the Finance Ministry has agreed in principle that the project should be taken up for implementation

(b) No foreign exchange has so far been released but every possibility is being explored to meet the foreign exchange requirements of this project during the present Plan Period

Gauhati Port

*748. Shri Basumatari: Will the Minister of Transport and Communications be pleased to state:

(a) whether any proposal had been submitted by the State Government of Assam to establish a port at Gauhati; and

(b) if so, what steps have been taken so far, by the Government of India in this regard?

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

(b) Does not arise

Demand of Insecticides

*749. Shri Siddananappa: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the annual demand of insecticide in India;

(b) how much of the demand is met indigenously; and

(c) how much insecticide is still being imported?

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

for insecticides for agricultural purposes have been steadily increasing. During 1957, the demand was over 10,200 tons of formulated insecticides. Complete figures for 1958 are not yet available but the demand was about 20 per cent. more than that in 1957.

(b) Over 90 per cent of the demand was met by indigenous production.

(c) About 10 per cent of insecticides for plant protection purposes is being imported.

Sale of Powdered Milk in Delhi

*750. Shri Naval Prabhakar: Will the Minister of Health be pleased to state:

(a) whether it is a fact that thousands of tons of powdered milk is brought from Muradnagar to Delhi and sold as pure milk; and

(b) if so, the steps being taken by Government to prevent this practice?

The Minister of Health (Shri Kar-markar): (a) A report on the subject received from the Delhi Municipal Corporation shows that the import of powdered milk in Delhi from Muradnagar has not been noticed by them.

(b) Does not arise.

Construction of Ships at Hindustan Shipyard

{ Shri Ram Krishan Gupta:
*752. { Shri Kodiyar:
{ Dr. Ram Subhag Singh:
{ Shri Aurobindo Ghosal:

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

(a) whether Hindustan Shipyard has a plan to construct cargo ships of the fastest type and modern design;

(b) if so, the number of such cargo ships proposed to be constructed under this plan;

(c) whether any foreign technical experts are being employed by the Shipyard for this purpose;

(d) whether an agreement has also been made with a German Firm; and

(e) if so, the details thereof?

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

(b) Nine.

(c) Yes.

(d) and (e) A statement is laid on the Table of the Lok Sabha

STATEMENT

An arrangement has been entered into between the Hindustan Shipyard and Messrs. Lubecker Flenderwerke, West Germany, under which the latter have agreed to provide expert technical advice to the Shipyard generally and particularly in regard to the construction of Lubecker type of ships which are now under construction at the Yard. Designs and plans for these ships are furnished by the Lubecker Yard. In accordance with this arrangement, Messrs Lubecker have supplied their Chief Draftsman Mr. H. H. Thiessen, who has been employed in the Hindustan Shipyard as Technical Adviser from May 1958. He is being paid a salary of Rs 4750/- p.m., tax free. A formal agreement is proposed to be entered into by Hindustan Shipyard with the Lubecker Yard shortly.

Small-Pox in Delhi

*754. Shri Vajpayee: Will the Minister of Health be pleased to state—

(a) whether the Government have seen press reports about the spread of small-pox in Delhi this year,

(b) if so, the number of cases reported during the month of December, 1958 and January, 1959; and

(c) what steps Government have taken or propose to take to control this?

The Minister of Health (Shri Kar-markar): (a) Yes, Sir.

(b) 34 cases were reported during December, 1958 and 46 cases during January, 1959.

(c) A statement containing the information is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 86].

Defective Construction of Ships at Hindustan Shipyard

*755. { Shri Nagi Reddy:
Shrimati Parvathi Krishna
Shri Vasudevan Nair:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 263 on the 27th November, 1958 and state:

(a) whether any progress has since been made to recover the money from A.C.L. for defective design and construction of ships at the Hindustan Shipyard; and

(b) whether in the original agreement there was any clause to enable Government to recover the losses incurred due to acts of omission and commission by the consultants?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The matter is still under correspondence with Messrs A.C.L. Paris

(b) No

Rice in Orissa

*756. Shri Aurobindo Ghosal: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the quantity of rice expected to be surplus in Orissa this year; and

(b) how it is to be procured and distributed and at what prices?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) About 4 lakh tons in terms of rice

(b) Rice is now being purchased through agents appointed by the State

Government at the following prices at railheads for rice of fair average quality:—

| Variety of rice | Price per maund |
|-----------------|-----------------|
| Common | Rs. 15.00 |
| Fine | Rs. 15.81 |
| Superfine | Rs. 17.00 |

The rice so procured will either be taken over by the Government of India for distribution in deficit States or will be distributed by the Government of Orissa within the State at the following prices:—

| Variety of rice | Price per maund |
|-----------------|-----------------|
| Common | Rs. 16.00 |
| Fine | Rs. 19.60 |
| Superfine | Rs. 21.60 |

Baraset-Basirhat Railway

*757. Shrimati Renu Chakravartty: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 1131 on the 10th September, 1958 and state:

(a) whether the West Bengal Government has since handed over to the Railway the possession of land required for the construction of Baraset-Basirhat broad gauge Railway line, and

(b) if so, when the construction work will commence?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 684 acres out of 689.826 acres of waste and arable land and 20.625 acres out of 96.09 acres of homestead land have been handed over to the Railway so far

(b) Construction work will be taken in hand as soon as the possession of entire land including homestead area is handed over to the Railway by the West Bengal Government

Bomb on Rail Track

*758. { Shrimati Ila Palchoudhuri:
Shri Raghunath Singh:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a live bomb was discovered on the rail track near Babina station about 16 miles from Jhansi on the Central Railway on the 21st January, 1959;

(b) whether it is also a fact that the Delhi bound 5 Down Punjab Mail was about to pass over the track just before the bomb was discovered;

(c) if so, the details relating to the discovery of the bomb;

(d) whether any enquiries have been instituted; and

(e) if so, with what result?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). It was only a shot fired by a military tank gun during practice and not a live bomb. This was found lying 5 to 7 feet away from the down track near the outer signal of Babina station on 17-1-1959 and not on 21-1-1959. It contained no explosives and was absolutely harmless. 5 Down Punjab Mail was detained for 30 minutes as a precautionary measure. The Military authorities were informed immediately and it was removed by them

(d) and (e) There was no need to hold any enquiry in this incident as the military and police have confirmed the above

All Season Harbour in Mysore State

*759. Shri Wodeyar: Will the Minister of Transport and Communications be pleased to state:

(a) whether any port has been selected in Mysore State to be developed into an all season harbour; and

(b) if so, the name of the port and the work so far done?

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

(b) Does not arise.

Siddha System of Medicine

*760. { Shri V. P. Nayar:
Shri K. T. K. Tangamani:

Will the Minister of Health be pleased to state:

(a) whether any proposals have been received either from any Private Organisation or from the State Government of Madras for setting up with Central aid, an institution for research in and standardisation of drugs and medicines of the Siddha System of Medicine which is in vogue in South India; and

(b) if so, the action taken thereon?

The Minister of Health (Shri Kar-markar): (a) No, Sir.

(b) Does not arise.

Metric Cells

*761. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 220 on the 21st November, 1958 and state the progress made so far in setting up metric cells on various Zonal Railways?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Nucleus Metric cells have been set up on the zonal railways/production Units for formulating detailed plans for the changeover to the Metric System

Private Practice by Doctors in Medical Institutions

*762. { Shri Harish Chandra Mathur:
Shri Rajendra Singh:
Dr. Samant Singh:

Will the Minister of Health be pleased to state:

(a) what progress has been made in stopping private practice by doctors in

institutions under Central control and in the various States;

(b) whether Government of India have issued any fresh advice to State Governments in the matter; and

(c) what financial assistance, if any, is given by the Central Government to implement the proposals?

The Minister of Health (Shri Kar-markar): (a) and (b). Private practice by doctors employed in the Medical Colleges and Hospitals under the control of the Ministry of Health is not allowed. With a view to stopping private practice by teachers in the medical colleges under the control of State Governments and the Universities, the Government of India have decided to offer financial assistance in the establishment of full-time teaching units both in the clinical and non-clinical Departments of the Medical Colleges. Proposals have been invited from State Governments. So far replies have been received from the Governments of Uttar Pradesh, Bombay, Orissa, Madhya Pradesh and Mysore. The Governments of Orissa and Bombay have agreed to implement the scheme from the next financial year. No categorical reply has yet been received from the Governments of Uttar Pradesh and Madhya Pradesh regarding the implementation of the scheme in their States. The Government of Mysore have not agreed to participate in the scheme

(c) The Central Government will meet 100 per cent of the extra recurring cost involved in implementing the scheme during the rest of the Second Plan period.

Unauthorised Vendors and Hawkers

1032. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some unauthorised vendors and hawkers are permitted on the Delhi-Rewari Section of Northern Railway; and

(b) if so, the action taken or proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No unauthorised vendors or hawkers are permitted. But some of them, however, operate without permission and in contravention of the rules.

(b) The measures taken to deal with the unlicensed hawkers are given in the statement placed on the Table.

STATEMENT

(i) Special drives with the aid of Railway Police especially at the bigger stations;

(ii) Attention by station staff including Railway Protection Force and by Guard and Travelling Ticket Examiners to prevent the entry of unlicensed hawkers into the railway premises;

(iii) Posting of Travelling Ticket Examiners in plain clothes to travel over the section; and

(iv) Seeking of public co-operation through announcements over loud-speakers, asking the public to refrain from patronizing unlicensed hawkers.

Electrification of Villages

1033. **Shri Ram Krishan Gupta:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 1294 on the 2nd September, 1958 and state the total number of villages electrified from August, 1958 to the end of January, 1959 under Rural Electrification Scheme (State-wise)?

The Deputy Minister of Irrigation and Power (Shri Hathi): The information is being collected from the various State Governments and will be laid on the Table of the House as soon as possible.

Late-Running of Trains

1034. **Shri Ram Krishan Gupta:** Will the Minister of Railways be pleased to state:

(a) the number of times during 1958 when trains from Delhi to Rewari and vice versa on Northern Railway ran late;

(b) total hours lost;

(c) the reasons for such delays; and

(d) the steps being taken to improve the situation?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) From Delhi to Rewari— 831

From Rewari to Delhi— 823

(b) 1358.

(c) The main reasons which contributed to late running of trains on the section were:

(i) heavy sand storms and unusual heavy rains during the months of July, August and September, 1958, and consequent speed restrictions and piloting of trains in the interest of safety.

(ii) working of the Delhi-Rewari section to saturated capacity, as a result of which late running of one train affects the running of others which in turn spoils the overall punctuality performance.

(iii) heavy incidence of alarm chain pulling.

(iv) overhauling of west cabin, of Delhi Main during October, 1958.

(v) Time lost on run due to foggy weather in the beginning and end of the year, 1958.

(vi) operational causes, such as, accidents, derailments, engine and interlocking failures etc.

(d) The following steps have been taken to improve the punctuality performance of the trains on the section:—

(i) Periodical punctuality drives.

(ii) Prompt and deterrent action is taken against staff held responsible for avoidable detentions.

(iii) Remodelling of Rewari Yard and doubling of track on the Delhi-Rewari section which are already in hand.

(iv) Introduction of punctuality award scheme.

Bridges Damaged on Kacheguda-Manmad Line

1035 Shri Pangarkar: Will the Minister of Railways be pleased to state

(a) the number of bridges damaged due to heavy rains during the last monsoons on Kacheguda-Manmad line of Central Railway, and

(b) the amount spent for repairing them?

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

(b) Approximately Rs 5,000 was incurred in restoring communications and the approximate expenditure which will be incurred for reconstruction of the bridge is Rs 1.79 lakhs

Wheat Exported from Punjab

1036 Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state the total quantity of wheat exported from Punjab during the months of November, December 1958, month-wise?

The Minister of Food and Agriculture (Shri A. P. Jain): The following quantities of wheat were exported during the months of November and December, 1958 from Punjab on Government account—

| | |
|----------|-------------------|
| November | About 10,410 tons |
| December | About 70 tons |

Information about trade movements to other areas included in the Northern Wheat Zone, viz the Union territories of Delhi and Himachal Pradesh, as also to the State of Jammu and Kashmir to which there is no restriction on movement is not available

Cultivated Land

1037. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state:

(a) how much land was reclaimed and was brought under cultivation in the years 1957-58 and 1958-59; and

(b) what speedy measures are being taken to reclaim the waste land?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Land reclaimed and brought under cultivation in 1957-58 is reported to be 5.25 lakh acres. Complete information in regard to 1958-59 is not available. It is, however, estimated that about 4.58 lakh acres would be reclaimed and brought under cultivation in 1958-59.

(b) To encourage State Governments to take up land reclamation schemes, financial assistance is being given by the Government of India under the 'Grow More Food Rules' but the progress of work is hampered due to non-availability of sufficient number of tractors on account of foreign exchange difficulties.

Accidents

1038 Shri Assar: Will the Minister of Railways be pleased to state:

(a) total number of major accidents on all Railways during the last 12 months to the passenger trains,

(b) total number of minor accidents on all Railways during the last 12 months to passenger trains,

(c) total number of casualties and injuries to passengers;

(d) total amounts of loss sustained by Railways,

(e) total amount of loss to the passengers, and

(f) total amount of compensation paid by Government to the passengers?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) During the period from 1st January, 1958 to 31st December, 1958, 18 serious accidents occurred to passenger trains on the Indian Government Railways.

(b) In view of the very wide range of the term "minor accidents" the information is not readily available.

(c) to (f) These particulars in respect of all those serious accidents referred to in reply to part (a) above, are furnished below:—

| | |
|---|-------------|
| (i) Casualties | |
| Killed | 90 |
| Injured | 424 |
| (ii) Approximate cost of damage to railway property | |
| | 6,90,800 |
| (iii) Amount of loss to the passengers | |
| | Not known. |
| (iv) Amount of compensation paid during the year 1958 | |
| | 1,72,199 28 |

Penicillin

1039 **Shri V. P. Nayar:** Will the Minister of Health be pleased to state whether any studies are being made of the antibiotic spectrum of the Penicillin group and if so, the results achieved so far?

The Minister of Health (Dr. Kar-markar): Research work on antibiotics spectra of the penicillin group is being carried out in the Research Laboratory of the Penicillin Factory at Pimpri. All the Penicillins derived from the fermentation of *Penicillium chrysogenum* are somewhat similar and the different salts and formulations of Penicillin G (Benzyl Penicillin) and Penicillin V (Phenoxymethyl Penicillin) show variations regarding solubility in water, stability to acid and differences in absorption into the body and maintenance of blood level (i.e. longer-acting, shorter-acting, injectable, oral etc.) The antibiotics spectra of these penicillins are well known to the medical profession.

Tuberculosis

1440. **Shri V. P. Nayar:** Will the Minister of Health be pleased to state the results achieved, if any, so far on immunological and bio-chemical characteristics of the spirochete causing Tuberculosis?

The Minister of Health (Shri Kar-markar): Research on the immunological and biochemical characteristics of tubercle bacilli is conducted in the Vallabhbhai Patel Chest Institute and the following are the results of the research —

(1) The influence of tuberculous infection in animals on the fatty acid metabolism has been studied using radioactive acetate as the precursor. In vivo experiments have shown that the tuberculous animals are able to incorporate the labelled substrate only to the extent of 40 per cent. into fatty acids as compared to normals. Similar experiments using the tuberculous tissues in vitro have also shown a similar trend. Study of the enzymatic changes, if any, in the tissues produced by tuberculous infection is in progress.

(2) Another study that has been undertaken is on Fatty acid Synthesis of Streptomycin sensitive and resistant tubercle bacilli. It has been found that phthioic acids—especially the C27 phtheneic acid was found to produce the tubercles in animals. The total alpha beta unsaturated acids are increased in resistant strains whereas C27 patheneic acid was decreased as compared with sensitive controls. The RNA (Ribonucleic Acid) was increased and Dioxo Ribonucleic Acid decreased in the resistant strains as against the sensitive ones.

- (iii) Study of enzyme systems of INH sensitive and resistant tubercle bacilli showed that succinic dehydrogenase was reduced in the INH resistant strains.

- (iv) The respiratory quotients of the resistant strains were significantly higher as compared with the controls.

Retirement of Class III and IV Employees on Railways

1041. Shri Rajendra Singh: Will the Minister of Railways be pleased to state:

- (a) the total number of Class III and IV employees who retired during the last 5 years on all Railways with special reference to the present N. E. Railway; and

- (b) the number of outstanding cases in which the final payment of settlement dues has not been done?

The Deputy Minister of Railways (Shri Shah Nawas Khan):

- (a) (i) All Railways 73,362
(ii) N. E. Railway. 8,459
(b) (i) All Railways. 2,840
(ii) N. E. Railway. 641

Health Coordination Committee

1042. Shri Subodh Hansda: Will the Minister of Health be pleased to state:

- (a) the composition of the Health Co-ordination Committee;

- (b) the number of times this Committee sat during 1958; and

- (c) the main suggestions offered and recommendations made by this Committee?

The Minister of Health (Shri Kar-markar): (a) The composition of the Health Co-ordination Committee is as under:—

| | |
|--|-----------|
| 1. Secretary, Ministry of Health | Chairman. |
| 2. Director General of Health Services | Member. |
| 3. Representative of the Planning Commission | Member |
| 4. Representative of the Ministry of Community Development | Member. |
| 5. Representative of Department of Economic Affairs, Ministry of Finance | Member. |
| 6. Representative of the Rockefeller Foundation | Member. |
| 7. Representative of the Ford Foundation | Member. |
| 8. Representative of T.C.M. | Member |
| 9. Representative of the UNICEF | Member. |
| 10. W.H.O. Area Representative for India | Secretary |

- (b) Two times.

the recommendations made by this Committee during both the meetings are given below:—

- (c) The main suggestions offered and

| Meeting | Item discussed | Recommendations |
|---------|----------------|-----------------|
| 1 | 2 | 3 |

1. Meeting held on 11-4-58 (i) Hospital Administration (i) The Committee recommended the Hospital administrators should be mainly trained in India as students of planned hospital administration course and that International fellowship in general should only be awarded to medical men.

1

2

3

(ii) Control and administration of MCH Services at Primary Health Centres.

(ii) It was suggested that at State level the MCH Officers should be given a certain amount of administrative responsibility along with the Assistant Director of Health Services dealing with the Primary Health Centres.

(iii) Medical Education — Training of medical teachers.

(iii) The need for teachers in pre-clinical subjects was stressed at the meeting. It was decided to select 60 to 100 M.B.B.S. graduates per year as candidate junior teachers to be sent abroad for training as medical teachers. It was pointed out that though the different International Agencies had different problems and regulations, their joint efforts, if properly co-ordinated could help in meeting the urgent need for a total of 500 to 600 medical teachers.

2. Meeting held on 12-12-58.

(i) Establishment of Health Education Bureaus in States.

(i) The proposal to establish Health Education Bureaus in different States had the full support of international and bilateral health agencies. UNICEF expressed their willingness to render assistance in this connection.

(ii) Establishment of a B.Sc. Degree course in Nursing for qualified nurses and of a M. A. course in Nursing.

(ii) The proposal to establish a course in nursing, teaching and administration for qualified nurses leading to a B. Sc. degree was approved as it was considered that in view of modern developments, advanced courses in nursing at a University level were needed. It was also thought that as far as basic training was concerned, the primary need was to raise the general level of nursing and improve the hospitals used for teaching rather than to establish more centres giving a degree for a basic course.

(iii) Establishment of Rural Health Units attached to Medical Colleges for training in Preventive and Social Medicine.

(iii) It was decided that a sub-committee should be formed to examine the details of this problem with a view to reporting its findings to the next meeting of the Health Co-ordination Committee.

Raw Cane

1043. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri R. C. Majhi:

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

(a) whether Government have any account of raw cane produced in the forests of India;

(b) whether this is sufficient to meet our requirements;

(c) in which part of the country this is largely found; and

(d) how it is exploited for different industries?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) About 55,000 Cwt. annually.

(b) From field and market studies of the cane areas in various states it is considered that the present production is insufficient

(c) Cane (Rattan) is largely found in Assam, West Bengal, Kerala, Mysore and Madras and to some extent in Orissa, Andhra Pradesh, Bombay, and Uttar Pradesh.

(d) The right to collect canes from forests auctioned annually by State Forest Departments. The highest bidder who gets the lease arranges for their collection and distribution to various industries

Scheme for Improvement of Market Intelligence

1044. { Shri R. C. Majhi:
Shri Subodh Hansda:

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

(a) whether the integrated scheme for improvement of market intelligence has been accepted and implemented by all the States; and

(b) if not, the names of such States and the reasons for not accepting and implementing the scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The Scheme has been accepted in principle by all the States. The States of Andhra Pradesh, Assam, Bihar, Bombay, Madras, Mysore, Orissa, Punjab and Rajasthan have already implemented the scheme, and the States of Madhya Pradesh, Uttar Pradesh and West Bengal are considering the scheme for implementation during the current financial year. The remaining two States of Kerala and Jammu and Kashmir are very likely to implement this scheme during 1959-60.

Ayurvedic Colleges

1045. { Shri N. Kesava:
Shri Padam Dev:

Will the Minister of Health be pleased to state:

(a) the number of Ayurvedic Colleges in India (State-wise);

(b) the number of students attached to these colleges (State-wise); and

(c) whether any post-graduate research is being done in any of these colleges?

The Minister of Health (Shri Karmarkar): (a) to (c). A statement furnishing information in regard to parts (a), (b) and (c) is placed on the Table [See Appendix II, annexure No 87]

Sugar Factories

1046. Shri Ram Krishan: Will the Minister of Community Development and Cooperation be pleased to refer to the reply given to a supplementary raised on Starred Question No. 568 on the 4th December, 1958, and state at what stage is the scheme of setting up eleven Cooperative Sugar Factories?

The Parliamentary Secretary to the Minister of Community Development and Cooperation (Shri B. B. Murthy): Arrangements have been made for

supply of plant and machinery to all the eleven cooperative sugar factories through two consortiums of sugar machinery manufacturers. It is expected that four plants would be available by January, 1961, and the remaining seven by October, 1961.

Allocation of Wheat to States

1947. { Shri Ram Krishan:
Shri Nagi Reddy:
Shrimati Parvathi Krishnan:
Sardar Iqbal Singh:
Shri Ajit Singh Sarhadi:

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

(a) the quantity of wheat allotted by the Union Government to various States during 1958-59 so far (State-wise); and

(b) the quantities of wheat actually utilised out of this allotted quota so far (State-wise)?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A statement is placed on the Table showing the quantity of wheat actually supplied to each State from central stocks and the total quantity actually utilised in each State during the period from 1st April, 1958 to 31st January, 1959. [See Appendix II, annexure No. 88]

Rajasthan Canal Project

1948. { Shri Ram Krishan:
Shri Supakar:
Shrimati Parvathi Krishnan:
Shri Ajit Singh Sarhadi:
Shri D. C. Sharma:
Shri Aurebindo Ghosal:
Shri Siddananjappa:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 265 on the 27th November, 1958 and state:

(a) whether the scheme of setting up of the administrative machinery

and the Control Board for the Rajasthan Canal Project has since been finalised;

(b) if so, the details thereof;

(c) the progress made so far in the preparation of a Master Plan for Rajasthan Canals; and

(d) the total area which the Canals will irrigate and the expenditure involved in the project?

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

(b) A copy of the Ministry of Irrigation and Power Resolution No. DW-III-26(4)58, dated the 19th December, 1958, giving the constitution and functions of the 'Committee of Direction' and the 'Rajasthan Canal Board' is placed on the Table. [See Appendix II, annexure No. 89].

(c) A Master Plan for the entire area will be prepared after the contour plans, which are being carried out by the Survey of India, become available, by the end of 1960. Broad outlines for the lay out of railways and roads are being examined by the Rajasthan Canal Board and are expected to be finalised within the next six months.

(d) The Rajasthan Canal Project has been sanctioned at an estimated cost of Rs. 66.47 crores and will irrigate an area of 16.84 lakh acres.

Encephalitis

1949. { Shri Ram Krishan:
Shri Pangarkar:

Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 307 on the 20th August, 1958, and state:

(a) whether the Government have found out the virus responsible for Encephalitis;

(b) if not, how far Government has achieved success in formulating some

broad conclusions as to how the infection is caused; and

(c) the number of children who died due to Encephalitis during the period August, 1958 to January, 1959?

The Minister of Health (Shri Kar-markar): (a) and (b). "Encephalitis means the inflammation of the brain. This can be caused by a variety of causes which include infection with known bacteria and viruses. The recent epidemics of encephalitis in children are presumably due to viruses.

Epidemic encephalitis due to virus falls in the following two categories:—

- (i) That due to a virus transmitted by an insect, such as the mosquito. An epidemic of this infection occurred in South India about two years ago and, even now, a few sporadic cases are being noted. This epidemic was diagnosed as due to the Japanese B encephalitis virus, transmitted by a mosquito.
- (ii) That due presumably to viruses excreted in the stools of patients, cases of which have occurred in many places in the country during the last three years, notably in Jamshedpur, Nagpur, Lucknow and Delhi. A number of viruses have been isolated by workers from these cases. They are at present under study. One of them might turn out to be the cause of the epidemics.

The epidemics which have been mentioned above have also been studied clinically, epidemiologically, etc. The available evidence seems to indicate that these are due to an intestinal virus. This suggests that the infection spreads like other intestinal infections, e.g., typhoid, dysentery, etc. through the agency of contaminated foodstuffs, flies and through insanitary conditions relating to water supply and sewage disposal. This view is supported by observations made in other parts of the world.

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

दिल्ली के ग्रामीण क्षेत्रों में कुएं

१०५०. श्री नवल प्रभाकर : क्या सामुदायिक विकास तथा सहकार मंत्री यह बतानेकी कृपा करेंगे कि :

(क) वर्ष १९५८-५९ में अब तक दिल्ली के ग्रामीण क्षेत्रों में कितने नये कुएं खोदे गये ;

(ख) कितने पक्के कुओं की मरम्मत की गयी ; और

(ग) उन पर कितना व्यय हुआ ?

सामुदायिक विकास मंत्री के सहा-सचिव (श्री ब० स० मूर्ति) : (क) ५५।

(ख) ३४

(ग) रु० ६५,३००।

दिल्ली में तालाब

१०५१. श्री नवल प्रभाकर : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष १९५८-५९ में अब तक दिल्ली के ग्रामीण क्षेत्रों में कितने तालाबों की मरम्मत की गयी ;

(ख) उन पर कितना व्यय हुआ ;

(ग) क्या इस कार्य में जनता का सहयोग प्राप्त किया गया था ; और

(घ) यदि हां, तो उसका विवरण क्या है ?

सामुदायिक विकास मंत्री के सहा-सचिव (श्री ब० स० मूर्ति) : (क) ७२।

(ख) रु० ६५,२८५।

(क) जी, हाँ।

(ख) तालाबी को उभल करने के लक्ष का बाधा हिस्सा राख बालो ने रोक, बच् - रूप व क्षयदान में दिया।

Diphtheria

1052. Shri Ram Krishan: Will the Minister of Health be pleased to state

(a) whether it is a fact that diphtheria disease among children of India is on the increase,

(b) if so, what are the causes for the increase, and

(c) the steps taken to check them?

The Minister of Health (Shri Kar-markar). (a) The Governments of Bombay, Kerala and Mysore have reported slight increase in cases of diphtheria among children in their respective States. No increase in the incidence has been reported so far by any other State.

(b) The main cause for the increase reported by the State Governments concerned is rapid urbanisation and consequent overcrowding and constant movement and intermingling of population in urban areas.

(c) Following steps have been taken by the State Governments to check the disease —

- (1) immunisation of contacts against diphtheria,
- (2) disinfection of infected and surrounding premises, and
- (3) isolation and treatment of cases.

Kanpur Medical College

1053. { Shri S. M. Banerjee
Shri Tangamani.
Shri A. K. Gopalan

Will the Minister of Health be pleased to state

(a) whether it is a fact that the Central Government has not paid its 358(A) LSD—3

aid to the Kanpur Medical College for the years 1957-58 and 1958-59; and

(b) if so, the reasons therefor?

The Minister of Health (Shri Kar-markar). (a) No A grant-in-aid of Rs 12,62,148 was paid to the State Government during 1957-58 as Central financial assistance in respect of the Kanpur Medical College. During 1958-59, according to the new procedure, three-fourths of the total amount of Central assistance is released to the State Governments by the Ministry of Finance in 9 equal monthly instalments beginning with May, 1958 as lumpsum ways and means advances and final sanction for the grants will be issued by the Ministry of Health shortly.

(b) Does not arise.

रामगंगा परियोजना

१०५४ श्री भवन दर्शन क्या सिचाई और विद्युत् मंत्री १२ दिसम्बर, १९५८ के अताराकित प्रश्न सख्या १३८४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उत्तर प्रदेश में रामगंगा परियोजना के निर्माण की दिशा में इस बीच क्या प्रगति हुई है?

सिचाई और विद्युत् उपमन्त्री (श्री हाथी) केन्द्रीय जल तथा विद्युत् आयोग का परियोजना पर टिप्पणी का उत्तर राज्य सरकार से प्राप्त हो गया है और आयोग ने उसकी जाच भी कर ली है, किन्तु अभी सिचाई तथा विद्युत् परियोजनाओं का परामर्श समिति (एडवाइजरी कमेटी थान इरिगेशन एण्ड पावर प्रोजेक्ट्स) द्वारा उस पर विचार होना है।

ग्रामीण तथा पिछड़े क्षेत्रों में सड़क

१०५५ श्री भवन दर्शन . क्या परिवहन तथा संचार मंत्री १ दिसम्बर, १९५८ के अताराकित प्रश्न सख्या ७०२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि ग्रामीण

तथा पिछड़े क्षेत्रों की सड़कों के बारे में विशेष पदाधिकारी की जिस रिपोर्ट पर विचार किया जा रहा था उसके बारे में क्या निर्णय किया गया है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : विशेष अधिकारी की रिपोर्ट में दी गई खाम सिकारिशों पर मुख्य इंजीनियरों की बैठक में विचार किया गया था। यह बैठक हैदराबाद में जनवरी, १९५६ को हुई थी। इन सिकारिशों का ग्राम तौर पर मुख्य इंजीनियरों ने समर्थन किया था। मुख्य इंजीनियरों के मुख्यालयों के साथ इन सिकारिशों को प्रदेश सरकारों के पास उचित कार्यवाही के लिये भेजा जा रहा है क्योंकि ग्रामों में सड़कों के विकास की जिम्मेदारी खास तौर पर प्रदेश सरकारों की ही है।

डाक तथा तार विभाग को प्रश्न समिति

१०५६. श्री भक्त दर्शन : क्या परिवहन तथा संचार मंत्री २१ नवम्बर, १९५८ के तारांकित प्रश्न संख्या १५३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) डाक तथा तार विभाग के प्रश्नों से सम्बन्धित समिति ने क्या इस बीच अपना कार्य समाप्त कर लिया है,

(ख) यदि हाँ, तो क्या उस मार्ग द्वारा की गयी सिकारिशों का विवरण सभा-घटन पर रखा जायेगा, और

(ग) उन सिकारिशों पर क्या कार्यवाही की जा रही है ?

परिवहन तथा संचार मंत्री (श्री स० का० पटेल) : (क) जी नहीं।

(ख) और (ग). ये प्रश्न नहीं उठने।

Tungabhadra High Level Canal Scheme

1957. { Shri Nagi Reddy:
Shri Ramam:

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

(a) the amount of money that was sanctioned for the year 1958-59 for Tungabhadra High Level Canal, and

(b) the nature of work for which the amount was sanctioned?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Although the Tungabhadra High Level Canal scheme has been technically approved, the question of according sanction to the execution of the project is under active consideration. Pending issue of this sanction, no loan has been advanced during 1958-59 to the State Governments for this scheme although a provision of Rs 40 lakhs has been made in the Andhra Pradesh Plan for the year 1958-59

(b) Does not arise

Inland Fishery

1958. { Shri Vidya Charan Shukla:
Shri Kistaya:

Will the Minister of Food and Agriculture be pleased to state the details and salient features of the research programmes that have been undertaken with a view to increase the production of inland fish?

The Minister of Food and Agriculture (Shri A. P. Jain): The research programmes undertaken by the Government of India at its C.I.F.R.S., Calcutta with its Sub-Stations relate broadly to pond Culture, riverine and estuarine Fisheries and lake Fisheries

(I) Pond Culture Sections at Calcutta and Cuttack carry out investigations on various problems relating to pond culture and estuarine

fisheries. These investigations include;

(a) Methods of collection, handling and transport of fish seed

(b) Fish breeding experiments,

(i) by flooding the tanks,

(ii) by injection of pituitary hormones

(c) Improved pond culture techniques with a view to obtain optimum production from fish ponds. Eradication of predators and excessive weeds, manuring of ponds, determining stocking intensities, mixed farming etc

(d) Suitably of non-indigenous fish for culture in India, fish culture in rice fields and soil composition in relation to fish production

(II) Riverine and Estuarine Section at Calcutta and Allahabad is conducting investigations in order to develop suitable conservation measures. A number of survey centres have been established along the Ganga, Hooghly-matlah and Mahanadi in order to

(a) assess the present status of the riverine and estuarine fisheries

(b) collect fish catch statistics, and

(c) collect biological data on important food fishes

(d) study problems relating to Hilsa fisheries in particular

(III) Lacustrine Section at Balugaon (Chilka lake) and at Hospet (Tungabhadra reservoir) undertakes investigations on assessment of the present fisheries in the lakes, bionomics of various species of food fishes, biological productivity of these waters, and the studies on the trends of fluctuations of the fisheries

2. A number of investigations have already yielded very valuable results particularly in regard to improved techniques of pond culture and fish breeding. These techniques are being employed in several parts of the country for greater production of fish

3. A number of fish seed collection centres have been surveyed and the information made available to the State Governments. Similarly the investigations on the effects of factory effluents on the riverine fisheries have yielded valuable results

Child Welfare

1059 Shri Kodliyan: Will the Minister of Health be pleased to state

(a) whether the Government have taken any practical steps to co-ordinate and intensify the programme of Child Welfare during the remaining period of the Second Five Year Plan, and

(b) if so the broad details thereof?

The Minister of Health (Shri Karmarkar): (a) and (b) The work relating to maternity and child welfare is being carried out through the primary health centres. 440 such centres were established by the State Governments in NES Blocks during 1956-57 and 1957-58 and 261 centres are proposed to be opened by them during 1958-59 with Central assistance. It is proposed to cover all the Blocks allotted to the States under the community development programme during the Second Five Year Plan period with primary health centres during the next two years.

The maternity and child health work has been integrated with the general public health work by converting the Maternity and Child Welfare Programmes in the States into Public Health Programmes.

Manhandling of German Tourist at Patna

1060 { Pandit D. N. Tiwary.
Shri Rajendra Singh

Will the Minister of Railways be pleased to state

(a) whether it is a fact that in the 1st week of January 1959, a German

tourist was manhandled by the Railway authorities at Patna Junction Station;

(b) if so, whether any enquiry was held in the matter; and

(c) the causes of this incident?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). On 6th January 1959 a passenger whose name was later said to be Shri E. R. Damm Wilfried was detected travelling without ticket between Patna City and Patna Junction by one of the T.T.Es. attached to the Divisional Checking Squad. He spoke broken English, had no money to pay for the ticket and did not disclose his correct identity to the T.T.E. On arrival of the train at Patna Junction the T.T.E. made him over to the police Havildar of the Magistrate's Special Party at the platform. He resisted being taken to T.C's. Office. After his identity was known from the Passport in his possession, the S.M. permitted him to leave. He travelled by the next train to Delhi on a ticket secured for him by local persons.

The Divisional Superintendent, Dinapore ordered a joint enquiry on 8-1-1959 by 2 Assistant Officers. This Committee came to the conclusion that he was not ill-treated in any way by any railway employee. It is understood that the Distt. Magistrate, Patna also held an enquiry into the incident on 12th/13th January, 1959 presumably on a direction from the Government of Bihar. The result of this enquiry is not available to Railway Administration.

Postal Forms

1061. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that bilingual (Hindi-English) forms have been introduced for use in various post offices;

(b) if so, the number thereof; and

(c) the details of new forms proposed to be introduced during 1959?

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

(b) Eight.

(c) A statement is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 90].

Telephone Exchange

1062. Shri Ram Krishan: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that while the telephone exchange at Charkhi Dadri has been opened no new telephone connection has been provided so far;

(b) if so, the reasons therefor; and

(c) additional recurring and non-recurring expenditure incurred?

The Minister of Transport and Communications (Shri S. K. Patil): (a) The exchange was opened on the 15th December, 1958. Eight telephone connections from the exchange have been given to parties who were previously having extensions from the Public Call Office. The work of giving more connections is in progress.

(b) Does not arise.

(c) Non-recurring Rs. 29,000 approximately. Recurring Rs. 5,000 per annum approximately.

Teak from Manipur

1063. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether tenders for sale of teak timber from the Manipur-Burma borders are issued for every five years by the Manipur Administration; and

(b) If so, the amount of money collected from the sale by previous tenders?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Tenders for sale of teak timber from the Manipur-Burma border forest are not issued every five years. Contract was once given for a period of 15 years from 1911 to 1926. Thereafter the forest remained unworked upto 1954. In 1955 a contract was given for three years. Recently the right to extract timber in the forest has been auctioned for five years.

(b) Under the three-year contract given in 1955, the amount collected so far is Rs 1,98,801 91 nP.

Anti-Malaria Units in Manipur

1064. Shri L. Achaw Singh: Will the Minister of Health be pleased to state

(a) the number of anti-malaria units now working in Manipur, and

(b) how the strength of the staff per unit in Manipur does compare with that of the units in other parts of the country?

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

(b) The pattern of staff for unit in Manipur is the same as that laid down under the National Malaria Eradication Programme excepting that two units are sharing the services of one non-Medical Assistant Unit Officer, one Upper Division Clerk and one Accountant and four Malaria Inspectors have been engaged in place of four Senior Malaria Inspectors.

Anti-Malaria Units in Manipur

1065. Shri L. Achaw Singh: Will the Minister of Health be pleased to state

(a) whether it is a fact that the staff of the anti-malarial unit in Manipur does not enjoy the sanctioned scale of pay and other emoluments of the Government of India,

(b) if so, why, and

(c) the steps Government propose to take to entitle them the sanctioned scale of pay and emoluments of the Government of India?

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

(b) Usually the scale of pay and other emoluments given to staff employed in the various Union Territories are fixed on the basis of the scales prevailing for similar posts in the neighbouring States.

(c) Does not arise.

Over-Head Bridge between Ludhiana and Miller Ganj

1066. Shri Ajit Singh Sarhadi: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 1764 on the 17th December, 1958, and state the progress made in regard to the proposal to construct over-head bridge between main town of Ludhiana and Miller Ganj area?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The Punjab Government's acceptance to the revised plan, estimate and allocation of their share of the cost is still awaited.

Siding Line at Fuleshwar

1067. Shri Aurobindo Ghosal: Will the Minister of Railways be pleased to state

(a) whether the siding line of the Fuleshwar Station of South Eastern Railway has been extended to the side of the Ganges and

(b) if so, when and what for?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) The siding line of Fuleshwar Station has been extended to the side of the Ganges for dealing with construction materials received at the new landing basin of Messrs Hindustan Steel Private Ltd. This private siding takes off from the existing assisted siding of Messrs Hanuman Cotton Mills and was opened on 21st September, 1958.

Jiratia Cultivation in Tripura

1068. Shri Bangshi Thakur: Will the Minister of Food and Agriculture be pleased to state:

(a) the acreage of land under Jiratia cultivation at present in Tripura;

(b) what is the total production of paddy in the Jiratia land this year; and

(c) the amount spent by Government for purchasing Jiratia paddy or rice this year?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 6,000 acres

(b) 27,000 maunds

(c) Rs 41,552

Research Institute of Indigenous Medicine, Jamnagar

1069. Shri Jinachandran: Will the Minister of Health be pleased to state:

(a) the total expenditure incurred on the Institute of Research in Indigenous Systems of Medicine at Jamnagar since its inception upto date;

(b) the provision for the remaining period of the Second Plan; and

(c) the results so far achieved in improving the Ayurvedic method of diagnosis and preparation of Ayurvedic medicines?

The Minister of Health (Shri Karmarkar): (a) The Central Institute of Research in Indigenous Systems of Medicine at Jamnagar came into being in 1953. The expenditure incurred upto 1958-59 on the Institute amounts to Rs 19,60,500

(b) No separate allocation has been made towards the expenditure on the Institute during the Second Five Year

Plan period. The funds are sanctioned each year according to the needs of the Institute

(c) A statement containing the information required in regard to part (c) of the question is placed on the Table. [See Appendix II, annexure No. 91].

Misbehaviour of a Ticketless Traveller

1070. Shri Vajpayee: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a ticketless traveller, on being apprehended by a Travelling Ticket Examiner, tried to escape by brandishing a sword, and in this attempt cut off the fingers of a police constable at Ganganagar (Rajasthan) during the month of January, 1959, and

(b) if so, the details of this incident?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). On 27th December, 1958 one passenger was detected travelling without ticket in train No 3BSB by a T.T.E. He got down at Ganganagar and on being asked to pay the excess fare he drew out his sword and rushed towards the T.T.E. The T.T.E. ran away towards the S.M.'s office. The passenger then got down and went along the track towards Prathavirajpura swinging and brandishing his naked sword. A Government Railway Police constable tried to stop him but the man cut at him with the sword and the constable very successfully staved off the blow with his lathi but sustained a minor injury. Another constable came to his rescue and hit him with a lathi and then he tried to run away, but being challenged by a private person who had a 1½ bore gun and barred his way, he surrendered himself. He was arrested and a case has been registered U/S 307 and 353 IPC against him. The case is still in the courts.

हिमाचल प्रदेश में बी० सी० जी० के टीके

१०७१- { श्री पद्म देव :
श्री स० चं० सामन्त :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष १९५८ में हिमाचल प्रदेश में किनने लोगों को बी० सी० जी० के टीके लगाये गये, और

(ख) इस प्रयोजन के लिये किने चिकित्सक कर्मचारी नियुक्त किये गये ?

स्वास्थ्य मंत्री (श्री करमरकर) (क) १९५८ में हिमाचल प्रदेश में २९६४४ लोगों को बी० सी० जी० के टीके लगाये गये।

(ख) इस प्रयोजन के लिए एक डाक्टर और पाच तकनीशियन प्रतिनियुक्त किये गये थे।

हिमाचल प्रदेश में कुष्ठ रोग

१०७२- { श्री पद्म देव :
श्री स० चं० सामन्त :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में स्थित कुष्ठ केन्द्रों के नाम क्या हैं,

(ख) क्या हिमाचल प्रदेश में कुष्ठ रोग के बारे में कोई सर्वेक्षण किया गया है, और

(ग) यदि हा, तो उसका क्या परिणाम निकला ?

स्वास्थ्य मंत्री (श्री करमरकर) . (क) हिमाचल प्रदेश में कुष्ठ केन्द्र तो नहीं हैं परन्तु तीन कुष्ठ उप-केन्द्र हैं, जो मण्डी, जिला मण्डी, मसोवा जिला महासू तथा सिराँवर जिला मिरमौर में एक-एक स्थित हैं।

(ख) जी हा।

(ग) २,७०,५६६ व्यक्तियों का सर्वेक्षण किया गया है और ६४५ रोग-ग्रस्त पाये गये।

नोगली खड्ड (हिमाचल प्रदेश) की बिद्युत् परियोजना

१०७३. श्री पद्म देव क्या सिखाई और बिद्युत् मंत्री १८ सितम्बर, १९५८ के अताराकित प्रश्न संख्या २२६६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) नोगली खड्ड (जिला महासू, हिमाचल प्रदेश) की बिद्युत् परियोजना के सम्बन्ध में अब तक क्या प्रगति हुई है;

(ख) यह योजना कब तक पूरी हो जायेगी,

(ग) इस परियोजना से कितने वाट की बिजली तैयार हो सकेगी, और

(घ) इस बिजली से कौन कौन से क्षेत्र लाभान्वित होंगे ?

सिखाई और बिद्युत् उपमंत्री (श्री हाथी) . (क) पारेषण पथ (ट्रान्समिशन लाइन्स) और मुख्य उप-केन्द्र (मेन सब स्टेशन) पूरे हो चुके हैं।

(ख) १९६०-६१ के अन्त तक।

(ग) बिजली घर से अन्ततः (ग्रिड-मटली) १२५० किलोवाट तक बिजली पैदा होगी किन्तु प्रारम्भिक अवस्था में इस में केवल ५०० किलोवाट क्षमता की मशीन लगाई जायेगी।

(घ) महासू जिले (हिमाचल प्रदेश) की रामपुर, कुमारसेन और धियोग तहसीलों के क्षेत्रों तथा निरमड (कुलू) के गावों को इस योजना से बिजली दी जायेगी। बाद में जब बिजलीघर की क्षमता (केपेसिटी) बढ़ाई जायेगी तब महासू जिले की रोड कोटखाई, जुब्बल और सुनी तहसीलों तथा मंडी जिले में करसोग (हिमाचल प्रदेश) को भी इस योजना से बिजली मिलेगी।

झरों के पीछे बैठा

१०७४. श्री पद्म देव : क्या साहू तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश के कृषि विभाग में खोंगो को सेर, नाशपाती, भाड, प्लम, बरसीमम, अलरोट, चिलगोजा, बादाम, पिस्ता, अनार, अमूर और चेस्टनट के कितने पेड़ हैं, और

(ख) उनकी बिन्नी से कितनी आय हुई ?

साहू और कृषि मंत्री (श्री प्र० प्र० जैन) :

(क) और (ख) चालू वर्ष (१९५८-५९) में १,०६,४४६ पौधे निम्नलिखित सख्या में बाटे जा रहे हैं —

| | |
|----------------------|--------|
| (१) सेब . . . | १२,४७२ |
| (२) नाशपाती . . . | २,०५६ |
| (३) भाड . . . | ६,६७५ |
| (४) प्लम . . . | १७,४४८ |
| (५) बादाम . . . | १६,९७६ |
| (६) अलरोट . . . | ७,९५९ |
| (७) अनार . . . | १,००४ |
| (८) काजू . . . | २,१०० |
| (९) पिस्ता . . . | ४३ |
| (१०) अन्य पौधे . . . | २९७१३ |

यह वितरण अनेक एजेन्सिया जैसे ब्लाक विकास अफसरों, कृषि विभाग के उद्यान अनुभाग इत्यादि के द्वारा किया जा रहा है और यह मार्च, १९५९ के अन्त तक जारी रहेगा। अभी तक वास्तव में बाटे गये पौधों की ठीक सख्या और उनकी बिन्नी से प्राप्त हुई आय के सम्बन्ध में जानकारी उपलब्ध नहीं है।

हिमाचल प्रदेश में बागीचों का विकास

१०७५. श्री पद्म देव : क्या साहू तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

बागीचों के विकास के लिये हिमाचल प्रदेश के कृषि विभाग ने १९५८ में कितना ऋण दिया ?

साहू और कृषि मंत्री (श्री प्र० प्र० जैन) : नये फल के बागीचों को लगाने के लिये पहली जनवरी से ३१ दिसम्बर, १९५८ तक फल उगाने वालों को ऋण के रूप में १,४८,४७५ रुपये बाटे गये।

हिमाचल प्रदेश के कास्तकार

१०७६. श्री पद्म देव : क्या साहू तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में १९५६ से दिसम्बर, १९५८ तक की अवधि में कितने बेदखल किये गये कास्तकारों को उनकी जमीने वापिस की गई और

(ख) उक्त अवधि में जमीने वापिस करने के सम्बन्ध में कितने आवेदन पत्र प्राप्त हुए और उनमें से कितने स्वीकृत हुए ?

साहू और कृषि मंत्री (श्री प्र० प्र० जैन) :

(क) ४४।

(ख) अपनी जमीनों की वापसी के लिये बेदखल किये गये किसानों से १५० प्रार्थना पत्र प्राप्त हुए। उनमें से ४४ प्रार्थना पत्र स्वीकार किये गये।

हिमाचल प्रदेश में सहकारी बिक्री समितियाँ

१०७७. श्री पद्म देव : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में कितनी सहकारी बिन्नी समितियाँ हैं,

(ख) इन समितियों ने १९५८ में कितना कार्य किया,

(ध) इन समितियों की कुल पूर्वी और
पश्चिमी किसनी है; और

(घ) क्या इन समितियों को १९५८ में
सरकार द्वारा सहायता के रूप में कोई राशि
दी गई थी ?

सांख्यिक विकास मंत्री के सहाय-सचिव
(बी व० ल० नूति) : (क) २२ प्रमुख
बिक्री समितियाँ

५ जिला बिक्री मंच

१ राज्य बिक्री मंच

| (ख) | खरीदे हुए सामान की कीमत | बिक्री |
|------------------------|----------------------------|-----------|
| | र० | र० |
| प्रमुख बिक्री समितियाँ | ४,६६,३४० | ४,४४,७३० |
| जिला बिक्री मंच | १३,५५,७५६ | १२,७४,०१६ |
| राज्य बिक्री मंच | २४,४७,६७८ | १८,२६,०२४ |
| योग . . . | ४२,७३,०७७ | ३५,४४,७७३ |

| (ग) | सक्रिय पंजी | अंश पूर्वी |
|------------------------|-------------|------------|
| प्रमुख बिक्री समितियाँ | ८,०४,३७४ | १,६६,८०८ |
| जिला बिक्री मंच | १७,४५,१६५ | १६७,२५७ |
| राज्य बिक्री मंच | ११,६४,६६० | २३,६५० |
| योग . . . | ३७,०४,५०१ | ३,५८,०१५ |

(घ) नहीं ।

हिमाचल प्रदेश में बाल (धूम्रपान पर रोक)
एक्ट

१०७८. श्री पद्मदेव : क्या स्वास्थ्य मंत्री
यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश में बाल
(धूम्रपान पर रोक) एक्ट लागू है,

(ख) यदि हा, तो क्या यह सब है कि
हिमाचल प्रदेश में ५ वर्ष के बच्चे भी धूम्रपान
के श्रावी हैं; और

(ग) क्या सरकार का इस एक्ट को
लागू करने के लिए कोई सक्रिय कार्यवाही
करने का विचार है ?

स्वास्थ्य मंत्री (श्री करमरकर) : (क)
हिमाचल प्रदेश बाल (धूम्रपान पर रोक)
एक्ट, १९५३, हिमाचल प्रदेश में लागू है ।

(ख) ऐसा कोई मामला उस प्रशासन के
ध्यान में नहीं लाया गया है ।

(ग) इस एक्ट के उपबन्धों को लागू
करने के लिए हिमाचल प्रदेश प्रशासन द्वारा
आवश्यक कदम उठाये जा रहे हैं ।

हिमाचल प्रदेश में ट्राउट फार्म

१०७६. श्री पद्म देव : क्या साहब तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या बिहगाप्पी (जिला महासू, हिमाचल प्रदेश) में ट्राउट फार्म तैयार हो गया है,

(ख) यदि हाँ तो १९५८ में सरकार को इस फार्म में कितनी आय हुई,

(ग) यदि प्रश्न के उपरोक्त भाग (क) का उत्तर नकारात्मक हो तो विनम्र के क्या कारण हैं और

(घ) क्या मछलियों की बिक्री की कोई योजना सरकार के विचाराधीन है ?

साहब और कृषि मंत्री (श्री प्र० प्र० जैन)

(क) जी हाँ ।

(ख) जानकारी इकट्ठी की जा रही है ।

(ग) प्रश्न ही नहीं होता ।

(घ) जी नहीं । मछलियों की बिक्री की योजना का बरोत की ट्राउट उत्पादन योजना से बदन दिया गया था ।

हिमाचल प्रदेश में पशु-पालन

१०८० श्री पद्म देव : क्या साहब तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश सरकार ने पशु-पालन के प्रशिक्षण के लिये कितने व्यक्तियों को विदेश भेजा, और

(ख) सरकार का इस समय विभिन्न श्रेणियों के कितने-कितने प्रशिक्षित व्यक्तियों की आवश्यकता है ?

साहब और कृषि मंत्री (श्री प्र० प्र० जैन).

(क) और (ख) आवश्यक जानकारी इकट्ठी की जा रही है और उपलब्ध होते ही सभा की टेबिल पर रख दी जायेगी ।

Procurement of Rice from Orissa

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

(a) whether in procuring rice from Orissa, procurement of only milled rice is insisted upon, and

(b) the reasons for the same?

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

(b) Does not arise

Rabi Campaign

1082. Shri Jadhav: Will the Minister of Food and Agriculture be pleased to state

(a) what is the total acreage that was brought under cultivation during the Rabi campaign with a break up of each State and Union territory;

(b) what acreage was under cultivation during the year 1957-58,

(c) the probable increase that is likely over the last year, and

(d) what amount was spent for the drive in each State?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c) A statement is placed on the Table [See Appendix II, annexure No 92]

(d) Figures of actual expenditure have not yet been received from the State Governments

Development of Minor Ports in Kerala

1083 Shri Jinachandran: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No 299 on the 15th November, 1957 and state

(a) whether any priority has been fixed to take up development work at various ports, and

(b) whether any development work has been done at any of the ports during the current financial year?

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

(b) Supply of electric cranes at Kozhikode and Tellicherry Ports and provision of a sea-going tug and formation of an approach road at Azhikkal Port have been undertaken in the current financial year

Passenger Amenities

1084 Shri Jinachandran: Will the Minister of Railways be pleased to state the passenger amenities proposed to be provided at the railway stations on the Kerala section of the Madras-Mangalore line during 1959-60 and 1960-61?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The following amenities are proposed to be provided at the under-mentioned stations during the year 1959-60

- 1 Kuttipuram—Extension of III Class waiting hall
- 2 Kuttipuram—Provision of pucca type latrine with 6 seats
- 3 Olavakkot—Provision of retiring rooms
- 4 Payyanur—Extension of III Class waiting hall
- 5 Payyanur—Provision of pucca type latrine with 6 seats
- 6 Shoranur Junction—Provision of additional dining hall in Non-Vegetarian Refreshment Room
- 7 Chullimada—Provision of pucca type latrine with 4 seats
- 8 Nileshwar—Provision of pucca type latrine with 6 seats
- 9 Valapatnam—Provision of pucca type latrine with 4 seats

As far as proposals for the year 1960-61 are concerned, the list will be finalised only by July 1959, after it is approved by the Users' Amenities Committee

Malabar-Cochin Express

1085 Shri Jinachandran: Will the Minister of Railways be pleased to state

(a) the number of seats available in each of the three classes for West Coast and non-West Coast passengers in Malabar and Cochin Expresses,

(b) whether in view of the large amount of traffic between Madras and West Coast towns, Government propose to run these two trains entirely for the use of West Coast passengers, and

(c) whether Government have any proposal to ease the present congestion in this sector?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The details of the accommodation provided in Nos 1 and 2 Madras-Mangalore Mails and Nos 19 and 20 Madras-Cochin Express trains are indicated in the statement placed on the Table [See Appendix II, annexure No 93] Accommodation is not separately set apart in these trains for West Coast and non-West Coast passengers

(b) No

(c) The steps taken and proposed to be taken to give relief to overcrowding on the trains serving the West Coast section of the Southern Railway, are indicated below

- (i) A sectional third class coach was introduced on Nos 19/20 Madras-Cochin Express trains between Madras and Salem with effect from 14th August, 1958 from Madras end and from 15th August 1958 from Salem end
- (ii) The sectional third class coach running between Madras and Arkonam on No 19 Madras-Cochin Express and No 312 Jalarpet-Madras Passenger was extended to run between Madras and Jalarpet with effect from 14th February, 1959, to clear the sectional

traffic between Madras and Jalarpet and thus afford some relief to through passengers going to West Coast

- (iii) With effect from 1st April, 1959, the Madras-Jalarpet sectional third class coach referred to in (ii) above, will be extended to run between Madras and Erode on Nos 19/20 Madras-Cochin Express trains
- (iv) With effect from 1st April 1959, by a re-adjustment of the present train services, a through passenger train will be provided, each way, between Madras and Shoranur to convenient timings
- (v) During the period from 1st April, 1959 to 30th June, 1959, Nos 19 and 20 Madras-Cochin Expresses and Nos 1 and 2 Madras-Mangalore Mails will be strengthened by one additional third class coach whenever possible
- (vi) Other passenger trains on the West Coast line will also be strengthened to the maximum extent possible during the summer months subject to availability of room on trains and the extent of overcrowding

अमरीकी गुब्बारा

१०८६ श्री वाजपेयी क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि उत्तर प्रदेश के पीलीभीत जिले में एक ग्राम में हाल ही में एक गुब्बारा पाया गया जो अनेक ट्रांसमीटरों तथा अन्य वैज्ञानिक यंत्रों से सुसज्जित था

(ख) क्या यह भी सच है कि उक्त गुब्बारे के साथ एक पत्र भी संलग्न था जिससे

यह पता चलता है कि गुब्बारा अमरीकी सेना के बहुत विज्ञान सम्बन्धी अड्डे से तैयार, दवाब और नमी आदि के विषय में जानकारी प्राप्त करने के लिये भेजा गया था,

(ग) यदि हा, तो गुब्बारे के सम्बन्ध में क्या अन्य जानकारी प्राप्त करने का यत्न किया गया है, और

(घ) उसका क्या परिणाम निकला है ?

असैनिक उड्डयन उपमन्त्री (श्री मुही-उद्दीन) (क) जी हा ।

(ख) से (घ) इण्डिया मीटियोरोलॉजिकल डिपार्टमेंट को पीलीभीत के सुपरिटेन्डेंट पुलिस के भेजे हुए एक खत से यह पता चला कि १४ जनवरी १९५९ को पीलीभीत जिले के जहानाबाद गांव में एक गुब्बारा पाया गया जिसमें मौसमी भोजार और ट्रांसमीटर थे । इण्डिया मीटियोरोलॉजिकल डिपार्टमेंट को पीलीभीत में यह भोजार ६ फरवरी, १९५९ को मिला और इस बात की गिनाह्त कर ली गई है कि यह भोजार अटमासफिजिक इन्फ्लेमिटी की खाम जानकारी के लिए उड़ाये हुए डिपार्टमेंट के भोजारों में से है । इसके लिए कुछ सालों पहले आर्मी डिपार्टमेंट से मिला हुआ एक पुराना अमरीकन ट्रांसमीटर इस्तेमाल किया गया था और यही वजह है कि भोजार पर बने हुए निशानात उस अमरीकन आर्मी का बता रहे थे । यहाँ यह भी बता देना मुनासिब होगा कि रूटीन बैलूनो की उड़ानों में जैसा कायदा है वैसा ही डिपार्टमेंट ने इसमें भी किया था कि भोजार के साथ एक नोटिस लगा दिया था जिससे यह मालूम हो जाये कि भोजार को इण्डिया मीटियोरोलॉजिकल डिपार्टमेंट भेज रहा है । ऐसा लगता है कि भोजार पाने वालों ने इस नोटिस का खयाल नहीं किया । इस तरह के बैलून इण्डिया मीटियोरोलॉजिकल डिपार्टमेंट और कई देश अटमासफियर की मुस्तलिफ सतहों के मौसमी हालात, जैसे टेम्परेचर, दबाव, नमी वगैरह की जानकारी के लिए आमतौर से भेजे रहते हैं ।

Indian Airlines Corporation

1087. Shri V. P. Nayar: Will the Minister of Transport and Communications be pleased to state

(a) whether the Government of India have considered the desirability of introducing participation of labour in the management of the Indian Airlines Corporation, and

(b) if not, the reasons therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin). (a) and (b) The Indian Airlines Corporation have set up Works Committees at Delhi, Bombay, Calcutta, Madras and Hyderabad under Section 3 of the Industrial Disputes Act, 1947. The Corporation have also constituted a Labour Relations Committee consisting of representatives of the Corporation and of its employees, as required under Section 41(2) of the Air Corporations Act, 1953.

Train Examiners

1088. Shri Daljit Singh: Will the Minister of Railways be pleased to state

(a) the number of vacancies of train examiners in scale grade 'C' lying unfilled at present in Northern Railway and

(b) the total number of posts up graded as per 'New Deal' to the scale of Rs 150—225 on this Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan). (a) 3

(b) 33

Corruption Cases on Northern Railway

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

(a) the number and nature of cases of corruption committed by Railway employees during 1958 on the Northern Railway, and

(b) the number of such cases pend-

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 394

- (i) Acceptance of illegal gratification
- (ii) Falsification of records
- (iii) Misappropriation of Government money
- (iv) Misuse of Railway Material and Labour
- (v) Misuse of Passes and P.T.Os
- (vi) Underweighment of consignments
- (vii) Non recovery of wharfage and demurrage charges

(b) 329

National Academy of Medical Sciences

1090. Shri Aurobindo Ghosal: Will the Minister of Health be pleased to state

(a) whether Government contemplate to establish a National Academy of Medical Sciences, and

(b) if so when?

The Minister of Health (Shri Karmarkar). (a) and (b) A proposal for the establishment of National Academy of Medical Sciences was made at the meeting of the Central Council of Health held at Shillong in January, 1959 and it was decided to circulate the proposal to State Governments, Universities and other bodies for their views.

State Electricity Board

1091. Shri Supakar: Will the Minister of Irrigation and Power be pleased to state

(a) whether any State Electricity Boards and State Electricity Councils have been formed in the Union territories and

(b) if so since when are these boards and councils functioning?

The Deputy Minister of Irrigation and Power (Shri Hathi). (a) and (b) An Electricity Board and a State

Electricity Council were established in the Union Territory of Delhi in 1951. These had, however, to be dissolved on the 7th April, 1958, consequent on the formation of the Delhi Municipal Corporation. No State Electricity Board or State Electricity Council has so far been established in any of the other Union Territories.

Employment of Scheduled Castes as Drinking Water Men

1092. **Shri Sonavane:** Will the Minister of Railways be pleased to state—

(a) whether any Scheduled Castes are employed as drinking water servants on the various Railways; and

(b) if so, the total number of such drinking water servants on all the Railways, Zone-wise?

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

(b)

| <i>Railway</i> | <i>No of Sch Caste water men</i> |
|----------------|----------------------------------|
| Central | 46 |
| Eastern | 16 |
| Northern | 115 |
| North | |
| Eastern | 37 |
| Northeast | |
| Frontier | 38 |
| Southern | 26 |
| South | |
| Eastern | 34 |
| Western | 92 |

Scheduled Castes and Scheduled Tribes Caterers

1093. **Shri Sonavane:** Will the Minister of Railways be pleased to state the total number of catering establishments or stalls run at all the stations of the Indian Railways by the Scheduled Castes and Scheduled Tribes separately on the zonal railways and policy of allotting such stalls and establishments with reference to these Scheduled Castes and Tribes?

The Deputy Minister of Railways (Shri Shahnawaz Khan): A state-

ment, furnishing the details desired, is placed on the Table. [See Appendix II, annexure No. 94].

The extant policy is (i) to allot small stalls and to issue licences for trainside vending to persons belonging to Scheduled Castes/Tribes on a preferential basis provided they are not unsuitable.

(ii) in the case of the contracts for the larger stalls and for the Refreshment Rooms other things being equal or nearly equal, to preferentially allot the contracts to persons belonging to Scheduled Castes/Tribes

Fishing net making Plant

1094. **Shri Assar:** Will the Minister of Food and Agriculture be pleased to state—

(a) whether it is a fact that the Government have purchased a fishing net making plant for Bombay;

(b) whether the plant has started working, and

(c) if not, the reasons therefor?

The Minister of Food and Agriculture (Shri A P Jain): (a) Yes One twine and net making plant was procured under the TCM Aid programme and allotted to Bombay Government

(b) No

(c) As the equipment was new to the country, it is necessary to recruit Erection Engineers from abroad. Negotiations for their recruitment are being carried on and the plant will be installed as soon as their services become available

Porters

1095 **Shri Parulekar:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 92 on the 18th November, 1958 and state:

(a) whether it is a fact that the licensed porters on the Central Railway are paid at the rate of 4 annas

per hour by the Railway when they are utilised for Railway work;

(b) what is the prescribed portage rate chargeable from the passengers, and

(c) what are the reasons for not paying their services at the prescribed rate of portage when they are utilised for Railway work?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes; on the Bombay Kalyan (inclusive) section and at 22 nP per hour at other stations

(b) Portage charge payable by passengers is 3 annas or 19 nP per head load not exceeding one maund per trip at all stations on the Bombay-Kalyan section and certain other important stations and two annas or twelve Naye Paise at other stations

(c) Railway work done by licensed porters is different in character from the work involved in the carriage of passengers' luggage

Construction of Farm Office and Field Laboratory for the Central Arecanut Committee

1096 Shri A. K. Gopalan: Will the Minister of Food and Agriculture be pleased to state

(a) whether the Central Public Work, Department has taken up the construction of Farm Office and Field Laboratory of the Regional Research Station of the Central Arecanut Committee for South Kerala at Pananapuram, and

(b) if so, what progress has been made?

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

(b) Does not arise.

T. B. Control

1097. Shri Mohammed Imam: Will the Minister of Health be pleased to state the amount spent by the Tuberculosis Association to fight Tuberculosis disease by the use of B.C.G. Vaccination and other anti-tuberculosis measures from 1952-53 to 1958-59?

The Minister of Health (Shri Karmarkar): The main activities of the Association are to advise the State T.B. Associations and the Central and State Governments on modern anti-tuberculosis measures, to arrange for education, publicity and propaganda on such measures and annual meetings of T.B. workers. The Association is also managing three T.B. Institutions viz T.B. Hospital, Mehrauli, Delhi, New Delhi T.B. Centre, and the Lady Lillithgow Sanatorium, Kasauli. The expenditure incurred by the T.B. Association and the Institutions managed by them for the period from 1952-1957 is as shown in the statement is placed on the Table [See Appendix II, annexure No 95]

Minor Irrigation Loans

1098. { Shri A. K. Gopalan:
Shri Kodiyan:

Will the Minister of Food and Agriculture be pleased to state

(a) whether the Government of India have received suggestions from Kerala State Government that minor irrigation loans should be available for utilisation by co-operative farms and panchayats, and

(b) if so, whether the Government of India have agreed to the suggestions?

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

(b) Does not arise. Under the G.M.F. Rules loans and grants are given to State Governments for their Minor Irrigation Schemes. The implementation of the schemes and the advance of financial assistance to various parties are left to State Governments.

Rest Houses at Bhubaneswar

1099. **Shri Panigrahi:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 53 on the 1st November, 1958 and state:

(a) whether the plans and estimates for constructing rest houses both at Bhubaneswar and Konarak have since been prepared; and

(b) if so, when the construction work is expected to start?

The Minister of State in the Ministry of Transport and Communications (**Shri Raj Bahadur**): (a) and (b). No Unstarred Question bearing No 53 was replied to on the 1st November, 1958. The reference is presumably to the Question bearing the same number replied to on the 18th November, 1958.

The sketch plan for the rest house at Konarak is ready. The estimate for the rest house at Konarak and the plans and estimates for the rest house at Bhubaneswar are not yet ready. Efforts are being made to start the work on both the rest houses and complete them during the current plan period.

डाक बीमा

११००. श्री अनिरुद्ध सिंह क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि ३१ दिसम्बर, १९५८ को समाप्त होने वाले वर्ष में डाक जीवन बीमे के अन्तर्गत जीवन बीमे की कितनी पालिमिया जारी की गई तथा उनकी रकम कितनी थी ?

परिवहन तथा संचार मंत्री (श्री स० का० पाटिल) १,६६,३१,८०० रुपये के अंकित मूल्य वाली ७४७२ पालिमिये ।

Railway Quarters

1101 **Shri Daljit Singh:** Will the Minister of Railways be pleased to state:

(a) the number of quarters for Class I, II III and IV Railway em-

ployees to be constructed during 1959-60 and 1960-61; and

(b) the amount sanctioned for each Railway?

The Deputy Minister of Railways (**Shri S. V. Ramaswamy**): (a) and (b) The number of quarters proposed to be constructed during 1959-60 is about 9,000. The sum provided for this purpose in the Budget for 1959-60 for each of the Railways is as follows:—

| | Rs. in lakhs |
|--------------------------------|-----------------|
| 1 Central Railway | 125 00 |
| 2 Eastern Railway | 84 60 |
| 3 Northern Railway | 60 00 |
| 4 North-Eastern Railway | 40 96 |
| 5 Northern Frontier Railway | 62 61 |
| 6 Southern Railway | 71 00 |
| 7 South Eastern Railway | 114 00 |
| 8 Western Railway | 71 00 |
| TOTAL | 629 17 |

According to the tentative plan about 10,000 quarters are proposed to be constructed during 1960-61. The provision for quarters to be constructed during that year will, however, be decided while considering the Railways' Works Programme for that year.

Ships Built in West Germany for India

1102 **Shri Ram Krishan Gupta:** Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that ships for India are being built at present in West Germany, and

(b) if so, the number of such ships and their total tonnage?

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

(b) Nine ships totalling 72,400 GRT approximately

Bhakra Waters for Gurgaon District

1103. **Shri Ram Krishan Gupta:** Will the Minister of Irrigation and Power be pleased to state

(a) whether it is a fact that Punjab Government have finalised a

scheme to carry Bhakra waters to the arid lands of Gurgaon District;

(b) if so, whether the Central Government have received the scheme for approval; and

(c) the details of the scheme and whether the scheme has been approved?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) No information is available

(b) No, Sir.

(c) Does not arise

Drainage Schemes in Assam

1104 Shri Basumatari: Will the Minister of Health be pleased to state:

(a) whether the Government of Assam have submitted any scheme for underground drainage with sewage system for Gauhati; and

(b) if so, the action taken thereon?

The Minister of Health (Shri Kar-markar): (a) No

(b) Does not arise

Non-Gazetted Staff of Civil Aviation Department

1105. Shri Basumatari: Will the Minister of Transport and Communications be pleased to state

(a) whether non-gazetted officials in the Civil Aviation Department have uniform hours of work and schedule of duties,

(b) whether non-gazetted officials in charge of aerodromes or sections get temporary gazetted rank or special pay for taking the responsibility, and

(c) whether the aerodromes are under the unified charge of one official?

The Deputy Minister of Civil Aviation (Shri Mohinddin): (a) No, Sir. It is not possible to have uniform hours of work for each of the different categories of Ministerial, Operational, Fire Fighting, Workshop, 358 L.S.D.—4.

Chowkidary etc. staff employed by the Civil Aviation Department.

(b). No, Sir. The charge being not heavy, special pay or gazetted status is not justified.

(c). Six minor aerodromes are under the over-all charge of Assistant Communication Officers posted there who have been trained in Air Traffic Control duties.

Minor Irrigation Potential in Assam

1106 Shri Basumatari: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the problem of full utilization of minor irrigation potential created in Assam was discussed in the Eastern Region and Regional Minor Irrigation conference held in Calcutta on 8th and 9th August, 1958; and

(b) if so, whether the Assam Government has suggested any measures for full utilization of the resources as Assam is full of rivers and tributaries?

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

(b) The Government of Assam have now decided to take up medium and small sized irrigation projects, besides the embankment and drainage projects that were being attended to so far. They have already taken up surveys and investigations in respect of such projects, particularly in the areas which have been suffering from drought in the past years. The State Government have also proposed to undertake expansion of their Power Pump Irrigation Programme.

Reservation of Posts for Anglo-Indians

1107. { Shri Frank Anthony:
Shri Barrow:

Will the Minister of Railways be pleased to state:

(a) the number of posts reserved for Anglo-Indians, on each Railway, for the Calendar years 1946, 1947, 1950, 1951, 1952, 1953, 1954, 1956, 1957 and 1958 separately;

(b) the number of Anglo-Indian applicants for the above posts in each of the above years; and

(c) the number of the above posts actually filled by Anglo-Indians during the above years on each Railway?

The Deputy Minister of Railways (Shri Shah nawas Khan): (a) to (c). Information is being collected and will be laid on the Table of the Lok Sabha.

कानपुर लोको वर्कशॉप में भिडन्त

११०८. श्री मोहन स्वयं क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या यह सच है कि ६-१० फरवरी, १९५६ की रात को कानपुर के लोको वर्कशॉप में सवारी गाड़ियों के दो इजनों की भिडन्त हो गई जिसके परिणामस्वरूप इजनों को काफी क्षति हुई, इजनों में बैठे कर्मचारियों को चोटें आई और वे बाहर जा गिरे और रेल की लाइनें टेढ़ी हो कर जमीन में रस गई, और

(ख) यदि हा, तो उसका ब्योरा क्या है ?

रेलवे उपमंत्री (श्री शाहनवाज खाँ) :

(क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Minor Irrigation Scheme in Bombay

1109 Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state.

(a) whether any financial help has been asked for by the Government of Bombay for minor irrigation schemes during 1958-60, and

(b) if so, the extent thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) Yes Sir A sum of Rs 5.31 crores has been asked for by the Government of Bombay.

Wagons

1110 Shri Siddananjappa: Will the Minister of Railways be pleased to state:

(a) whether the Railway Board has placed orders on Indian Manufacturers for supply of 55 ton capacity wagons;

(b) if so, what is the value of the orders so placed, and when are the wagons expected to be delivered, and

(c) which are the firms with whom the orders have been placed ?

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

(b) According to the provisional price given to the firms the total value of the order is Rs 5.25 crores These wagons are expected to be delivered between June '59 to April '60

(c)

1 M/s Burn & Co Ltd, Howrah

2 M/s ISW & Co Ltd, Burnpur

3 M/s Jessop & Co, Ltd Calcutta, and

4 M/s Braithwaite & Co, Ltd, Calcutta

Surplus Machinery of Irrigation and Power Projects

1112 { Shri Ram Krishan Gupta:
Shrimati Ila Palchoudhuri:
Shri Muhammed Elias:

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

(a) whether any assessment has been made regarding the availability of capital equipment and spare parts which are surplus with the irrigation and power projects; and

(b) if so, the nature of steps to be taken for their optimum utilisation for the benefit of the country?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) An assessment is being made

(b). An Officer has been appointed with effect from the 2nd February, 1959, for this purpose. His report is awaited.

Mileage of Lines Surveyed on N.E. Railway

1113. Shri P. C. Borooah: Will the Minister of Railways be pleased to state how many railway lines have so far been surveyed during the Second Five Year Plan Period on the North-Eastern Railway?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (1) Sita-marhi-Sonbarsa, (2) Muzaffarpur-Darbhanga, and (3) Rampur-Haldwani new lines have been surveyed

12hrs

PAPERS LAID ON THE TABLE

AMENDMENTS TO TRIPURA 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 Tripura Motor Vehicles Rules, 1954

(i) No F IV (70)/MV/58 dated the 8th November 1958

(ii) No MV/III-123/58 dated the 13th December, 1958

(iii) Two Notifications No F V (1)—MV/57 dated the 10th January, 1959 [Placed in Library; See No LT-1256/59].

NOTIFICATIONS ISSUED UNDER ESSENTIAL COMMODITIES ACT

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): I

beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of each of the following Notifications:

(i) G S R No 201 dated 16th February, 1959

(ii) G S R No 213 dated the 21st February, 1959, making certain amendment to the Rice and Paddy (Assam) Second Price Control Order, 1958

(iii) G S R No 218 dated the 18th February, 1959, making certain further amendment to the Uttar Pradesh Paddy (Restriction on Movement) Order, 1958 [Placed in Library, See No LT-1257/59]

OPINIONS ON BILL

Shri Raghubir Sahai (Budaun) Sir, I lay on the Table Paper Nos II and III to the Bill to amend the Code of Criminal Procedure which was circulated for the purpose of eliciting opinion thereon by the direction of the House on the 5th September, 1958.

12.02 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 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Cost and Works Accountants Bill, 1959, which has been passed by the Rajya Sabha at its sitting held on the 19th February, 1959"

COST AND WORKS ACCOUNTANTS BILL

LAI D ON THE TABLE AS PASSED BY RAJYA SABHA

Secretary: I also lay on the Table of the House the Cost and Works Accountants Bill, 1959, as passed by Rajya Sabha.

ESTIMATES COMMITTEE

THIRTY-FIFTH REPORT

Shri B. G. Mehta (Gohilwad): I beg to present the Thirty-fifth Report of the Estimates Committee on the action taken by Government on the recommendations contained in the Sixty-fourth Report of the Estimates Committee (First Lok Sabha) on the Ministry of Defence—Military Dairy Farms.

COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE

TWELFTH REPORT

Shri Mulchand Dube (Farrukhabad): Sir, I beg to present the Twelfth Report of the Committee on Absence of Members from the sittings of the House.

I also lay on the Table a copy of the Statement showing names of Members who have been absent for 15 days or more continuously during the last Session.

12.04 hrs.

CALLING ATTENTION TO A MAT- TER OF URGENT PUBLIC IM- PORTANCE

REPORTED STATEMENT BY MINISTER OF IRRIGATION OF BIHAR re: GANDAK PROJECT

Shri Jhulan Sinha (Siwan): Sir, under Rule 197, I beg to call the attention of the Minister of Irrigation and Power to the following matter of urgent public importance and I request that he may make a statement thereon:

"The statement of the Irrigation Minister of Bihar reported in the Press on the 24th February, 1959, regarding Gandak Project."

The Minister of Irrigation and Power (Hafiz Mohammed Ibrahim): Sir, on the 17th December, 1958, the House was informed that the Bihar Government was revising the Gandak Project Report in the light of the comments offered by the Central Water and Power Commission and certain other relevant factors. Meanwhile, the Government of Uttar Pradesh had suggested that the Government of Bihar should meet the entire capital expenditure on the construction of the main Gandak canal and the distributaries lying in the territory of Uttar Pradesh, including compensation and the cost of rehabilitation and that they, on their part, would agree to take water on the same terms on which the Government of Bihar would supply water from this project to their own tenants. At my instance this question was discussed at a meeting held in Lucknow on the 21st February, 1959 at which the Chief Minister of Uttar Pradesh, the Minister of Irrigation and Power, Uttar Pradesh, the Minister of Irrigation, Bihar and myself were present. I am happy to inform the House that a settlement has been reached under which the Government of Uttar Pradesh have accepted the suggestion of the Planning Commission that betterment fees should be levied in the area served by the Gandak canal. The Uttar Pradesh Government have also agreed to construct the canal and the distributary system in Uttar Pradesh territory at their own cost. The cost of the project as a whole will be shared by Bihar and Uttar Pradesh in proportion to the benefits received by each.

As a part of the Gandak Barrage site lies in Nepal, the concurrence of the Government of Nepal is necessary before a decision to embark on the construction of the project can be taken. We trust that the Nepal Government will be good enough to accord their concurrence in the near future.

सरदार झ० सि० सहगल (जंजगीर) :
अध्यक्ष महोदय, आपके रेलवे बजट पर कार्य
प्रारम्भ करने से पहले

अध्यक्ष महोदय : अभी नहीं ।

BUSINESS OF THE HOUSE

The Minister of Parliamentary
Affairs (Shri Satya Narayan Sinha):
With your permission, Sir, I rise to
announce that Government Business
for the week commencing Monday,
the 2nd March will consist of:—

(1) Further discussion of the
Railway Budget;

(2) Discussion and voting of
Demands for Grants (Railways)
for 1959-60;

(3) Discussion and voting of
Supplementary Demands for
Grants (Railways) for 1958-59;

(4) Consideration and passing
of the following Bills:—

(i) Chartered Accountants
(Amendment) Bill, as passed
by Rajya Sabha; and

(ii) Indian Electricity
(Amendment) Bill, as reported
by the Joint Committee.

(5) Discussion on the agree-
ment entered into by the Govern-
ment of India with Messrs. Merck
and Co. of Rahway, New Jersey,
for the manufacture of Streptomycin
and Dihydrostreptomycin at
the Hindustan Antibiotics (Pri-
vate) Ltd., on a motion to be
moved by Shri S. V. Parulekar
and others on 5th March, at 4
P.M.

As Members are already aware,
general discussion of General Budget
is scheduled to commence on the 6th
March.

Shri S. M. Banerjee (Kanpur):
Sir, Members of this House are

anxious to have a discussion on the
Chinakuri coal mine disaster. A re-
port has been submitted. Even next
week we are not having any time.

Mr. Speaker: The week after next,
we shall see.

Shri Satya Narayan Sinha: We have
consulted the Minister concerned and
he wants some time. Therefore, I do
not think it may be held next week.
We may have it sometime before the
House disperses.

Mr. Speaker: I will allow one such
discussion every week. Therefore, let
it be the week after next. Meanwhile
the hon. Minister may study it

12.09 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—Contd.

सरदार झ० सि० सहगल (जंजगीर)
अध्यक्ष महोदय, रेलवे बजट पर बहस शुरू
होने से पहले मैं आपके सामने एक प्वाइंट
आफ ऑर्डर पेश करना चाहता हूँ ।

कृपया आप प्रोसीज्योर एंड कंडक्ट को
आप देखें कि वफा ३५० पर यह लिखा
है :

“When a member rises to speak
his name shall be called by the
Speaker. If more members than
one rise at the same time, the
member whose name is so called
shall be entitled to speak.”

यहाँ पर जो आपको नाम देने की पद्धति
है मैं समझता हूँ कि वह सही नहीं है । राष्ट्रपति
जी के भाषण पर बहस क समय भी और आज
को रोज से मैं यह देख रहा हूँ कि जो नाम आपके
सामने दिये जाते हैं, आप मुझे क्षमा करेंगे
मैं आपके ऊपर कोई एम्पर्सन नहीं डालना
चाहता, जन्ही लोगों को बुलाया जाता है ।
दूसरे मैम्बरों को नहीं बुलाया जाता । मैं
आपसे प्रार्थना करूँगा कि जो मैम्बर खड़े हों
उनको आपको बुलाना चाहिये । यही कल के
मताबिक भी होगा । हम देखते हैं कि हम लोग

दिन भर बैठे रह जाते हैं पर बोलने का मौका नहीं मिलता। मैं इस विषय पर आपकी रुचि चाहता हूँ कि जो आपको नाम दिये जायेंगे उन पर आप भ्रमल करेंगे या जो मैम्बर सहे होंगे उनको आप बुलायेंगे।

अध्यक्ष महोदय : ठीक है : Hon. Member is not new to this House. I am adopting both. I call only those hon. Members I choose from among those that stand. Hon. Members ought to stand up. They catch my eye and no hon. Member can insist upon his name being called along with the others. It is open to me to choose. To assist me I have asked the various parties to prepare a list of their spokesmen and give me their names. I may call them or I may not call them. As far as possible I am interested in maintaining a proper level of debate in this House. Whoever belongs to any particular party must tell the party whip. If he goes over to this side, or becomes an Independent, then I will exercise that right independently, but so long as he is a Member of a particular party there is no good complaining to me. We are trying to distribute the opportunity to various Members. I do not want to disturb that practice and take upon myself the responsibility in which case I do not know who is prepared, who is not prepared and who is better prepared. Therefore, merely by appearance I cannot go in this House.

सरदार अ० सि० सहगल : अध्यक्ष महोदय, मैं समझता हूँ कि यह हमारा कर्तव्य है कि जो रूल हम ने बनाये हैं उन पर हम चलें। मैं चाहता हूँ कि जिन रूल को आपने बनाया है और जिनको इस हाउस ने मंजूर किया है उन पर हमें चलना चाहिये।

श्री यादव : (बाराबंकी) : श्रीमान् यदि हिंदी में फरमा दें तो हम भी समझ लें।

अध्यक्ष महोदय : सब माननीय सदस्य दोनों भाषाएँ जानते हैं। मैं जानता हूँ कि हर एक सदस्य दोनों भाषाएँ समझ सकता है। क्या आप परीक्षा करना चाहते हैं कि स्पीकर साहब हिन्दी जानते हैं या नहीं।

There is absolutely no doubt about it. Nobody can insist upon my calling him. A number of hon. Members stand, and I choose, and I also take into consideration any list that is given by the spokesman of a particular group. That will enable me to choose. In exceptional cases, if I find Shri Saigal is interested in a particular topic, though his name is not put in in the list, I can always use my discretion. But the party also will exercise its discretion. I can exercise my discretion, apart from the party whip. But I leave it to the party to decide what ought to be done. I am not bound by the names that are given by the party, though to a large extent I am guided by that list, so as to regulate discussion in this House. If the hon. Member is so interested, irrespective of the party whip or the party directions, I shall try to call him once. There is no point of order.

सरदार अ० सि० सहगल : अध्यक्ष महोदय, मैं यह निवेदन करना चाहता हूँ।

Mr. Speaker: There is no point of order in this. I am entitled to call him and I am entitled not to call him.

Sardar A. S. Saigal: I request you to hear me.

Mr. Speaker: I have heard him.

सरदार अ० सि० सहगल : आपके पास इसका हिसाब होगा कि आपने राष्ट्रपति जी के भाषण पर दूसरों को कितना समय दिया और कांग्रेस वालों को कितना समय दिया। अब आपको उसको भी देखना चाहिये। हम चाहते हैं कि जिस तरह से आप दूसरों को समय दें

उसी के मुताबिक कांग्रेस के लोगों को भी समय दे। यही मेरी आपसे प्रार्थना है।

Shri Braj Raj Singh (Ferozabad)
May I submit a few words on this?

Mr. Speaker: When a point of order is raised, no hon Member need assist me. Let the hon Members know this definitely. When my predecessor was dividing the time allotted for any discussion, he used to give 50-50, that is 50 to the Congress Party and 50 to the Opposition. I reduced the Opposition time from 50 to 40. They have submitted to it. Every hon Member who belongs to a party will try to make his voice heard here and give an account to his constituency in the next elections. Therefore, all the hon Members would like to participate in this discussion. The Opposition has accepted my reducing the percentage to 40. Though I have reduced it from 50 to 40, as far as possible, I am trying to stick to that particular position, but there may be certain occasions when I cannot strictly go by this rule, for, the moment the balance is struck between 60 and 40, some difficulty may arise. But I have mentioned the present arrangement. I have absolutely no partiality. I want both sides to have respect and regard for my carrying on the business of the House. If any hon Member feels that he has not been called, he can just go to Shri Satya Narayan Sinha, the Minister of Parliamentary Affairs and the Chief Whip and get his name put in there, but still if he has not succeeded once, twice, thrice, I shall ask him to get his name put in. Even then, if he has not succeeded, I shall call him.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I am told that in today's list you will find his name there. (*Interruption*)

Mr. Speaker: Order, order. My difficulty arises this way. A day lasts from 12 noon to 5 p.m. for the purposes of debates. I divide the time as 40 and 60—two hours for the Opposition and three hours for Ministerialist Benches. So, when these two hours

are distributed among the 125 Members of the Opposition, each Member gets a minute, roughly. That way, I am trying to apportion the time. They give out the names of those persons who will speak on the subject within the time allotted.

But so far as the Members on this side are concerned, too many Members have come to me, and I am asked to pick and choose. I do so with very great difficulty. I try to do my best but still here and there some Members may be left out, but I shall try to accommodate. Instead of raising such a matter on the floor of the House and spending away ten minutes of our time, the hon Member could have easily asked me, and I am always prepared to accommodate him. In every one of the speeches I am anxious to hear him and as often as possible.

Acharya Kripalani (Sitamarhi): Perhaps the hon Member can come over to this side!

Mr. Speaker: Acharya Kripalani is inviting the hon Member to come over to this side to have greater opportunity!

श्री बलजीत सिंह (कागडा रक्षित, अनुसूचित जातियाँ) अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि सदस्यों को रेशियो से वक्त देना चाहिए। एक पार्टी जिसके बीस सदस्य हैं उनको तो बहुत वक्त मिल जाता है लेकिन जिस पार्टी के चार सौ या तीन सौ सदस्य हैं उनको उस रेशियो से वक्त नहीं मिलता। इसलिये ऐसा हो रहा है कि अपोजीशन वालों को तो काफी वक्त मिल जाता है पर कांग्रेस वालों को कम वक्त मिलता है। इसलिये मैं चाहता हूँ कि सब पार्टियों को रेशियो से वक्त दिया जाये।

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर) मैं रेलवे मंत्री जी का तथा रेलवे बोर्ड का धन्यवाद करती हूँ कि उन्होंने जम्मू काश्मीर की जनता की एक बड़ी माँग को पूरा करने की तरफ ध्यान दिया

[भीमती छुणा बेहता]

है। और भासा की जाती है कि जम्मी से जम्मी रेलवे लाइन का काम शुरू कर दिया जायेगा।

अध्यक्ष महोदय, रेलवे बजट में उत्तर रेलवे के लिये इन दो स्थानों पर काम दिखाया गया है, एक है दिल्ली पश्चिम लाइन का अन्तिम मार्ग निर्धारण सर्वे और दूसरा रावी नदी पार जम्मू काश्मीर रेलवे लाइन बिछाने के लिये मार्ग निर्धारण। मैं रेलवे मंत्री जी से प्रार्थना करूंगा कि काश्मीर की योजना को सफल बनाने का काम तेजी से किया जाये। मैं यह जानती हूँ कि रेलवे मंत्रालय की बहुत सी कठिनाइयाँ हैं। फिर भी मैं कहूँगी कि एक छोटे राज्य की जनता के लिये और वहाँ के उद्योगों की तरक्की को ध्यान में रखते हुए सर्वे से अधिक आगे इस काम को बढ़ाना चाहिये।

हमारी कुछ और भी कठिनाइयाँ हैं जो मैं माननीय मंत्री जी के सामने रखना अपना कर्तव्य समझती हूँ। जैसे शिविर डिब्बे लगाने की आपकी योजना है। मैं प्रार्थना करूँगी कि पठान कोट में भी इसका कोई प्रबन्ध होना चाहिये क्योंकि आप जानते हैं कि बमियों में तीन तीन सौ चार-चार सौ विद्यार्थियों की पाटिया काश्मीर के लिये जाती हैं लेकिन उनके ठहरने का कोई प्रबन्ध नहीं होता। कभी कभी ऐसा होता है कि रास्ता खराब होता है या बसों वक्त पर नहीं पहुँच सकती, क्योंकि पहाड़ी इलाका है, तो विद्यार्थियों के लौट जाने की भी नौबत आ जाती है। जो विद्यार्थी दूर-दूर से, बम्बई और कलकत्ता जैसी दूर की जगहों से आते हैं, और जब उनको लौटना पड़ता है तो उनके लिये मुसीबत होती है। इसलिये इसका प्रबन्ध होना चाहिये।

उत्तर रेलवे में एक डिलक्स गाड़ी की भी बकरत है खास कर पठान कोट के लिये क्योंकि

गमियों में बहुत दूर-दूर के लोग जम्मू काश्मीर आते हैं। उन दिनों गाड़ियों में बहुत भीड़ रहती है। इसलिये घर-घर डिलक्स गाड़ी चले तो एक तो भीड़ भाड़ कम होगी और दूसरे यात्रियों को काफी सुविधा भी प्राप्त होगी।

काश्मीर मेल में थर्ड क्लास के डब्बों में सोने का कोई प्रबन्ध नहीं है। आप जानते हैं कि जो लोग काश्मीर आते हैं उनको लगभग ३०० मील का लम्बा सफर कर के पठान कोट पहुँचना होता है। अगर उनको रात भर सोने को न मिले तो उनको कितनी दिक्कत होती होगी इसका आप धनभूल कर सकते हैं। मुझे उम्मीद है कि इस दिक्कत को दूर करने की तरफ भी आप ध्यान देंगे।

जो आप न रेलवे कर्मचारियों के लिये दो छुट्टी-दर काश्मीर में बनाने का प्रबन्ध किया है, उस के लिये भी हम आप के आभारी हैं। इन से काश्मीर की जनता तथा रेलवे कर्मचारियों दोनों को आसानी होगी।

रेलवे बोर्ड की रिपोर्ट का अध्ययन करने से मालूम हुआ कि रेलवे सामान के मामले में हम आत्मनिर्भर होते जा रहे हैं। मैं ने रिपोर्ट में देखा कि सर् १९५७-५८ में, देश में २२४९ टन, एक हजार दो सौ पचपन सवारों की के डब्बे, १७,४३२ माल-गाड़ी के डब्बे और बहुत से छोटे-मोटे पुर्जे और यंत्र बनाये गये। इन उद्योगों को देखते हुए भारत के लिये एक सुनहरा भविष्य दिखाई देता है।

बजट के अध्ययन से मालूम हुआ है कि ९,००० नये मकान बनाने की तरफ भी ध्यान दिया जा रहा है। मैं आप का ध्यान खजुरपुर के चौबे दर्जे के रेलवे कर्मचारियों की तरफ दिलाना चाहती हूँ। उस वर्ष मुझे बहा जाने का मौका मिला। उस समय मेरे साथ और भी संसद सचिव थे। सब ने बहुत

देखा कि उन के घर बहुत बुरी हालत में थे । मैं प्रार्थना करूँगी कि उन के घरों को ठीक करने की तरफ कदम उठाना चाहिये ।

मंत्री महोदय ने अपने भाषण में बिना टिकट सऊर करने वालों को रोकने के लिये धीर बिला वजह गाड़ी की जर्जर खींचने के मामले में जनता का सहयोग मांगा है । ठीक है, ये दोनों चीजें बुरी हैं और इन से कार्यक्षमता दिखायी देती है । परन्तु वह कैम बुर की जायें इन के लिये कड़ी निगरानी की जरूरत है और प्रचार की भी जरूरत है । अभी लोगों की समझ में यह बात नहीं आई है कि ये बुरी बातें हैं । रेलवे कर्मचारियों की तरफ से भी कुछ डोल है और अगर उन की कड़ी निगरानी हो, तो कभी भी कोई बिना टिकट सऊर नहीं कर सकता है । इस तरह पूरी तय्यज्ज दी जानी चाहिये ।

12.18 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

विभागीय खान-पान की व्यवस्था काकी सुचारु रही है, परन्तु मैं आप का ध्यान इन तरफ दिलाना चाहती हूँ कि रेलवे चैट-फार्मों पर चाय और दूधरो खाने की चीजें बिना बोरे गन्धे बर्तनों में दी जाती हैं, जिस के कारण कितनी ही धूल की बीमारिया फैलन का भय रहता है । अगर यह प्रबन्ध किया जाय कि बर्तनों को किसी दवाई—पोटासियम परमैंगेनेट—से बोरे की हवायत दी जाय, तो मेरे विचार में बहुत फायदा होगा । लेकिन आवश्यकता इस बात की है कि इस नियम का पूर्ण रूप से पालन कराया जाय । अक्सर देखा जाता है कि धाईर तो हूँ जाता है, लेकिन लोग उस का पालन नहीं करते हैं । मैं कई रफा स्टेशनों पर बेसारी हूँ कि रेलवे अधिकारियों के कहने पर भी इन नियमों का पालन नहीं किया जाता है । इसलिये इस विषय में सख्त कदम उठाना चाहिये ।

स्टेशनों पर अक्सर मूमाफिरों की कई तरह की दिक्कतें बेस भाती हैं । वे लोग स्टेशन मास्टर के पास जाते हैं, लेकिन स्टेशन मास्टर के हाथ में अब उनमें अधिकार नहीं है, जितने कि पहले थे । इसलिये वह कुछ भी नहीं कर सकता है । वह जाता है और नरमी से किनी को कुछ कहता है, लेकिन कौन सुनने वाला है ? मैं चाहती हूँ कि अगर हो सके, तो स्टेशन मास्टरों को कुछ अधिक अधिकार दिए जायें । पहले स्टेशन मास्टर के पास इनमें अधिकार थे कि जनता को उन के द्वारा काफी सुविधा समय पर मिल जाता थी ।

तीसरे दर्जे की महिलाओं के लिये रेलवे प्रशासन ने जो दूसरे दर्जे के प्रशिक्षण इन्स्टीट्यूट का अधिकार दिया है, उन से उन महिला समाज की बहुत बड़ी मलाई है । इन के लिये महिला समाज को माननय मंत्रा का आभारी होना चाहिये ।

रेलवे प्रशासन को खादी खरीदने का आदेश दे कर माननीय मंत्री जी ने एक बहुत बड़ा काम किया है । १९५७-५८ में रेलवे मंत्रालय ने ६२ लाख की खादी खरीदी । इन से खादी को काफी प्रोत्साहन मिला है । मंत्री जी ने कहा था कि जो व्यक्ति एक गज खादी खरीदता है, वह एक गरीब को एक वस्त्र का खाना देता है । रेलवे मंत्रालय ने यह ६२ लाख की खादी खरीद कर तेरह लाख मजदूरों को रोडा दी है, जोकि खादी का काम कर रहे हैं । रेलवे मंत्रालय से मेरी यह भी प्रार्थना है कि वह खादी का सर्वेक्षण ज्यादा से ज्यादा खरीदे, जोकि ज्यादातर काश्मीर में बनता है और जिस में लाखों मजदूर लगे हुए हैं । उस कपड़े को कर्मचारियों की बर्दियों के लिये इन्स्टीट्यूट करना चाहिये ।

मुझे आशा है कि माननीय मंत्री जी इन बातों और कठिनाइयों पर विचार

[श्रीमती कृष्णा मेहता]

करेंगे, जोकि मैं ने कहा रक्खी हूँ। उराध्यल
महोदय, मैं आप की आभारी हूँ कि आप ने
मुझे वक़्त दिया।

Shri Ajit Singh Sarbadi (Ludhiana):
Mr. Deputy-Speaker, Sir, the railway budget has been subjected to criticism for the last two days. But certainly there are certain achievements of which the Railway Ministry can be well proud. The most significant achievement that catches the eye while perusing the Railway Minister's speech is the steady progress towards self-sufficiency in the matter of steam locomotives, carriage underframes and wagons. It is no mean achievement that out of the total provision of Rs. 80 crores for the rolling stock, we have been able to manufacture Rs. 68 crores worth of rolling stock and the country has to depend upon foreign imports only to the extent of Rs. 12 crores.

It is a fact that in the matter of locomotives, in 1957-58 whereas we have placed an order for 172 locomotives on the Chittaranjan Locomotive Works, we have had to import 100 electric locomotives from Zurich and another 10 from Japan. It is correct that in the matter of electric locomotives, it will take quite a time to attain self-sufficiency and yet it is gratifying to note from the hon. Minister's speech that efforts are being made in that direction also. Not only efforts, but I understand proposals have been invited for the manufacture of mechanical components of electric locomotives and a start has also been made on the assembly of knocked-down locomotives. I have had occasion to visit, along with my other friends, the Chittaranjan works and it was a pleasure to see the progress that has been made there. Of course, we have not been able to attain full self-sufficiency and there are still parts that are to be imported from outside. But I am sure they will progressively lessen. From what we saw at the Chittaranjan works and other places, the picture of the future of India is certainly very

rosy and I must congratulate the railway administration on the progress made in this aspect of manufacture of components of locomotives.

Coming to the rolling stock, the picture is not bad there also. As certain hon. Members who have preceded me have said, there too the country is manufacturing quite a large percentage. In the matter of broad gauge coaches, we find from figures that except for 141 electric multiple-unit coaches and 12 rail cars, the rest of the entire rolling stock is being manufactured in the country. That is also very good indeed.

Turning to the operation aspect, I must say the conditions are not as happy and as good as they should be. Of course, I concede that there has been a decline in the goods traffic from January, 1958 to November, 1958. In spite of the fact that there has been an increase in the industrial production, and there has been a greater movement of goods, yet there has been a decline in goods traffic which needs looking into. The reasons that have been given do not look to be very plausible. Now what is this due to? It appears from the Railway Minister's speech that he attributes it to the road transport. Therefore, he suggests that some regulation is necessary on the road transport. I am afraid this would not be correct. As you are well aware, from the very inception of the Second Plan the Government policy has been that there should be all-round development of all means of transport, including the road transport. Also, the best interests of the country would be served only if there is a healthy competition. The fact that the traffic of goods by the railways has lessened is obviously due not only to inconvenience of users in the matter of booking, in the matter of delivery, freight charges and pilferage but also due to some other factors. The railway administration has not come up to the expectations that we had of railways.

As the hon. House knows, if we look at the road transport we will find that in the Second Plan the target that was fixed in the matter of manufacture of commercial vehicles was 40,000. That was later increased to 45,000 by 1960-61. If we look into the production of commercial vehicles, it was 16,248 in 1957 and 14,157 in 1958. Allowing for the replacement of old vehicles, the figures are more than 40 per cent. less than the targeted figure. This clearly shows that in the matter of road transport also we have not reached the target which we have planned. When we have not reached the target in the matter of road transport, still if there is reduction in railway goods transport, then what are the reasons? It is worthwhile looking into it. It cannot be that the production is very much less, the movement of goods is very much less and things are not moving. That cannot be the reason. There must be some other reason. So, I am afraid, it would not be correct for the hon. Minister to say that there should be certain curbs in the matter of road transport. I do not think he has that in view. Both of them must be there so that there is healthy competition. I am sure the reference in his speech to the re-adjustment necessary to ensure the maximum utilization of rail transport does not mean, that he means restrictions on road transport.

I concede the broad proposition that there should be maximum utilisation of the capacity of every agency. I also say that the railway capacity should also be utilized to the maximum extent. But we have got to see the convenience of the public also. If the public feels, if the users feel that the road transport is more convenient, is more efficient, has got less of pilferage, there is house to house delivery, then it should not be curbed. There should be co-ordination. But co-ordination does not mean putting restrictions on one side and giving preference to the other side. There should be co-ordination which brings in healthy competition between the two. The reference in the hon. Minister's speech to the re-adjustment

necessary for the purpose of maximum utilisation of the railway transport naturally creates an apprehension in the minds of the road transport users and Road operators as to what it conveys. I am sure the hon. Railway Minister has not in view any restriction or putting curbs on road transport.

The hon. Railway Minister would be well aware that a similar situation arose some years back and then efforts were made to put restrictions on road transport. I am sure he does not intend doing the same thing now and he will allow competition to grow. If there is excess capacity on one side, that should be shifted and adjusted and steps should be taken to see that there is healthy competition.

Then coming to railway administration as a whole I would submit that there are three aspects from which it should be looked into. Firstly, how far does it serve the country and the people as a whole by linking the different parts of the country and providing transport facilities to people in different parts of the country. The second aspect is: how far does it provide facilities and amenities to the users? The last aspect would be the relationship of railways with its employees. These are the three aspects from which the railway administration has to be looked into.

Taking the first aspect, namely, how far has it succeeded in providing new lines to different parts of the country, I am afraid the progress has not been very fast. Rather, it has been slow. I am glad that some lines are being opened in different parts of the country. But I would submit to the hon. Minister that he must fix certain priorities where the necessity is more, more lines should be opened up. I am glad that in his speech he has made a reference that initiative has already been taken about the new lines that are included in the Third Plan. He has mentioned about the rail head across the Ravi into Jammu and Kashmir. That is a good thing. I am

[Shri Ajit Singh Sarhadi]

happy the railway administration has got that in view. It is an old demand. I am sure that early steps would be taken to see that progress is accelerated, so far as work on the line to Jammu and Kashmir is concerned. It is not only a strategic line, but it has also got economic potentialities. It is absolutely necessary to have stronger links with Jammu and Kashmir. This will naturally give more facilities to the people of Jammu and Kashmir for trade with India. So, this link has to be taken up at the earliest possible time.

I recollect the days before the partition when the Rail line from Peshawar to Landikhana was built, a distance of 20 miles. The cost was Rs. 1 crore per mile; in other words, Rs. 20 crores at that time when things were very cheap and ample. My submission is that it is not only a strategic line but it has economic potentialities too. It will help increasing the trade with the rest of the country.

Mr. Deputy-Speaker: The hon. Member must conclude.

Shri Ajit Singh Sarhadi: I will not take more time. But I am the only person from Punjab.

Mr. Deputy-Speaker: Here there is a big list of Members from Punjab.

Shri Ajit Singh Sarhadi: I will conclude soon

I will now invite the hon. Minister's attention to the Jagadari-Ludhiana line via Chandigarh. The hon. Minister knows very well that this line is the most important for the economic development of Punjab. The indebtedness of Punjab is due to investments in Chandigarh of a substantial amount. Now if the industrial development has to be accelerated, Ludhiana, which is the centre of small-scale industries, has to be developed. Therefore, I would strongly suggest that the hon. Minister should look into this aspect and see that the construction work is accelerated. It

may be completed by the Third Plan but, all the same, there is no reason why it should not be taken up early.

Then, I have been telling so many times about certain bottlenecks on the main Grand Trunk Road. Last time I was submitting about MillerGANJ in Ludhiana. The hon. Minister was pleased to say that the over-bridge at the Railway gate would be expedited. I was grateful to him for that. But, I am afraid, a year has passed and not even a small thing has been done about this.

I shall submit one or two things more. I need not say anything about railway amenities. A sum of Rs. 3 crores is being provided for railway amenities. I am afraid it is much less. When there is an increase in the gross income, the expenditure on amenities ought to be increased proportionately. I am sure the hon. Minister will pay some attention to that aspect.

Coming to the third aspect about relationship of labour, I have one submission to make and it is this. The railway administration is the biggest employer in the country and it is employing more than a million. From the figures we see that the non-technical staff taken are nearly 34,000 per year and technical staff, 3 to 4,000. The four centres of Railway Service Commission are in Allahabad, Madras, Calcutta and Bombay. In the matter of employment too, efforts should be made to see that there should not be much of disparity. There should be equitable distribution in the matter of employment also. My respectful submission is, the people of the northern region do feel handicapped: that of the centres, only one is at Allahabad and three are in the south. I would submit to the hon. Minister that there should be a centre in the north at Jullundur or Ambala and chances should be given to the people for employment. I hope the Railway Minister would give attention to this and will take into consideration the points which I have submitted.

With these words I commend and support the Budget.

Kumari M. Vedakumari (Eluru): I am sorry, Sir, because, yesterday I was called at 4.55, I was waiting and because I was not feeling well, I went away.

Mr. Deputy-Speaker: Normally, an hon. Member who desires to be called, and is not present when he or she is called, must lose that right.

Kumari M. Vedakumari: I am very sorry.

Mr. Deputy-Speaker: The Speaker has given her this privilege as a special case.

Kumari M. Vedakumari: Thank you, Sir.

First of all I like to point out some things which are purely pertaining to Andhra Pradesh. Whenever I said anything from the regional point of view, usually it was pointed out that our approach is purely from a regional or parochial view. One thing I would like to submit. Because we belong to Andhra Pradesh we know its problems very well and because we are intimately connected with the problems of that particular State it is our duty, I feel to submit some of the disadvantages we are undergoing.

Andhra Pradesh is one of the biggest States in the southern zone. We are asking for a separate zone not because we belong to Andhra Pradesh, but because we are facing so many troubles. Whenever a merchant wants to export any materials he has to go to the Central Zone or the South Eastern Zone or the Southern Zone. He has to approach so many zones and so many departments for particular facilities to export his materials. In order to solve the problem of this particular State, we have to approach from a regional point of view. There is no other way for us. Without any bias or prejudice, I think the hon. Minister will certainly understand our point of view and the difficulties

we are facing as the biggest State in the southern zone. Andhra Pradesh has to deal with three zones, from Hyderabad with the Central zone, from Visakhapatnam with the South-Eastern zone and from Gudur with the Southern zone. I think you know, it is a surplus State in the southern zone. There are a lot of difficulties in exporting rice, etc. Whenever there is dearth of wagons, we submit our difficulties to the hon. Minister. The hon. Minister was kind enough to look into some of the points and we are grateful to him. But, even then, troubles will continue forever, and unless we are given the facilities we will have to face trouble again. The needs and necessities of the area are growing tremendously. Especially, I think the needs of the Andhra Pradesh are growing according to the development of the country. This regional imbalance I think, impedes the progress of the country as a whole. That is why I submit that regional imbalance should be looked into and facilities given and the troubles of the particular State should be looked into with much care and sympathy.

Coming to my own place, going through the Budget speech and other materials supplied for reading, I saw nothing mentioned about over-bridges. It may be a small matter when seen from the aspect of development or from the broader outlook of the nation. But it is also giving a lot of trouble and harassment to the people, I must say. Because the railways are extending the yards, whenever there is shunting of engines or anything like that, the gates are closed. I must tell you the experience of my town. The town is cut just in the midway. The older part of the town remains on the left-hand side of the railway line and the developed area remains at the right hand side. The hospital, college, court, the collector's office and everything remains on the left-hand side of the area and the thickly populated area is on the right-hand side. The people at Ellore and Tadepallegudem are facing a lot of trouble. That is one

[Kumari M. Vedakumari]

of the rice growing areas in which all mills are concentrated and procurement is also going on. We ask for an overbridge. No foreign exchange is involved. We are asking for it; we are pressing it. The Municipal Committee has submitted an application for consideration. I would like to explain a case. One lady was going in a bullock cart to the hospital. The coming tram and out-going train were passing and the gate was closed for 20 minutes. You can imagine the plight of the woman. She cannot be carried in arms to cross the gate. She had to wait there to get admission in the hospital. This incident actually happened. The trouble was so much; nobody could help her. We were asking the gate man to open the door. It was an emergency case. But he refused to open it. Ultimately, you can imagine what happened to that lady. People are really put to so much harassment and trouble. I think the Railways should also see to these small things which are not so important when we see them in the broader outlook of the nation. They should also be taken as important. I think the hon. Minister will look into these two cases. Tadepallegudam is in my constituency. That is surrounded by rice growing villages. All the mills are concentrated in Tadepallegudam. The Central Government is procuring so much rice there. People have to wait for hours together to go there because there is so much traffic on the line. The gateman cannot solve the problem. Unless two overbridges are built, the problem cannot be solved by any one, by me or by the Government.

Coming to the other point, I have requested the hon. Minister to attach a separate bogey to the G.T. from Bezwada to Delhi. Madras is the headquarters of our Division. If we want to catch the G.T. to Delhi, we have to approach or drop a card to the Station Master, Madras to reserve a seat from Madras to Bezwada. We have to apply 10 days prior to our starting. Bezwada is the only station

in the Andhra area where they can get a little accommodation. If it is not possible at Bezwada, there is no chance of getting accommodation anywhere in that region. I think the hon. Minister will certainly appreciate the trouble which the people are undergoing and kindly permit one bogey from Bezwada to be attached to the G.T. to Delhi. At least a third class bogey should be given. I have received so many representations from Bezwada and other places in that particular part of the area. Here the headquarters of the Central Government is in Delhi and on very urgent occasions, they have to go to Delhi for so many interviews and so many U.P.S.C. examinations. But they cannot get accommodation unless they write a card to the station-master ten days in advance, but they receive intimation about the interview sometimes just one day earlier, and they are therefore not able to apply in advance and get the accommodation. I therefore earnestly appeal to the Minister to look into this and attach a bogey from Bezwada to Delhi in G.T. Express.

Lady guides are appointed in Bezwada, and they are given only two sets of uniforms—that also is a white saree with a green border. I must explain to the Minister that only two sarees will not be enough throughout the year, particularly white sarees.

The Minister of Railways (Shri Jagjivan Ram): Border is to be changed or the saree?

Kumari M. Vedakumari: More sarees should be given.

Mr. Deputy-Speaker: If possible, both.

Kumari M. Vedakumari: White sarees cannot withstand all the work they do. So, I appeal to the Minister that at least six pairs of sarees should be given.

While men employees are given family passes, I find that these lady guides are not given. I do not under-

stand, I cannot understand why this is so. When they are employed on an equal basis, amenities should be given on an equal basis. There should not be any discrimination between those given to men and women. They should also be given family passes because they have to maintain their families; the old father, mother, brother, sister, so many people will depend upon them. The dependants are equally important to the women as to the men. So, I appeal to the Minister to give family passes to these lady guides.

Shri Jagjivan Ram: Dependants are allowed

Kumari M. Vedakumari: Andhra State has been famous, popular and well-known for exporting perishable goods like mangoes, chillies, onions etc. The mangoes are very famous. I think everybody has tasted Andhra mangoes. If the hon. Minister is able to supply the wagons, certainly I will give every hon. Member the facility of tasting Andhra mangoes. We are asking for wagons, not steel coaches but wooden wagons. If air-conditioning is possible, we will prefer to get such wagons, if not wooden coaches should be given. I hope the hon. Minister will look into the case which we have forwarded. It is not from the regional basis that I am speaking. Fortunately or unfortunately I belong to that State and that is why I have to submit the points regarding my own State. It is not a small State, it is one of the biggest States in the southern zone. So, I think I have got every privilege to present the difficulties in my own State, and request the Minister to look into them.

श्री बाबूषो (बलरामपुर) उपाध्यक्ष महोदय, रेलवे बजट से रेलवे को वित्तीय स्थिति का जो चित्र हमारे सामने आता है उसे उत्साहवर्धक नहीं कहा जा सकता है। दो रेलवे जो उस चित्र में से गहरे तौर पर उभर कर आती हैं वे हैं कि आमदनी में कमी हो रही है और संचालन व्यय में वृद्धि हो रही है। मुझे खेद है कि रेलवे बजट

की रचना में जितनी पर्याप्त सावधानी और दूरदर्शिता से काम लिया जाना चाहिये वह नहीं लिया जाता है। इसका परिणाम यह है कि जो अनुमान भी लगाये जाते हैं वे सही नहीं उतरते हैं। जहाँ तक आमदनी का सवाल है वह अनुमान से कम हो जाती है और जहाँ तक खर्च का सवाल है वह अनुमान से बढ़ जाता है। २४ तारीख को मैंने माननीय मंत्री महोदय से एक प्रश्न पूछा था जिसमें और भी सदस्य शामिल थे कि क्या रेलवे के वर्किंग एक्सपेंसिस जिस अनुपात में रेलों द्वारा माल ढोने से और यात्रियों को लाने ले जाने से आमदनी हो रही है उस अनुपात में बढ़ गये हैं, तो रेलवे मंत्री महोदय ने उत्तर में कहा था कि नहीं, वर्किंग एक्सपेंसिस नहीं बढ़े हैं। लेकिन इस सम्बन्ध में मैं उनका ध्यान रेलवे बोर्ड द्वारा ११-१२-५८ को जनरल मैनेजरों के नाम भेजे गये एक आदेश की ओर दिलाना चाहता हूँ जिसमें ८-११-५८ के एक पत्र का हुवाला देते हुए कहा गया था— मैं उस आदेश की शब्दावली आपके सामने उद्धृत कर रहा हूँ—

"The Board considers that it is imperative to arrest immediately any tendency for a rise in the working expenses which are disproportionately high compared to the growth of traffic and railway earnings"

माननीय मंत्री महोदय ने जो उत्तर दिया उसके साथ एक वक्तव्य भी जोड़ दिया जिस में बहुत से आंकड़े हैं। आंकड़ों के जगल में पड़ कर अगर पता लगाने की कोशिश की जाए कि स्थिति क्या है, तो उस स्थिति का पता लगाना बहुत प्रश्न है। अंग्रेजी में एक कहावत है कि तीन तरह के झूठ होते हैं :

Lies, deliberate lies, and statistics.

अब रेलवे मंत्री महोदय ने जो आंकड़े दिये हैं उसके अनुसार और रेलवे बोर्ड ने जो पत्र भेजा है जिसका मैंने उल्लेख किया है, दोनों में

[श्री बाजपेयी]

वित्तवृत्ति दिखाई देती है। इसमें तथ्य क्या है इस बात पर विचार किया जाना चाहिये। तो रेलवे की जो ग्रामदानी कम हो रही है उसका दुष्परिणाम यह हुआ है कि रेलवे का जो डिबलेपमेंट फंड है उसमें माइनस बैलेंस है और जनरल रेवेन्यू से हम कुछ उधार ले रहे हैं। उपाध्यक्ष महोदय, यह बात मेरी समझ में नहीं आ रही है कि रेलवे अपने फायदे में से जनरल रेवेन्यू के लिए प्रशदान दे और इतना प्रशदान दे जो उसकी क्षमता के बाहर है और फिर बाद में उसी जनरल रेवेन्यू में से और डिबलेपमेंट फंड के लिए अपना जो १५ सप्लाय है कि रेलवे के अनुपात जनरल रेवेन्यू में अपना कांटीब्यूशन देती है, उसको कुछ कम किया जाना चाहिये। इस सम्बन्ध में जो १९५४ का कन्वेंशन है उसकी अवधि एक साल तक बढ़ाने के लिए रेलवे मंत्री जी ने कहा है। मेरा निवेदन है कि समय की अवधि बढ़ाने से समस्या हल नहीं होगी। आवश्यकता इस बात को है कि रेलवे का कांटीब्यूशन कम हो। इस वर्ष रेलवे को जो शुद्ध आय हुई है राजस्व से वह ७५ करोड़ ६० लाख है और उसमें से ५४ करोड़ ४१ लाख हमको जनरल रेवेन्यू में रेलवे का कांटीब्यूशन दे देना है। नतीजा यह है कि रेलवे के पास जो चत रहती है वह २१ करोड़ के लगभग ही रहती है। मुझे इसमें भी सदेह है कि उतनी भी बचत हो पायेगी या नहीं क्योंकि पिछले साल जो अनुमान लगाया गया था उसमें १३ करोड़ १० लाख कम की प्राप्ति हुई है। डिबलेपमेंट फंड में कमी होने का परिणाम यह हुआ है कि जो पैमेंटर एग्जिस्टेंस या लेबर वेलफेयर के लिए जो धनराशि दी जाती है उसमें कटौती की गई है। इस सम्बन्ध में मैं आपके सामने आंकड़े रख सकता हूँ लेकिन उनको रखने की मैं कोई आवश्यकता नहीं समझता हूँ। माननीय रेलवे मंत्री इस बात को स्वीकार करेंगे कि विकास निधि में कमी के परिणामस्वरूप पैमेंटर एग्जिस्टेंस और लेबर वेल-

फेयर की स्कीमों में बोझी सी कटौती कर दी गई है। जब तक जनरल रेवेन्यू के लिए रेलवे का कांटीब्यूशन कम नहीं होता तब तक रेलवे में जो जो सुविधायें प्राप्त होना चाहते हैं उनको प्रदान नहीं कर सकते हैं।

जो ग्रामदानी कम हो रही है, इसके सम्बन्ध में एक कारण यह दिया गया है—मैं तो कहूँगा कि एक हौवा खड़ा किया गया है और यह हौवा है रेल और रोड की लड़ाई का। जैसे खाद्यान्नों के क्षेत्र में ऐसी भांशंका प्रकट की जाती है कि गल्ले और गन्ने की लड़ाई भ्रान्त मालो है, ऐसा मालूम होता है कि हमारे देश में रेल और रोड में भी एक लड़ाई भ्रान्त वाली है। मगर मैं समझता हूँ कि उससे अधिक चिन्तित होने की आवश्यकता नहीं है क्योंकि जो भी इसके परिणामस्वरूप रेलवे की ग्रामदानी कम हो रही है उसके मैं जहां तक समझ सका हूँ दो कारण हैं। एक तो रेलवे की इनफिशेंसी है और दूसरे माल ढोने के जो हुए भाव हैं उनके परिणामस्वरूप ला फ्रैट डिमिनिशिंग रिटर्न अपना काम कर रहा है। अब यह कहा गया है कि हम रेलवे को प्रगति का अवसर देने के लिए, ग्रामदानी बढ़ाने के लिए, रोड ट्रैफिक पर प्रतिबन्ध लगायेंगे। मैं समझता हूँ इस तरह के जितने भी सुझाव हैं वे बिल एमाऊट टू पुटिंग ए प्रीमियम भ्रान्त इनफिशेंसी। हमारा देश काफी बड़ा है और उसमें रेलवे के परिवहन, रोड के परिवहन, सबके लिए पर्याप्त साधन हैं। मैं चाहता हूँ कि रेलवे मंत्रालय अपना घर ठीक करे जिससे पता चल सके कि लोग रेल के बजाय रोड से अपना सामान क्यों भेजते हैं। क्या इसका कारण यह है कि सामान घर पर पहुंच जाता है, उगमें चोरी कम होती है या अन्य सुविधायें हैं। जैसे आर्थिक दृष्टि से रेल कम पैसे में सामान ले जाती है उतनी दूर जितनी दूर कि मोटर ले जाती है। लेकिन फिर भी अगर मोटर परिवहन को लोग पैट्र-नाइज कर रहे हैं, प्रोत्साहित कर रहे

हैं तो इस का कारण क्या है। अगर इस का हल यह नहीं है कि रोड ट्रांसपोर्ट पर रैस्ट्रिक्शंस लगा दी जायें। माननीय मंत्री महोदय ने अपने भाषण में यह आशा प्रकट की है कि जैसे-जैसे स्टील के कारखाने काम करने लगेंगे और आर्थिक अवस्था सुधरेगी वैसे वैसे रेल के यातायात में जो भी कमी दिखाई देती है वह पूरी हो जायेगी और रेने जितना सामान ढो सकती है उतना सामान उन को ढोने के लिये मिल जायेगा।

इस सम्बन्ध में मैं यह भी निवेदन करना चाहता हूँ कि माल गाड़ियों की रफ्तार औसतन कुछ कम हो गई है और वह इस तथ्य के बावजूद कि एक्सप्रेस गाड़ियाँ चलाई गई हैं एक्सप्रेस माल गाड़ियाँ चलाई गई हैं। ब्राड गेज में १९५०-५१ में यह औसत १० ८ था और १९५७-५८ में यह औसत ९ २८ रह गया। मीटर गेज में जब १९४९-५० में यह औसत ९ ५८ था तो १९५७-५८ में यह ८ २३ ही रह गया। अगर कंट में एक मालगाड़ी टूटला पहुँचने के लिये १० घंटे या कभी-कभी १६ घंटे भी लगते हैं जबकि अगर कंट से टूटला की दूरी केवल १९ मील है। अगर माल गाड़ियों की रफ्तार यही रही तो फिर हम राड ट्रांसपोर्ट पर कितना भी प्रतिबन्ध लगायें व्यापारी रेल के यातायात के साधन का उपयोग नहीं करेंगे और फिर इस में यह भी खतरा है कि अगर आप रोड ट्रांसपोर्ट पर प्रतिबन्ध लगायेंगे तो मोटर गाड़ियाँ कहीं बैल गाड़ियों की जगह न ले लें। हमारे देश की अर्थ-व्यवस्था में और माल के परिवहन में बैलगाड़ियों का भी बड़ा स्थान है। मैं समझता हूँ ये तीनों व्यवस्थायें एक दूसरे की पूरक होनी चाहिये, विरोधी नहीं। साथ ही मैं यह भी चाहूँगा कि एक समन्वित दृष्टिकोण ले कर आगे बढ़ा जाये। इस नीति का अपनाया जाना आवश्यक प्रतीत होता है।

अब मैं रेल की दुर्घटनाओं के सम्बन्ध में कुछ कहना चाहूँगा। माननीय मंत्री महोदय ने अपने भाषण में इस बात को स्वीकार किया है कि दुर्भाग्यवश टक्कर लगाने और पटरी से उतारने की दुर्घटनायें कुछ समय से थोड़ी बढ़ गई हैं। जितनी बढ़ गई हैं इस के भी मैं बड़े आकड़े इकट्ठे किये हैं। १ जनवरी १९५८ से ३१ दिसम्बर १९५८ तक हमारे देश में १८ गम्भीर रेल दुर्घटनायें हुईं, सीरियस ट्रेन एक्सिडेंट्स जिन में ८० लोग मारे गये और ४२४ आदमी घायल हो गये। रेलवे सम्पत्ति का जो नुकसान हुआ वह ६ लाख ९० हजार का है और जो मुभावजा दिया गया घायल या मरने वालों को वह रकम होती है ३ लाख ७२ हजार और १९९ रुपये। मैं समझता हूँ यह स्थिति चिन्ताजनक है और मैं माननीय मंत्री महोदय से जानना चाहूँगा कि दुर्घटनायें रोकने के लिये सेफ्टी आर्गेनाइजेशन और सेफ्टी इन्स्पेक्शन क नियुक्ति के अलावा और कौन से ठोस कदम उठाये गये? अब इस बात को जानने है कि अधिकांश दुर्घटनायें इसलिये होती हैं कि नियमों का ठीक तरह में पालन नहीं होता। अब जो नया नियम बनाये गये हैं, यूनिफाइड जनरल रूल्स मैं जानना चाहता हूँ कि क्या कर्मचारियों को इन नियमों का ठीक तरह से प्रशिक्षण दिया गया। मेरे पास इस आशय की शिकायत आई है कि जो कर्मचारियों के अफसर हैं वे कर्मचारियों के पास जाते हैं और उन से इस आशय का एक फार्म भरा लेते हैं कि हम इन रूल्स को जानते हैं और उन के अनुसार काम कर सकते हैं। मेरा निवेदन है कि अगर आप नये रूल्स लागू किये हैं तो उन का ठीक तरह से शिक्षण दिया जाये, इस बात की बहुत आवश्यकता है। अगर हम पहलू की उपेक्षा की गई और कर्मचारियों से केवल लिखवा लिया गया कि वे नियमों को जानते हैं, यद्यपि वे जानने नहीं हैं लेकिन अफसर के सामने सकोच के कारण कह नहीं सकते हैं, तो इस का परिणाम बड़ा भयावह होगा

[श्री बाजपेयी]

और रेल दुर्घटनाओं में कोई कमी आने की सम्भावना दिखाई नहीं देगी।

इस सम्बन्ध में जोनल जनरल मनेजर्स को अधिकार दे दिया गया है, प्रसाधारण अधिकार दे दिया गया है और दुर्घटनाओं को रोकने के नाम में रेलवे एस्टैब्लिशमेंट कोड के रूल १४८ के अनुसार रेलवे कर्मचारियों को एक महीने का नोटिस दे कर अपनी नौकरियों से निकाला जा रहा है। रूल १४८ के अन्दर किसी कर्मचारी से सफाई नहीं मायी जाती, जवाब तलब नहीं किया जाता, उस को अपनी सफाई देने का मौका नहीं दिया जाता, उसको एक महीने का नोटिस दे कर रेलवे प्रशासन उस की नौकरी समाप्त कर सकता है। रेलवे मंत्री ने राज्य सभा में किसी मद्दय से पूछा था कि ऐसे कितने कर्मचारी हैं जो निकाले गये हैं। मैं उन लोगों के नाम उन को दे सकता हूँ। रेलवे ऐक्सिडेंट्स खत्म होना चाहिये, यह सब जानते हैं। रेलवे कर्मचारी भी यह चाहते हैं कि ऐक्सिडेंट्स कम हो और रेलवे मंत्री महोदय ने भी अपने भाषण में इस बात को माना है कि ऐसी प्रसाधारण परिस्थिति उत्पन्न हो गई है जिस के परिणामस्वरूप कभी-कभी कर्मचारियों से गलती हा जाती है। अगर वस्तुस्थिति यह है कि कभी-कभी गलती हो जाती है तो इस का परिणाम यह नहीं होना चाहिये कि उन्हें नौकरी में निकाल दिया जाये। मेरा निवेदन है कि रूल १४८ का प्रयोग, जिस के अन्दर समरी पावर्स दे दी गई है, अभी रोक रखना चाहिये। आवश्यकता तो इस बात की है कि रेलवे एस्टैब्लिशमेंट कोड में से रूल १४८ निकाल ही दिया जाये, लेकिन अगर आप उस को निकालते नहीं हैं तो उस को उपयोग में मत लायें।

रेलवे मंत्री जी ने कहा है कि हम जो उपाय अपना रहे हैं उन से कर्मचारियों में

सुरक्षा की भावना प्रतिष्ठित होगी। मेरा यह निवेदन है कि कर्मचारियों में उन की नौकरियों के प्रति असुरक्षा की भावना इस से जाती है। आप रेलवे कर्मचारियों में सुरक्षा की भावना पैदा नहीं कर सकते। कर्मचारी अगर गलती करता है तो उस के कारणों का पता लगाया जाय। मैं ऐसे उदाहरण गिना सकता हूँ जिन में कर्मचारियों को इसलिये नहीं निकाला गया है कि उन्होंने ने ऐक्सिडेंट कर दिया बल्कि उन्होंने ने ऐक्सिडेंट को बचा लिया इसलिये निकाला गया।

एक माननीय सदस्य क्या गलती करने वाले को सजा न दी जाये ?

श्री बाजपेयी जो अपराधी हो, उन्हें सजा दी जाये, लेकिन यहाँ केवल सजा देने का ही काम नहीं है। इस का पता लगाया जाये कि ऐक्सिडेंट क्यों हुआ है उस में हमन एलिमेंट कितना इन्वॉल्व्ड है। मंत्री जी ने कहा कि सिर्फ आदमी का ही कसूर नहीं है। मेरा निवेदन है कि हर एक को भ्रम-भ्रमण रिसर्पासिबिलिटी दे कर काम कराया जाये। एक वे साइट स्टेशन का स्टेशन मास्टर टिकट भी बाटता है, मिमल उठाता है, लोगों के सवाल के जवाब देता है, फार्म भरता है साथ ही आप उस से यह आशा करते हैं कि वह जा कर प्वाइंट भी सेट करे, तो वह ऐसा नहीं कर सकता। नियम अगर इस तरह की व्यवस्था करते हैं तो वे अव्यावहारिक हैं, त्रुटिपूर्ण हैं, और वे कभी पूरे नहीं हो सकते। एक-एक व्यक्ति पर भ्रम-भ्रमण उत्तरदायित्व डाला जाय, सयुक्त उत्तरदायित्व से इस में कोई लाभ नहीं होगा।

इस सम्बन्ध में मैं यह भी निवेदन करना चाहता हूँ कि अगर कोई ऐक्सिडेंट होता है तो रेलवे कर्मचारियों के विरुद्ध जाच होती है। आस्ट्रेलियन रेलवे एक्ट में इस तरह की व्यवस्था है कि जो रेलवे कर्मचारियों की यूनिक्स हैं

उन के प्रतिनिधियों को भी बुलाया जाता है । अगर हमें दुर्घटनाओं को रोकना है तो इस के लिये हमें कर्मचारियों का विश्वास प्राप्त करना होगा और इस सम्बन्ध में भी रेलवे मंत्री जी को काफी ध्यान देने की जरूरत है ।

यहां रेलवे की श्रम नीति के सम्बन्ध में काफी चर्चा हुई है । इस सम्बन्ध में रेलवे मंत्री जी की जो कठिनाई है उसे मैं समझता हूँ क्योंकि भाल इडिया रेलवेमेन्स फीडरेशन आई० एन० टी० यू० सी० में सम्बन्धित है और आई० एन० टी० यू० सी० मत्तारूठ पार्टी की प्रेयसी है । उस के लिये थोड़ा व्यामोह होना स्वाभाविक है, लेकिन फिर भी मैं ने देखा कि उन्हो ने नेशनल फीडरेशन आफ रेलवेमेन्स का थोड़ा बहुत मान्यता दी है । पर उस के दर्जे को थोड़ा बहुत घटाया है, उस से थोड़ा प्यार कम है । मैं समझता हूँ कि इस घाटे को भी ठीक कर दिया जायेगा । जहां तक रेलवे कर्मचारियों की एकता का सवाल है माननीय मंत्री जी जा ईमानदारी से एकता चाहते हैं वह सगहनीय है लेकिन एकता का रास्ता यह नहीं है कि एक लड़खड़ाते हुए फीडरेशन को थोड़ा सा महारा द कर बनाये रखे । फीडरेशन की उत्तर रेलवे मजदूर यूनियन एक शाखा है । उस उत्तर रेलवे मजदूर यूनियन का रिकग्निशन तो चल रहा है मगर रजिस्ट्रेशन खत्म हो गया । रजिस्ट्रेशन नहीं है, इस कारण से कि उन का हिसाब किताब ठीक नहीं है, उन के घर में चोरिया हो रही है, लेकिन रिकग्निशन दे रहे हैं, यह निष्पक्ष नैति नहीं कही जा सकती । स्वतन्त्र चुनाव कराये जाये और उस के द्वारा जिस यूनियन को, जिस फीडरेशन को बहुसंख्यक रेलवे कर्मचारियों का विश्वास प्राप्त हो, उसे मान्यता दी जानी चाहिये । मैं समझता हूँ कि समय आ गया है और इस सम्बन्ध में कोई निर्णायक कदम उठाना चाहिये, तभी रेलवे कर्मचारियों का विश्वास उत्पन्न किया जा सकता है । लेकिन

इस सम्बन्ध में मैं एक बात और भी कहूँगा कि रेलवे मन्त्रालय इतना बड़ा कसन है, उस में काम करने वाले कर्मचारियों की संख्या इतनी ज्यादा है कि एक ऐसे सियेशन या एक फीडरेशन रेलवे कर्मचारियों की देखभाल पूर्णतया नहीं कर सकता, उन के हितों का संरक्षण नहीं कर सकता । स्टेशन मास्टरो और असिस्टेंट स्टेशन मास्टरो का भी सवाल है । अभी अंग्रेजी राज्य के समय की तरक्की देने की जो पद्धति थी वही चल रही है । उस के अनुसार गेम्लो इडियन्स को प्रिफरेंस दिया जाता था । अभी तक वही चैनल आफ प्रोमोशन चल रही है । उन्हो ने रेल मंत्री जी का दरवाजा खट-खटाया, मगर न्याय नहीं मिला अब वे सर्वोच्च न्यायालय का दरवाजा खटखटा रहे हैं । यह भारतीय मविधान की भावना के प्रतिकूल है मगर एक परम्परा चल रही है ।

इस के साथ ही उन की सुरक्षा का भी प्रश्न है । शाहजहापुर और पीलीभीत के बीच में जिन्दपुर स्टेशन के पास एक ट्रेन पर डाकुओं ने हमला किया । वह रेलवे की सम्पत्ति ले गये, यही नहीं जो स्टेशन मास्टर या उसे घायल कर गये । एक व्यक्ति और घायल हुआ । उस के जेवर डाकू लूट कर ले गये । जो लोग जंगलों में पड़े हुए हैं उन की सुरक्षा के लिये रेलवे ने क्या व्यवस्था की है ?

श्री शाहनवाज खाँ सडको पर भी तो डाके पड़ते हैं ?

श्री बाजपेयी सडको के डाको की बात नहीं हो रही है, मंत्री जी । आप के स्टेशनों पर जो डाकू हमले करते हैं और उन में जो आप के कर्मचारी घायल होते हैं और आप की सम्पत्ति की रक्षा नहीं कर सकते उन के लिये आप क्या कर रहे हैं ? सडको पर जो डाके पड़ते हैं उन का उदाहरण दे कर आप जिम्मेवारी से बच नहीं सकते । अगर इस तरह के डाके पड़ेंगे तो आप के लोगों में सुरक्षा की भावना पैदा नहीं हो सकती । अगर रेलवे कर्मचारी एसेन्शियल सर्विसेज के अन्तर्गत आते हैं और उन्हें

[श्री बाजपेयी]

अपने क्वार्टरों में रहना आवश्यक है, तो मैं पूछना चाहता हूँ कि क्या यह सम्भव नहीं है कि आप उन क्वार्टरों का किराया माफ कर दें, या उन से कहे कि वे जहाँ चाहे वहाँ रहे ? वे लोग गावों में जा कर रह सकते हैं जहाँ पर उन की सम्पत्ति और बच्चे सुरक्षित रहे । लेकिन यदि आप के नियमों के अन्तर्गत उन को इस बात की आवश्यकता पड़ती है कि वे स्टेशन पर ही रहे तो उन की सुरक्षा का कोई प्रबन्ध होना चाहिये । स्टेट सरकार कहती है कि वह रेलवे का क्षेत्र है और रेलवे क्षेत्र में कोई इन्तिजाम नहीं है उन की सुरक्षा का । मैं निवेदन करना चाहता हूँ कि यह समस्या वास्तविक है आप कोई उत्तर दे वर इस टाल नहीं सकते और उस का कोई हल आप को निकालना चाहिये । इस सम्बन्ध में जो कुछ बेसाइड स्टेशन के स्टेशन मास्टर हैं उन्होंने एक सुझाव दिया कि उन १५ बन्दूकों के लाइसेंस दिये जा सकते हैं कुछ रेलवे प्रॉटेक्शन फोर्स का भी इन्तिजाम किया जा सकता है । मैं मानता हूँ कि यह सवाल बहुत बड़ा है और बेसाइड स्टेशन्स बहुत से हैं, लेकिन इसके सम्बन्ध में कुछ न कुछ तो होना ही चाहिये ।

माननीय मंत्री जी ने कहा कि जो डिपार्टमेंटल कैंटरिंग है, सरकारी खाने पीने का इन्तिजाम है वह भी लोकप्रिय हो रहा है । मेरा इस में थोड़ा मतभेद है । सरकारी खाने पीने का इन्तिजाम लोकप्रिय नहीं हो रहा है । इसी लिये वाराणसी में, कटनी और अन्य स्टेशनों पर डिपार्टमेंटल कैंटरिंग खत्म कर दिया गया है । उस में घाटा भी हो रहा है । वहाँ पर सन् १९५७-५८ में २१.६८ लाख रु० का घाटा हुआ । नेट लास सन् १९५९-६० के लिये जो बजेटेड एस्टिमेट्स हैं उन के अनुसार १८.३८ लाख का घाटा होगा । कुल मिला कर अनुमान है कि डिपार्टमेंटल कैंटरिंग में अभी तक रेलवेज को ३५ करोड़ रुपये का घाटा हुआ है ।

उपाध्यक्ष महोदय ३५ करोड़ का या ३५ लाख का ?

श्री बाजपेयी लाखों में तो घाटा एक ही साल का है । मेरे पास समय नहीं है । अगर आप समय दें तो मैं सारे आकड़े मदन के सामने उपस्थित करना चाहूँगा ।

उपाध्यक्ष महोदय मैं बिना जाने ही सब कर लूँगा ।

श्री बाजपेयी मेरा निवेदन है कि इस तरह का प्रयोग करने का कोई लाभ नहीं है और आप क्षमता नियंत्रण कड़ा रखें और यह डिपार्टमेंटल कैंटरिंग खत्म कर दें । इस में साधारणतः यात्रियों को सुविधा नहीं मिली है । कुछ चुन हुए लोगों को छोड़ कर जिन के कि अच्छे कमरे प्रयत्नपूर्वक रिमार्कस् बुक्स में लिखवा लिये जाते हैं कि उन्हें भोजन अच्छा मिला लेकिन जहाँ तक आम यात्री लोगों का मवाल है उन को कोई लाभ नहीं होता ।

एक बात मैं और कहना चाहूँगा कि रेलवे मंत्री महोदय ने अपने बजट भाषण में इस बात का जिक्र किया है कि जगह जगह जो मीटरगेज लाइनें हैं उन का तोड़ कर ब्रॉडगेज में बदला जायेगा । मैं इस में सहमत नहीं हूँ क्योंकि मेरा यह दावा है कि ब्रॉडगेज का जो फायदा है जिस तरह से काम करता है उस में मीटरगेज अच्छे तरीके से काम कर रहा है और जिन क्षेत्रों में अभी रेलवे नहीं है उपेक्षित क्षेत्र हैं जैसे बुंदेलखंड के और विन्ध्य प्रदेश में, वहाँ हम नई रेलवे लाइनें डालें और उस काम में हमें रुपया व्यय करना चाहिये मीटरगेज को ब्रॉडगेज में बदलने में नहीं । नैराग्रेज खत्म कर दिया जाय उस के लिये मुझे कुछ नहीं कहना मगर मीटरगेज को ब्रॉडगेज में बदलने का कार्यक्रम अभी जा देश की स्थिति है और साधन सुलभ है, उन को देखते हुए अभी इस को हाथ में लेना ठीक नहीं है ।

विद्युतीकरण का जहाँ तक सम्बन्ध है मेरा निवेदन है कि सरकार ने ठीक तरीके से योजना नहीं बनाई। अभी जब भूपाल का कारखाना इंजन और पुर्जें तैयार नहीं कर रहा है तब आप विद्युतीकरण करना चाहते हैं। अब विद्युतीकरण और भूपाल के कारखाने का अन्योन्याश्रयी सम्बन्ध है मगर भूपाल का कारखाना पिछड़ा रहा है और आप विद्युतीकरण में भागे बढ़ना चाहते हैं तो आप को उस के लिये बाहर से इंजन और पुर्जें मगाने पड़ेंगे और उस से विदेशी मुद्रा का सबाल पैदा होगा। मगर विद्युतीकरण करना आवश्यक है क्योंकि बिजली ज्यादा पैदा हो रही है उस का क्या किया जाय और कोयला जो रेलवे इतना अधिक लो रही है उस की बचत कैसे की जाय।

उपाध्यक्ष महोदय अब माननीय सदस्य समाप्त करें।

श्री बाजपेयी ठीक है मैं समाप्त किये दे रहा हूँ। मगर उस विद्युतीकरण करने के लिये इंजन और पुर्जें भी तो चाहिये। इसलिये मैं ने कहा कि यह कोई अछड़े नियोजन का नमूना नहीं है। मैं समझता हूँ कि रेलवे की जो भी वित्तीय स्थिति है उस वित्तीय स्थिति के सम्बन्ध में बड़ी गम्भीरता से विचार किये जाने की आवश्यकता है और रेलवे के कर्मचारियों और जनता का सहयोग प्राप्त करने के लिये रेलवे मंत्रालय और विशेष कर रेलवे बोर्ड एक नये दृष्टिकोण को अपनाये, यह मेरी प्रार्थना है।

Shri Sampath (Namakkal). Mr Deputy-Speaker, Sir, the Railway Budget for 1959-60 is very disappointing and there is little in the Railway Minister's account of his stewardship to enthuse the public. It is practically a standstill Budget aiming neither at any dynamic change in the transport policy nor even offering any big improvement in services.

The gross traffic receipts in 1957-58 registered a fall of Rs. 4.62 crores from the revised estimate of Rs. 384.4 crores. The traffic receipts in the current year, 1958-59, are now estimated at Rs. 394.38 crores or Rs. 13.1 crores less than the revised estimate of Rs. 407.48 crores. This being the experience for the past 2 years, now, the earnings from traffic for 1959-60 are placed at Rs. 422.03 crores, nearly Rs. 28 crores more, representing the triumph of hope over experience.

The hon. Minister holds the diversion of high-rated traffic to the road transport on routes parallel to railways as responsible for the fall in goods earnings. But, no explanation is offered for the fall in passenger earnings. There is an apprehension, which was given expression to by many hon. Members who preceded me, among the public that the reference to the development of road transport in the Budget speech of the hon. Railway Minister indicates an impending danger to it. I hope nothing of this sort is contemplated by Government. Instead of getting irritated at the prosperity of another in a healthy competition, it would do well for us to look into our own shortcomings and deficiencies and make a sincere endeavour to overcome them. May I submit that it would prove beneficial to the Government as well as to the public if the hon. Railway Minister could take some trouble and find out why the earnings in passenger and goods traffic are falling short of our estimates in spite of the fact that the Railways are the monopoly of Government.

I want to state that when Government enter the field of business there are certain fundamental laws of business, which Government can ill afford to ignore just as any private enterprise cannot ignore them and survive. Every kind of business tries its utmost to satisfy the customer and its survival and prosperity depend upon this. There is a maxim in the business world that the customer is always right even if he is not. The railways

[Shri Sampath]

do not at all care to look into the mounting dissatisfaction of the railway users. For example anyone who books his goods through the railways is not certain of its prompt and safe arrival. Delays, derailments, pilferage and corruption are rampant. No effective step has been taken so far to devise new means to check and control them. In spite of our complacency over the existing affairs, we are very much worried about developing, improving and progressing road transport. As far as Tamil Nad is concerned, I can speak with some knowledge. People have begun to prefer bus travel although the travel by train is much more comfortable. Why is it so? It is because the road transport system has achieved a high level of efficiency in maintaining punctuality and avoiding overcrowding. Though the railways are in a much better position to implement efficiency measures and measures to avoid overcrowding, we are not doing anything in that direction. I beg to submit that there should be an effort on the part of the members of the Railway Board and on the part of the hon. Minister to be sensitive and responsive to the public needs. The next and more important point to be noted in this regard is the need to have contented and enthusiastic employees to improve the efficiency, and some genuine measures that would give incentive and encouragement to the worker for his good work should be introduced.

Apart from this, if I may venture to say so, there is a deliberate policy of discrimination against the South even in the treatment meted out to its employees by the railways. I want to know from the hon. Minister, while the recommendations of trade test panel have been implemented in other zones, why in the Southern Railway alone it is not implemented. The number of posts of higher grades such as skilled, highly skilled, mistry grade II and mistry grade I on the Southern Railway is far less than the number of posts in the other northern railways. There is apprehension in the

Southern Railway that the total strength of staff especially in class III and class IV is being reduced as an economy measure. If economy is to be effected in the expenditure pattern, retrenchment is not the proper way. If there is an efficient and effective check over the expenditure incurred by the engineering department, much saving can be made. Further the House is anxious to know the findings of the one man tribunal and the reaction of the Government to them. There is a doubt in certain quarters that it is being shelved because some of the findings of the tribunal are favourable to the railway workers to a certain extent. I request the hon. Minister to clarify the position soon.

I want to say a few words regarding the policy adopted in sanctioning huge sums for laying of new lines and other constructional activities. Before I discuss the discriminating policy adopted by the Government against the legitimate demands of the people of the south, I wish to point out some of the wonderful schemes which provide tangible and striking evidence of the fast growing tendency in the Railway Ministry to play ducks and drakes with public money. First of all, I want to know where was the urgency for laying a new B.G. line at a cost of Rs. 4 crores between Ujjain and Indore when there was already a M.G. line between Ujjain and Indore. It was known already that it was working at a loss and there was no financial justification for this line. Still nothing could prevent the Ministry from deciding the laying of this additional new line. I know that some redundant explanation can be offered by the Railway Minister but all the same I am interested in hearing it. Secondly, while at a cost of Rs. 2 crores fast doubling is going on between Bina and Bhopal, a new line between Guna and Ujjain is going to be undertaken. Even granting that there was a necessity, I want to know why the longest route was chosen when another proposal for a shorter route would have saved about 40 miles in distance and Rs. 3 crores in cost.

Then, Sir, a new line between Udaipur and Himmathnagar of about 134 miles long is to be taken up very soon. It was formerly in the Second Plan but was dropped later on due to financial difficulties. But our Railway Minister is a wizard and his magical powers to overcome as well as create financial difficulties are such that when he feels that a particular line should be laid, the financial difficulties are overcome overnight and now Rs 11 crores have been sanctioned for this line. I do not grudge those people having that line and I quite understand and appreciate the compassion of the Minister to provide quick transport for the undeveloped areas but his compassion never extends beyond the Vindhyas to the south. That is my complaint.

Another painful example of the stupendous waste of public money for satisfying the wild fancies of some influential persons is the scheme to extend the BG to Samastipur and Daibhanga. The Garhna transhipment yard and staff headquarters are built at a cost of Rs 4 crores which would it is expected relieve the traffic congestion to a very great extent. Even granting that something must be done to meet the increase in traffic why cannot a few more miles of MG from Bechwara be doubled which will cost a little above a crore of rupees only as the distance to be doubled is less than 20 miles. There is already ten miles MG doubling from Bareilly junction. Then the double line MG will be more than enough. One fails to understand the urgent need for a BG line to Samastipur along the existing MG line unless it is perhaps to facilitate people like our hon. Minister of Parliamentary Affairs to travel from Samastipur to Delhi or Calcutta in BG without changing.

Now against this enormous waste in funds in the north, what has been done to the south? Apart from Ernakulam-Quilon link in Kerala nothing has been done for Madras. Yesterday, many hon. Members gave expression to their indignation regarding the

neglect of the Orissa State, Maharashtra and Andhra State. Now, I want to point out some of the needs that have been neglected regarding the Madras State. The House is aware that the cry to restore the dismantled line in Salem-Bangalore section has so far fallen on deaf ears. Even three days back when the question was raised in this House, our hon. Deputy Minister of Railways who hails from Salem has stated in reply that it was under deep consideration. (An hon. Member Examination?) It was under deep consideration, he said. He is there. Much hopes were built up when a gentleman from the south was appointed as a Deputy Minister of Railways. It was thought that things would improve. Now, Sir, the bitter fact is that we have lost an effective Member who was one among us wailing and crying over the injustice done to the south. He had been one who, now and then drew the attention of the Government to the need for Salem-Bangalore link, but the irony of fate is he has been assigned a new and difficult role, I believe of saying to the people of the South why it cannot be done just now.

On the 1st January our hon. Railway Minister said in Madurai that there will not be any new schemes in the South. But in the budget speech, he has been pleased to state that he is making headway in regard to the Madras-Villupuram line electrification. We see neither head nor way there, because it is our experience with the Railway Ministry that the terms such as "making headway" and "under active consideration" are but sweet forms of saying, "we are not taking it up." At Bangalore, in his speech to the Mysore Chamber of Commerce, the hon. Minister said that the Mangalore-Hassan line was not under consideration, but in his budget speech, within a month of his previous remark, he has said in the House that it is under active consideration. One is at a loss to understand the real mind of the hon. Minister from such elusive words. But it is our sad experience in the South that there is

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always a resentful reluctance on the part of the Railway Minister to bestow any thought to the improvement and development programmes for the much-neglected South. All constructional activities are becoming more and more concentrated in the North. Yesterday, the hon. Member, Mr. Chavan from Maharashtra was very vehement in pointing out this injustice.

The Tirunelveli-Cape Comorin link, the Virudhunagar-Manamadurai link, the Madras-Arkonam electrification scheme and many other important proposals for double lines are nowhere in the picture. When programmes like this over which preliminary surveys have been completed are put in cold storage, I am at a loss to find adequate words to impress upon the hon. Minister the just and long-felt need for a line to Tiruchi from Salem via Rasipuram, Namakkal and Musiri, and a line to Dindigul from Karur. Even though I am fully aware of the Government's discriminating policy against the South and the avarice that is evident in the powers that be to develop and enrich the already favoured North, I shall be failing in my duty if I do not give expression to the legitimate and awakened aspirations of the South.

In conclusion, I wish to state that the South demands that something real and concrete should be done. I here and now demand that at least the Salem-Bangalore link be taken up immediately.

Shri Jaganatha Rao (Koraput): I am glad to express my satisfaction and appreciation at the wonderful performance of the railways during the year under review. We have been practically keeping up our target and from what we find, we are sure we will achieve the targets by the end of the second Five Year Plan. I am not going into the details of the progress that has been made, but I may observe that in the year 1957-58, the tonnage lifted rose to 132 million tons while in the previous year it was 124

million tons. There is also an increase in wagon loadings: on broad-gauge, the increase is about two per cent. There is also an increase in the overall coal loading in the country and there has been a steady progress maintained in the manufacture of steel locomotives, carriages, under-frames and wagons. One gratifying feature is that the foreign exchange component has been reduced from 27 per cent. last year to about 12 per cent. in 1959-60. So, we are sure that by the end of the year 1960-61 we shall achieve self-sufficiency in our railways.

Much has been said yesterday and the day before regarding the road rail co-ordination or competition. The hon. Members who spoke on the subject, I feel, have rather over-simplified the question. They brought to the forefront the inefficiency or the delays in the railways in transporting goods. They feel that if what they call "inefficiency and delays" are removed, this problem could be solved. But we find the hon. Minister has observed in paragraph 8 of his budget speech, as follows:

"A development, which has come to notice in this connection, is the diversion of high-rated traffic to road transport on routes parallel to the Railways where Railways have enough capacity to move additional traffic. This matter is receiving attention, with a view to seeing what readjustments are necessary in order to ensure the maximum utilization of our limited transport resources".

Our second Plan envisages different modes of transport. The railways are not trying to eliminate the other modes of transport. Road transport is not going to be eliminated. We have to see and ensure that every mode of transport plays its part to meet the growing needs of the country. If every mode of transport plays its part properly, there will be a balanced development in our economy.

In recent years, we find that there is an alarming increase in road transport. In the years 1954 to 1956, we find that it made an increase of 14 per cent. In the goods and transport vehicles in some places, I am given to understand that, according to the reports, it has gone up to even 70 per cent. If this trend continues, how can we expect the railways to give us the customary return? We find fault with the railways in saying that we are not able to get the maximum return, that the railway is drawing on the general revenues and that the railways are drawing very heavily from the Development Fund and that in future there will not be any Development Fund left at all. But to ensure that the railways get their due is it not the duty of every citizen, every industry to see that the railways which are the lifeline of the country are allowed to play their part properly?

The tendency of late in the road transport system has been to take high-rated traffic that is to pick and choose the most advantageous items of goods in their vehicles. The result is, that the railway is left to carry uneconomic goods because it cannot pick and choose all the goods that are consigned. It has to carry whatever goods that are consigned so much so that we find that the railways are losing very heavily. For instance we find that for foodgrains, fruits, raw material for industry, coal and for some other exportable goods, a low tariff is fixed whereas for other goods the rates are rather high. What the transport operators do is they collect the goods which are high-rated on the railways and transport them at a lower rate and say that road transport is much cheaper than rail transport.

For instance I may give an illustration. From Bombay to Indore, the freight per maund on foodgrains is 14 annas. For fruit it is Rs 1-2-0 per maund for general goods, it is 11 annas a maund, for piecegoods, it is Rs 2-14-0 a maund, for cotton bales it is Rs 2-11-0 a maund. What the lorry-owners do is, they offer a flat

rate of Rs 2 for all kinds of high-rated goods, irrespective of the variety and say that that rate is cheaper and they appeal to the public and the business community to take to road transport in preference to rail transport. If this system is allowed to continue, how can the railways function? We must see that the railways cater to the needs of the country. Every region has to be served, not only the people who are living near the industrial centres but also the industries and the businessmen who live at far-away places. So, I feel there should be co-ordination. We must see that the area of jurisdiction of the road transport vehicles, the goods vehicles, is fixed, namely, a distance of about 150 or 200 miles.

I also find that it is not economical for a private lorry-owner to carry the goods beyond say 200 miles or so at a competitive price with the Railways. That was more or less the basis why the Motor Vehicles Bill, 1939, was passed and the route permits were estimated to be given accordingly. The existing facilities, the railway facilities and the routes on which those vehicles should ply were also taken into consideration at the time of enacting the measure.

Shri Dasappa (Bangalore) For regular goods service for Bombay to Bangalore if 200 miles is an economic line, how can they run from Bombay to Bangalore?

Shri Jaganatha Rao What I say is that there are some goods for which the railways charge a higher rate and some goods for which they charge a lower rate. For piece goods, the railways charge Rs 2-14-0 a maund whereas the road operators offer Rs 2. So, the merchant there stands to gain 14 annas a maund. But the railway has a duty, unless the railways carry coal, foodgrains, etc., how can the different parts of the country be served? So, when we expect the railways to serve the country, should we also not allow that the railways should have this sort of control and

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evolve a policy of co-ordination? Unless the country takes note of this, if we miss the present opportunity for bringing about proper co-ordination between road and railways, there will be no rational development of transport consistent with the growth of our national economy. I am afraid a sort of imbalance may develop which will run counter to our integrated economy and planning.

In this connection, I would like to refer to some authoritative pronouncements on this problem. The road-rail competition is not confined only to our country; it is prevalent in other parts of the world also. For instance, it is there in America and in England. I would like to read out an extract *Road Haulage in North America*, Journal of the Institute of Transport, Great Britain, September 1958.

"Nevertheless, despite these considerations, the basic problem is 'road versus rail' especially as regards freight transport. And the philosophy on which the legislative solution is based is that the full play of competitive forces cannot be left to determine rates and services offered and that the advantage of economic regulation outweighs the disadvantages."

In England also, when a permit is given to a vehicle, they take into consideration the necessity of the area and if enough vehicles are already plying there, licences are not issued. Even in America, the control is more rigid. I again quote from the book I have just referred to.

"For, an examination of these regulating measures leads one to the rather startling conclusion that in the U.S.A., the land of free enterprise par excellence, control of road haulage is much tighter and more rigid than under our own much maligned licensing system."

So, even in America, of late there has been a growing tendency on the part of road transport to keep up their rather unhealthy goods traffic, so much so that some railway companies are forced to close the lines. We should not allow this sort of unhealthy competition to continue. We are not trying to eliminate road transport, but we are trying to eliminate waste and introduce a sort of co-ordination between rail and road transport.

In this connection, I would like to quote what Prof. Galbraith has to say.

"In parts of the country, not now served by rail lines, there may be investment economies in developing long distance road haulage. With this exception, however, investment in this industry should be viewed with scepticism. India has a chance to avoid the mistake, which elsewhere is reasonably evident as such, of making duplicating investments in long distance road haulage which could be performed more economically by concentrating resources on the railroads alone."

So, on this point, what the hon. Railway Minister has observed is really pertinent and if we do not co-ordinate the activities of both the systems, there will be imbalance in our economy and it will be too late for us to retrieve.

Coming to other matters, the hon. Minister has expressed very fine sentiments about the railwaymen. I know he has a very kind heart and he has a soft corner for them. I write to him on several occasions with regard to the grievances of the ministerial staff; it is a pleasure to talk to him and he smiles whenever he talks. But my complaint is that the employees do not have the benefit of the smiles. For instance, I brought to his notice several grievances regarding the recruitment policy. In 1950, the Railway Board said that there should be no direct

recruitment to intermediate grade in any category in Class III Service. In 1959, the Railway Board passed an order saying that no direct recruitment should be made in higher grades in Class IV.

That being the case, it is strange the 'New Deal' announced by the Railway Minister in 1957 has given way for direct recruitment of clerical staff in the intermediate grade of Rs. 80—Rs 220. This causes hardship to those who are in service and who expect some promotion in the future. Likewise, accountants are not given the benefit of the new deal; the typists are not taken into consideration; medically unfit employees are put over and above those people in the permanent cadre. The award of the one man tribunal has not been brought into force. These have to be looked into.

Before I conclude, I would like to say something about the Parlakimidi light railway. The length of this railway is only 56 miles. The coaches and the engines are more than 50 years old. I can assure the hon. Minister that out of the 40,000 alarm chain pulling cases on all the Railways, not even a single case could have occurred there, because there are no alarm chains. The offences of theft of electric bulbs, wash basins, looking glasses, etc. also could not happen there, because these things are absent there. The only offence that the passengers commit is the theft of bags. For the distance of 56 miles, the scheduled time is 7½ hours, but it takes 12 hours. If the train moves, it does not stop, if it stops it does not move.

Mr. Deputy-Speaker: In both cases you complain. When it moves, there is a complaint, when it stops, there is a complaint.

Shri Jaganatha Rao: When it should move, it stops; when it should stop, it moves. That is my complaint. I have been raising this cry for the last two years, but it has been a cry in the wilderness and the hon. Minister is

not pleased to look into this. I hope this time he will do something.

I am glad to find that the hon. Minister has ordered a survey of the line from Bailadilla to Kottavallasa via Korapur. I would like to point out that this line has been surveyed by the B.N.R. in 1946. So, I suggest that an alternative survey from Korapur to Rayaghada should be taken up. In Rayaghada, there is manganese ore and iron ore. There is a ferro-manganese plant and another plant is going to come into production. Besides, nearly there is Kazipur area which abounds in mineral wealth. There is also going to be a paper mill in that area. So, I earnestly request the Ministry to survey this alternative route from Korapur to Rayaghada which was already surveyed in 1946. When both the routes are surveyed, the railway can come to a proper decision. This alternative route from Korapur to Rayaghada will better serve the growing needs of a district.

Shri Bahadur Singh (Ludhiana—Reserved—Sch. Castes): Mr. Deputy-Speaker, this is the third day of our discussion on the railway budget. Some hon. Members only chose to criticise, while the others offered appreciation. Of course, there are certain points which could be criticised, but those hon. Members who only chose to criticise were a little unfair and partial. There are a few things which the railway administration has done and which are really commendable. They do deserve appreciation. As far as indigenous production is concerned, it has certainly increased and things like mechanical signalling, signal glasses and other things are produced more and more. As far as rolling stock and rolling stock parts are concerned, very soon we will be self-sufficient. Besides, new types of wagons are being introduced which will help lifting more traffic. Many amenities are provided to the passengers, though I wish more amenities are provided. Similarly, as far as the railway employees are concerned, their

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welfare has also to be taken into consideration. I also want to congratulate the railway administration for the construction of the Mokameh Bridge which will play an important part in lifting goods from metre-gauge to broad-gauge lines.

There are two other points which have created undue flutter in the railway administration. There has been a partial set back in traffic in the current year and for that the Railway Ministry has unnecessarily emphasised on competition from road transport. The decline is there on both sides—passenger as well as goods. The correct position is that there are other important factors which are responsible for the fall in revenues of railways. It is not only due to the road transport but also due to other factors.

On the expenditure side there are indications that ordinary working expenses can be subjected to stricter control. The net effect is reflected in the inadequacy of the surplus which is unable to feed the Development Fund properly and is driving the railways to resort to special temporary loans from the general finances.

The revised estimates for 1958-59 show a fall of Rs 13.10 crores in total earnings from Rs 408.33 crores to Rs 395.23 crores. This is due entirely to a decline in both the sectors of traffic. In the order of magnitude, there is a shortfall of Rs 8.43 crores in passenger earnings and of Rs 4.67 crores in freight earnings. The fall in passenger earnings is almost wholly attributable to third-class travel mainly on account of the impact of the rising cost of living and the employment position. It is also partly due to ticketless travel.

As far as the fall of Rs 4.67 crores in freight earnings is concerned, the Ministry says that it is because of the decline in the tempo of production,

both agricultural and industrial, the stalemate in import trade on account of the continuing crisis of foreign exchange and a decline in the export trade and also because of the additional traffic which could not be materialised as was estimated before.

The very fact that the railways have not been able to divert traffic from road transport indicates that there is something wrong somewhere. Traffic offerings of sugar, sugarcane, jute, cotton and oilseeds have suffered on both the gauges. The road transport offers to the public and trade certain facilities which are of advantage to the public and which the railways have not been able to offer. As far as the railways are concerned, they are slow. A wagon probably covers 48 miles when a road transport vehicle can cover 150 miles. Further, rail transport is liable to pilferage. As far as road transport is concerned, it is more reliable, quick and efficient and deliveries are made from door to door or godown to godown.

An hon. Member just now said that there should be some kind of restriction on movement of road traffic beyond 100 or 150 miles. It will be rather unfair to the road transport if the Government chooses to do that. Because, the railways are a very big enterprise, and as far as road transport is concerned, it is run by small operators. So, no curb should be placed on them.

Then, Railways have no doubt to take in their stride low-rated, long distance bulk traffic as well as high-rated traffic in smaller bulk. On balance, sufficient volumes of both the categories ought to be available to them in the long term perspective. But if there is diversion away from the railways over short periods, it is hasty reasoning to jump to the conclusion of wasteful competition especially when our transport resources

are limited. Sometime back the shipping companies also made the same complaint of competition in freight. So I take this opportunity to suggest that this point be referred to some special committee or tribunal.

Since we are in the planning age it is necessary that the whole question of transport by road, rail and sea should be viewed from an all India perspective rather than jumping to conclusions that this is a case of wasteful competition. The hon. Minister has also in his speech emphasised this point. The railways should not blame the road transport.

Another point which I want to raise is a delicate one and I hope the hon. Minister will excuse me for saying that. It is regarding the finances of the railways. The most glaring proof is the depletion of reserves. It may be pointed out that Railway Development Fund is required to finance certain projects of the Plan to the extent of Rs. 92 crores in five years. In view of the fact that there has been a serious laxity of control over expenditure the railways have not shown any surplus towards Development Fund. The projects originally charged to this Fund have been decided to be financed from the capital at charge primarily because the railways have failed to finance these projects. On page 9 of the Explanatory Memorandum it is stated

‘This balance was increased on the one hand by certain credit adjustments for projects originally charged to the Fund and transferred to Capital as a result of their being assessed now as being remunerative but reduced on the other hand to represent a notional pro-rata reduction in the pre-partition balances under the Fund which reduction had not been made so far.’

I wonder why the projects which were formerly not of remunerative nature have now suddenly become remunerative.

The Railway Convention Committee have pointed out that “such advances

should be treated as temporary loans to railways and will not be added to the capital at charge on which 4 per cent dividend is payable annually. The railways will pay an interest on this loan to the General Revenue at the average borrowing rate chargeable to commercial departments.” It seems that this laxity over the expenditure has not inspired the Railway Ministry to evolve any means of vigilance over expenditure, and instead the expenses are supposed to increase this year. It is true that the trend of working expenses in a developing economy may be upward but every expansion in activity should not be accompanied by an excessive increase in expenses. Therefore I suggest that the need at the moment is that some job evaluation and rationalisation of the working load and the wage structure should be evolved. The policy of continuous increase in personnel and overhead expenses at the present rate will affect the working expenses of the railways. So an expert committee must be appointed to go into this. The time has come to give more importance to efficiency because the railways have reached a stage where the revenues are comparatively less elastic. The hon. Minister has not, however mentioned the problem of operational efficiency at all nor has he suggested measures for an increase in the speed of trains, the reduction in the detention of wagons in yards and other similar efficiency measures.

14 hrs

From the Budget speech we find that the Railway Board is scrutinising statutory provisions relating to the responsibilities of railways as carriers of goods. It will be recalled that the Railway Freight Structure Enquiry Committee had recommended that railways should assume the responsibility within one year of the implementation of the freight structure. The Railway Minister has been rather vague on this point and has said

“As these recommendations of the Committee have far-reaching

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implications, it will take some time to finalise Government's decision on them and the Committee itself has recommended time for such examination "

Is it implied by this that the Government, after having brought into effect the new freight structure, are not now very anxious to assume common carrier liability?

There are a few points which my hon friend Shri Ajit Singh Sarhadi has already put forward, and I wish to join him particularly regarding the line from Jagadhri to Ludhiana via Chandigarh. Chandigarh is coming up as a pride city, and being the capital of the Punjab it has assumed a special importance. The city has still to develop, and so it is very necessary that this capital is connected with all the important cities of the State. Those who go to Chandigarh will find that a large number of people go there daily, and they all go by buses right from Pathankot and Amritsar to Chandigarh. The hon Minister has stated that some survey has been made but that is not very satisfactory and we want that steps should be taken to complete this line.

The Deputy Minister of Railways (Shri Shahnawaz Khan) The hon Member has pleaded the cause of road transport so well. Why does he want more railway lines there?

Shri Bahadur Singh I do want preference should be given to certain lines.

As far as the reconstruction of the overbridge at Ludhiana is concerned, the city, after partition especially, has become an industrial city and is developing day by day. Small-scale industries like the manufacture of cycles, cycle spare parts and sewing machines have developed, and the area known as Millerganj has developed very much, and an area known as industrial area has also sprung up. With all this the city is developing,

but there is a lot of difficulty for the people, and the movement of goods is also restricted because of the railway gate. When there are trains coming to the station on the main line people have to wait there long.

In this connection I may mention that the citizens of the town have made many representations. In December last when the hon Minister went to Ludhiana, the municipal committee of that city also requested him for this overbridge. Representatives of various organisations and the Members of this House have also many times requested the hon Minister. So, I hope this will be taken into consideration.

With the development of the city, the importance of the station has also increased. The bridge at Ludhiana station which connects various platforms is very small and is not very wide. If there are two or three trains at the station it is very difficult for the passengers to move from one platform to another. So some steps should be taken to widen it.

Then I want to say a few words about sleepers. I learn that the Ministry ordered a lot of sleepers from Australia and other countries because they do not have wooden or iron and steel sleepers here. We have got the Hindustan Housing Factory. They can prepare cement concrete sleepers. I do not know why the Ministry is shy of using these sleepers. In foreign countries especially in France they have used, and successfully used, these sleepers.

Shri M. R. Krishna (Karimnagar—Reserved—Sch. Castes) Now they are experimenting.

Shri Bahadur Singh So I request that at least as far as the marshalling yards are concerned, they should be used, and if proved successful, they should be used in the whole country. We will be saving foreign exchange that way.

From the speech of the hon. Minister I find that there are Vigilance Organisations and a Central Vigilance Organisation to deal with corruption. I want that some more powers should be given to these organisations, and this matter should be taken up very seriously. It may look very odd, or the hon. Minister may not like it, but I would like to suggest that the Vigilance Organisation should invite complaints and investigate them, and however they find, in a railway station or line or a division, that a large number of complaints is received, the in-charge of the station or the division should be hauled up because it is under his supervision that corruption goes on. If it is a division, then the divisional superintendent, or if it is a station, the station superintendent or the station master should be hauled up, because I do not agree that corruption goes on and the in-charge of the division or the station does not know it. I say that it is with the connivance of these persons, that it is going on, at least it is within their knowledge.

Shri Osman Ali Khan (Kurnool): The Railway Minister and the Railway Board deserve our appreciation for their work during the past year. The users of the railways are well aware of the progress that has been made. I am sure the Railway Ministry does not seek a vote of confidence from us while we are discussing this subject; I am also sure, they would welcome any constructive suggestion or positive criticism that may be made about the working of the railways. In this light I have a few things to say.

Firstly, I shall confine myself to the areas with which I am quite familiar. I am referring to the region north of Madras city extending into the areas of Andhra Pradesh. This region is at the present moment operated by three railway zones—the Southern Railway with headquarters at Madras, the Central Railway with headquarters at Bombay and the South-Eastern Railway with headquarters at Calcutta. By this I do not for a

moment suggest that the railway lines in this area are very intensive and that the efficiency is three times that of any other region. Far from it. In fact, the attention that the area deserves it is not able to get.

The regions that lie in the Andhra area are comparably much smaller and consequently the attention that they get is also not very much. It would be much better, and it would serve the interests of the railway users, if this area has a separate zone, so that the schemes that are necessary for this area may be more expeditiously attended to. It will also greatly help the railway users.

I would also like to say that this region in Andhra Pradesh has certain special problems. The State of Andhra Pradesh was formed recently, and the capital of this State is located at Hyderabad. Before the formation of Andhra Pradesh, the city of Hyderabad was not properly connected by rail with the other districts in the Andhra region. If was, of course, much better connected with Bombay city for commercial reasons, but the areas in Andhra were not properly connected with Hyderabad city. Now, as a result of the formation of Andhra Pradesh, and the location of the capital at Hyderabad, there is great traffic. Passenger traffic has considerably increased between the several districts and several important towns in Andhra through Hyderabad city. But even today there is not a single train that directly connects Madras city with Hyderabad, though the Andhra region commences a few miles from Madras city and there are many important towns on the route. A bogie is attached to the G. T. Express, and there is not enough room at all for the third class passengers, and even for the first class passengers, to go to Hyderabad city. On the way, even from the districts, there is no accommodation available, and I have seen passengers hanging on the hand-rails and standing on the foot-boards in order to reach Hyderabad. Also, I

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would say that this train that goes to Hyderabad, that is, the bogie that is attached to the Grand Trunk Express, takes a day and a night to reach Hyderabad. I feel there is great need for an additional fast train connecting directly Madras and Hyderabad. The distance of about four hundred miles can very well be covered by a fast train in about sixteen hours and it should be possible for people who want to reach Hyderabad to cover this distance overnight.

Also, I have myself observed that the region between Bezwada and Waltair is very poorly served by the railways. I have seen that the train that comes from Madras to Bezwada is so crowded that for people who want to go from Bezwada to Waltair, there is no accommodation at all. Also, the train that comes from Calcutta when it reaches Waltair is so overcrowded that there is no accommodation for people to proceed from Waltair upwards towards Madras. In this region that is between Bezwada and Waltair there is only one fast train and that is the Calcutta Mail that starts from Madras and proceeds to Calcutta.

I feel there is need for one more fast train in this area. Waltair which is the second largest city in Andhra Pradesh is not properly connected with Hyderabad. Of course there is a passenger train which is supposed to be a mail train that connects Hyderabad and Waltair. But this train is not even comparable with a fast passenger train. It halts at every alternate station and it is never to the schedule.

So my suggestion is that these three cities, namely Madras, Hyderabad and Waltair can be connected by one fast train, that is, if the train is to leave at about 5-30 P.M. in the evening at Madras, it can cover the distance and reach Hyderabad on the next day morning by about 9-30 A.M. By this method, overnight we can cover the distance and we shall be able to

reach Hyderabad. And this train that leaves at Madras will carry not only the Hyderabad bogies but it will also carry the Waltair bogies, and at Bezwada, the Waltair bogies can be taken away, and the bogies that come from Waltair for Hyderabad can be attached to this train, in this way, the three cities can be very well connected. This is my suggestion, and I hope the hon. Railway Minister would consider this proposition so that the interests of the railway users in this region do not go by default.

I would like to mention that the tram that is called the air-conditioned express which is otherwise known as the Deluxe train which operates between Delhi and Madras is a very popular tram in our Andhra Pradesh region, and there has been a great public demand for this train to halt at the district headquarters of Nellore. At the moment the train does not stop there and I believe many representations have been made and the Railway Ministry are favourably considering this proposal, and I would like to know whether the halt has already been sanctioned and whether the train would be halting at Nellore from 1st April 1959 as I was told.

About the same train I have another suggestion to make. This tram from Delhi to Madras is a very popular train in this area, because passengers who cannot afford air-conditioned first class travel can travel by this air-conditioned third class which is a very comfortable compartment free from the dust, the smoke, the noise and more than all that the extreme heat during the summer and the severe cold during the winter, but there is a handicap attached to this train which needs to be eliminated. There are three air-conditioned third class compartments on this train. If we go through the statistics, we shall probably find that only 50 per cent of the people travel by this train, not because it is not popular but because of the handicap that is attached to this

train, which I am now going to mention. This train is the fastest train between Madras and Delhi. The Grand Trunk Express takes two days and two nights to cover the distance, whereas this train takes only one day and two nights to reach Madras.

The difficulty is that the passengers have to travel in chair-cars by this train and it is very inconvenient for people to travel for two nights on a chair. For that, my suggestion is that because it is only fifty per cent patronised today, it will be good if out of these three third class air-conditioned bogies, one bogie is converted into a two-tier or even a three-tier coach with sleeping accommodation, air-conditioned sleeping accommodation, so that such of those as want to travel by the sleeper coach may walk in and pay a nominal charge of five rupees or even ten rupees—people may not mind it—for the night and move in there so that during the night also, there is proper sleeping accommodation. If this suggestion is implemented, I am sure we shall not be able to get tickets by this train. It is so popular on that route

Now, I may refer to the subject of rail-road co-ordination. This has been so much talked about both in this House and in the other House as well I have to say that this word 'co-ordination' is a much abused word. Co-ordination has become an one-sided affair. To restrict and regulate the road transport to suit the interests of the railways should not be called co-ordination. If I may say so, it can only be called encroachment. All the different forms of transport that exist in this country should be equally patronised by Government, and equal encouragement should be given to the different forms of transport that we have. The people should be free to choose whatever form of transport that they consider advantageous for them. Why should we curb this freedom of the people to use whatever form of transport they choose? But I agree with the Railway Minister that there should be a balanced develop-

ment of transport in this country. But I have no hesitation in saying that there would not be dearth of traffic both for the railways and for road transport during the coming years; though at the moment there may be some difficulty, yet, difficulty will not be there because of the rising tempo of production in this country.

I am aware of the criticism or of the statement made by the Railway Minister that they have spare wagon capacity, and that road transport is competing with the railways. I have to say that if spare wagon capacity is there, it can only be on certain routes and during certain parts of the year. If we look at the general picture of the railways, we find that road traffic has actually increased as compared to the previous year. But what the railways say is that they have not been able to reach the target that they have set for the year. But it has to be remembered that the general rise in tempo has received a little setback during this year as is also reflected in the passenger earnings of the railways.

A second reason also is that the railway target for each year has been a bit too ambitious, and if they have not been able to reach the target, the blame should not be thrown on road transport, and road transport should not be allowed to hamper its progress. I agree there has been steady progress of road transport during recent years, and that progress is only natural. It is not that this progress should be hampered by the railways.

Before I conclude, I should say that if we look at the general picture of the railways, on the one hand, we find that there is overcrowding in trains, that there is lack of accommodation and that there is demand for more passenger trains everywhere, but on the other hand, there is the statement of the Railway Minister that there is surplus wagon capacity; also, in many centres, there is need for more wagons. I say that if co-ordination is necessary, it is not co-ordination between rail and road that is neces-

[Shri Osman Ali Khan]

sary, but it is coordination in the railways themselves. If there is more capacity of wagons in one area, it has to be adjusted with other areas where there is less wagon capacity. There may be administrative problems, but these have to be solved. Also, when there is so much of passenger capacity that is necessary, why should the railways concentrate on goods traffic? The passenger traffic may not be so economic; but it should be made economic. I believe the Railways are thinking of increasing the rates for goods which they are subsidising at the moment. I think the Railways have a case for slightly increasing that; and, on that account, there will not be any difficulty to the industry. In any case, there is no justification whatsoever for the Railways to suggest any curb on road transport.

Shri M. R. Krishna: Mr Deputy-Speaker, Sir, it is natural that a big national concern like the Railways have to do a great work and, while doing that, the country cannot expect them to be perfect. There are certain defects and deficiencies. Before we start criticising the Railway Administration or point out their defects, I would say, the Railway Minister and his department definitely deserve certain compliments and congratulations.

The Railway Administration has definitely improved the welfare of the labour in the Railways and they have also encouraged sport in Railways whereby the officer classes can freely meet and mingle with the labour classes. They have also appointed an arbitrator to bring about cordial relations between the different organisations which are managing the labour unions. With the help of the arbitrator and with the co-operation they are getting from the Railway Ministry, these unions will, ultimately, be doing something better and good for labour in the Railways. These are some points on which anyone in this House would congratulate the Railway Ministry.

The Railway Minister, in his speech, has given a sad comment about the railway earnings, a point on which most of the hon. Members in this House, both from the Opposition as well as from the official side, have given their reasons—to find fault with the Railway Ministry. I think I need not have to deal at length with this matter. But, I would definitely like to say a few words in that connection.

The Railway Minister has said that there is keen competition between road transport and the Railways. Just now, the hon. Member who preceded me has given reasons why the Railway Ministry and Government should allow the private buses to ply and make their earnings.

It is very clear that the Railway authorities have expressed—and it is quite clear a fact—that there is still a lot of travelling without tickets on the one side and there is also the idling of wagons at places. These two things definitely contribute to the loss in railway earnings. To make good this loss, it will be unfair on the part of the Railways to enhance the charges or the rates both under goods traffic as well as in passenger traffic. It should be the duty of the Railway Ministry and the country at large to see that they put an end to this menace so that the Railways can come before this House in the next Budget with a surplus amount.

There must be certain reasons for this loss in railway earnings from the transport side, particularly goods, because, as pointed out by various hon. Members, the working of the transportation through buses, and that too private buses mostly, is mainly due to the fact that these buses cater to the needs of the public at short notice and it is easy for the public to hire the buses and carry their goods by paying very low charges.

Just now, my hon. friend has pointed out that a party from Hyderabad wanted to transport cigarettes from Hyderabad to Delhi. They first tried

the Railways. They hired wagons and wanted to transport the cigarettes by goods train which took them nearly a month or more. Then they tried to send the cigarettes by passenger train, paying a little more; even then they could not succeed because their goods reached Delhi only after 15 or 16 days. It seems they tried the bus. The buses could bring the goods from Hyderabad to Delhi in 8 days. Naturally, if this kind of service can be rendered to the public by the buses, even though the Railways are a national concern, the public would definitely prefer the private buses than the national concern.

Besides this, even in getting railway wagons, I am told the parties have to experience a lot of difficulties even after greasing the palms of somebody who may be in charge of these wagons. I think the Railway Administration should take very effective steps to put an end to these things which definitely incur the displeasure of hon. Members from various corners of this House—when the Railway Budget is being discussed.

Before I proceed to the next point mainly because of which I expressed my anxiety to speak today, I would request the hon. Minister to see that this kind of things are eliminated as soon as possible. Even if it is necessary that the Railway Ministry have to appoint new people or new machinery to check these evils in the Railways, I think this Parliament will never hesitate to sanction anything for the Railway Ministry.

Coming to the next point which is really more near and dear to me, I would like first to emphasise that the Government of India tries to honour some of the commitments and promises which it has made to the Princes including His Exalted Highness the Nizam of Hyderabad, but it deliberately fails to honour the commitments which it has made to the people of Hyderabad. It might be surprising that I make this statement now

because these assurances and promises, I think, must have been made by the Home Ministry and, perhaps, does not concern the Railways.

I say this because, when the Nizam's State Railway was integrated with the Central Railways, the NSR had certain schemes and had also certain surplus amounts with them. The Central Government had given clear undertakings to the NSR that all their commitments and promises would be fulfilled the moment the Central Government took over the NSR. One of the schemes—one of the very important schemes—under the ex-NSR was the line between Ramagundam and Nizamabad.

When some of my hon. friends from the other side criticised the Railway Ministry for concentrating more on the Northern Zone, I thought I need not join them and that I should not be very vehement in attacking the Railway Ministry for doing this thing. On a previous occasion the Railway Ministry has come with this plea to this House that they had to concentrate more in the north and in other places because some of the national industries like steel, fertiliser, etc. were coming up there and so it was necessary for the Central Government to provide all the necessary transport arrangements in those areas. When the same thing happens in some other part particularly in the central zone, I do not see any reason why the Railway Ministry should not advance the same argument and see that the hopes and promises which were given to the people are fulfilled. Now, Nizamabad is one of the very important and industrially developed districts of Andhra Pradesh.

Mr. Deputy-Speaker: I hope the hon. Members would have no objection if we push the non-official business by five minutes and allow the hon. Member to finish his speech.

Some Hon. Members: There is no objection, Sir.

Shri M. R. Krishna: That district has to depend upon Ramagundam for coal. Similarly the factory in Sirpur which is also in the public sector will have to depend on Nizamabad for its alcohol. When these arguments are given for laying new lines in various parts, I would definitely request the Railway Minister to see that he puts the same argument and fulfils the promises which the Central Government has given to the people of this area. Last evening I heard some Members criticising the Railway Minister personally and saying that most of the contracts which were previously enjoyed by the people of U.P. have now been transferred to people living in Bihar. In this connection, I would only like to tell this House that there is also feeling that the Railway Minister being a member of the Scheduled Castes community, he is encouraging these people to a greater length.....

Shri Braj Raj Singh: Nobody has said so..... (Interruptions.)

Mr. Deputy-Speaker: He is only anticipating.

Shri M. R. Krishna: At least there was a Member who said that because the Minister comes from Bihar he had given all the contracts to Bihar and the Deputy-Speaker was kind enough to order the expunction of that.

Shri Braj Raj Singh: Can the proceedings which have been ordered to be expunged by you be referred to here?

Mr. Deputy-Speaker: It cannot be referred to but that was not the portion that I ordered to be expunged. The Minister is here, and he can reply to that. I only ordered the expunction of certain other portion relating to certain officials who were not here to answer that.

Shri M. R. Krishna: I need not try to defend the Minister here. I will only request the Minister to see that he or his lieuts. give proper replies

so that the House will be convinced that this kind of a thing is not being done by the Minister.

I am happy that the Railway Board has appointed a special officer to look after the reservation quota of the Scheduled Castes in the Central Railways. He has done very well. Before coming to Delhi I went to Bombay and learnt from him that there was no arrears left. One thing is certain. Even this officer is unable to find sufficient number of candidates to fill the technical posts which are remaining unfilled in the railways. Therefore, I would certainly appeal to the Railway Ministry to see that something is done either to divert people who are recruited for clerks to take further training in the technical line and fill those vacancies which are still left unfilled because the railways even though they try to find out suitable candidates from the institutions were not able to get them in sufficient numbers. My friends from Bangalore will definitely join me in asking the Railway Ministry to see that the line from Secunderabad to Bangalore is converted from M. G. to B. G. because a person who has to go from Delhi to Bangalore will have to be in the train for a greater number of hours, in the most tedious and tiresome train, the G. T. Express. After that from Secunderabad to proceed to Bangalore, he will have to spend much more time. Since the two States, Andhra Pradesh and Mysore have come together, it should be taken up and the Ministry should see that this line is converted from M. G. to B. G.

Mr. Deputy-Speaker: Shri Rajendra Singh may just begin.

Shri Rajendra Singh (Chapra): Sir, yesterday I addressed you several times and today I have missed my meal and at long last I am grateful that I got this opportunity..... (Interruptions).

Mr. Deputy-Speaker: That would be part of his speech and he can continue tomorrow.

14.38 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS**THIRTY-FIFTH REPORT**

Sardar A. S. Saigal (Janjgir): Sir, I beg to move the following.

"That this House agrees with the Thirty-fifth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 25th February, 1959"

Mr. Deputy-Speaker: The question

"That this House agrees with the Thirty-fifth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 25th February, 1959"

The motion was adopted

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14.39 hrs.

RESOLUTION RE: INTERIM RELIEF TO CENTRAL GOVERNMENT EMPLOYEES—contd.

Mr. Deputy-Speaker: The House will now resume further discussion of the Resolution moved by **Shri S. M. Banerjee** on the 13th February, 1959 regarding interim relief to Central Government employees. Out of 2½ hours allotted for the discussion of the Resolution, 29 minutes have already been taken up and 2 hours and one minute are left for its further discussion today. **Shri Nath Pai** may continue his speech.

Shri T. B. Vittal Rao (Khammam): What about amendments? Can we move them now?

Mr. Deputy-Speaker: The amendments had been moved last time. **Shri Vittal Rao** has given notice of a fresh amendment. Though it is belated, I will allow it. That will be deemed to have been moved and I will treat it as moved.

Shri T. B. Vittal Rao: Sir, I beg to move.

That in the Resolution,

add at the end,—

"in view of the high prices of foodgrains and other commodities."

Shri Nath Pai (Rajapur): Sir, I rise to make a plea and an appeal on behalf of those who are condemned by the Government of India to toil and suffer but forbidden to complain, to groan or to protest. I want to endorse the plea of the two million employees of the Government of India that the Government be pleased to consider a second instalment of interim relief. I shall, Sir, confine to the barest facts and show what is the justification.

The finance Ministry in its office memorandum dated 27th December, 1957 had this to say: "The Pay Commission have, in their interim report dated the 14th December, 1957 recommended the grant, with effect from 1st July, 1957, of an increase of Rs. 5 per month in the dearness allowance of all Central Government servants whose basic pay does not exceed Rs. 250 per month."

And here comes the important sentence to which I shall particularly be drawing the attention of the Finance Minister.

"The Commission have already observed that this will be of a temporary nature and will ensure until they make a further or a final report."

It was made abundantly clear on that occasion that this was to be a temporary relief and a further relief, if such circumstances justified it, will of course be coming forth till the final report comes.

There were, therefore, two things; either the Pay Commission expeditiously finishes its work and submits to this House its final report, or, fail-

[Shri Nath Pai]

ing that, a further instalment of interim relief is made available to the employees. Now, it is common knowledge and it is true to say that there has been delay. It is habitual with Commissions which we appoint that they take inordinately long time in finishing the work which, the circumstances demand, should be finished expeditiously. It will be far from me to suggest that the present Pay Commission is not trying to do its work honestly, faithfully and with speed and expedition. Nonetheless the case is so obvious that one would have expected that the matter was dealt with speedily. It pains us when we bear in mind the suffering that is being caused to a very large number of government employees by the delay in the publication of that report.

I do not like to point out similes which denigrate our country, but whenever other countries have been called upon to decide issues of such urgency and importance, the Commission has done the work within less than four months. Very often we have heard fundamental issues have been dealt within six weeks. This Commission has been taking time which has exceeded the limit of more than 18 months.

Leaving aside this inordinate delay, what is the next thing that we can do? If the whole case of the Government employees cannot be scrutinized and placed on a proper basis, what is the second best that we can do? The second best was the grant of interim relief. The first Pay Commission had suggested a certain basis for that, and what was that basis? They had suggested that for every increase of 20 points in the cost of living index, there should be an automatic adjustment of Rs 5. This is a rule generally followed in the industries in this country and in other countries. Whenever there is a rise in the cost of living index, the dearness allowance is automatically adjusted in those countries which are more faithful and more honest about

what they write on their banner. This is automatic in France, in Britain, in Austria, and in the Chambers of Commerce, and the Ministries concerned—Labour, Commerce and Finance, in consultation with the trade union movements of the country. This readjustment is brought about without there being any necessity for any kind of plea or agitation or movement. But nothing of this kind happens here. However, there is a basis which has been laid down and which may be a guidance.

Why do you continuously go on ignoring that basis? I am afraid that some stock pleas may come. I would much prefer that Shri Morarji Desai, as he is famous for his forthrightness and honesty, will try to give us a clear-cut answer. What is the way?

The Minister of Finance (Shri Morarji Desai): Yes.

Shri Nath Pai: I am expecting, I am looking forward to it. What are the difficulties in denying to the Government employees the second interim relief? Is he going to fall back on this plea, "If the Pay Commission recommends, I am not going to deny it." No, that is not true. It is up to you and that is what we demand of you. Give this demand to the Pay Commission. If the Pay Commission then denies it, that is a different case. It is your refusal to forward the demand that is our complaint against you.

What we demand is this, and these are the terms of reference. By the terms of reference, the Pay Commission by itself is not going to recommend something. The Government may make references from time to time. This is one of the things that you can refer to them, and it is on this point that you will have to satisfy us.

I shall now be trying to give some definite data. Is this the plea, is this the usual trick of the trade unions? "Grab for more and work

Employees

less". No, Sir. Take the Posts and Telegraphs Department, which is the oldest department in the country, of which the Government takes credit, which has completed a century of honest, faithful service to this country. How many hours a week do they work, per year? It is 2,228 hours. Compare it with ours, with us who are here in this House. That figure does not come to that much. It is a bare thousand.

It has been often suggested, and the plea has been raised, about the conditions of life of these people. A sample survey was recently conducted by experts, and these are the revealing things that have come out. Is it becoming of us to ignore and sit tight by saying there are no finances, no resources? I will take the question of resources very soon. First, let me try to describe to him the daily sight of the pitiable postman coming in the morning, the telegraph boy coming in the night and knocking at the door, these innumerable Class IV people, with agony and misery in their eyes and faces. If those faces have not moved us, here are the cold facts. I do not think there is any heart so cold that is not stirred or moved by the suffering of these people who are confronting us at every stage, when we leave this building when we leave our own flats and houses. Here are the cold statistics which tell a very sorry tale.

From the study of 176 families conducted in Indore, it has been seen that the average family size is 6.37 persons per household. Normally, it is not what the economic experts and the Finance Ministry do. The unit taken for consideration is different, but this is a different thing, which is very high compared to the general Indian pattern of 5.21 persons per family. It is further seen that 17 per cent of the families comprise ten or more members each. When you make this allowance and take it as five persons,—of course you are going to introduce and implement family planning—today, as the things stand, the

families are larger and the Finance Minister has been one of those who have been encouraging large families in this country. It is evident.

Shri Morarji Desai: They are not following me!

Shri Nath Pai. You are on record as having opposed some kind of birth control. It is evident that the Posts and Telegraphs worker has to support a bigger and costly family at a younger age with comparatively meagre gross earnings at a higher cost of living in the cities, as no additional allowances are being paid to defray the additional cost of living which is natural in urban life. 85 per cent of the employees are married. 71.6 per cent of the employees fall under the age-group of 20 to 30 who are directly responsible for the efficiency of the department.

When I come to the question of resources, I want to point out, when the Ministries will be coming before this House for getting sanction and have grants passed, they will be claiming credit for the efficient performance of their Ministries. Let us be honest. Who runs them? You want credit for the efficient running of your departments. Who runs your department? Is it the elite, the people at the top, or the miserable, ill-clothed, innumerable Class II, Class III and Class IV employees? It is this sight of the misery at the base and luxury at the apex that shocks one, that staggers one. You claim that your department does so wonderfully well. But who bears the burden? Can they answer? The Government will claim, the Finance Minister will be saying, how wonderful his regime, the party's regime is, how the country has been blessed with expansionist economy, how the national income of the country is soaring gradually. If that is true, you are not going to make the plea that it is the toiling workers who bring about this additional income to the nation but that the State is mainly responsible for bringing about this additional income. If the State is responsible, who runs

[Shri Nath Pai]

the State? Is it an exaggeration? Is it claiming something different than what reality warrants? I might suggest to you that it is these two million small employees working in heated rooms—not heated because they are closed but because they are so badly conditioned—which has produced this result. What do we get then? Here are the conditions: Provision of electric light and water tap is still a luxury to many Posts and Telegraphs families. I am taking the Posts and Telegraphs department deliberately, for that is a very sizeable section of government employees which has the longest service record in the Government of India, and that is a sample of what is happening to others: 38 per cent to 56 per cent respectively avail themselves of these facilities. The rest have no such provision in their homes. 88 per cent of the employees reside in rented buildings and practically no Government quarters are available for the workers. Things become more pitiable, looking to the fact that the department has not been able to spend even the meagre amount allotted to the building programme of the department during the two Plans. Shri S. K. Patil is not here to hear this brilliant performance of his department, but this is what a sample survey disclosed. I hope his brief is correct today.

When the Foodgrains Enquiry Committee of Shri Asoka Mehta was going round this country, a memorandum was presented, not by some trade unionists, but by the Delhi School of Economics. This is the revealing thing that comes out. The experts have taken the year 1939 as the base year. I am not fond of 1939, I would rather like 1950 to be the base year. They say, that with 1939 as the base year, cost of living index 100, assuming the real wages were Rs 67, in 1947, the year of grace, the year of independence, it stood at Rs 48. The war years have eaten into the living wages. I cannot hold, howso-

ever I may like to quarrel, you responsible for this fall.

Mr. Deputy-Speaker: I would not quarrel with the hon. Member. There is one difficulty. I must give a warning that under Rule 178, no speech on a resolution shall, except with the permission of the Speaker, exceed 15 minutes.

Shri Nath Pai: I seek your permission.

Mr. Deputy-Speaker: I can add 5 minutes more, not beyond that. He has started at 2.37.

Shri Surendranath Dwivedy (Kendrapara): You may give him some more time.

Mr. Deputy-Speaker: Only 2 hours are left and the Minister also has to reply. May I know how much time the Minister would like to have?

Shri Morarji Desai: A minimum would be half an hour.

Shri Nath Pai: If he is going to say only 'no'.

Shri Morarji Desai: I may say 'no', but I must say it in a convincing manner.

Shri Tangamani (Madurai): He has already made up his mind.

Shri Nath Pai: I was still continuing my speech in the hope that I will be able to move the hon. Minister, in spite of what he has said in the House. The other day I am very discouraged to see that he has not been melted either by the cogency of my arguments or by what he has been seeing around him. I hope that during the time he has still to ponder, he will perhaps reflect upon his original decision.

An Hon. Member: Little hope.

Shri Nath Pai: I was, therefore, pointing out that in 1947, it stood at Rs 48 for Class III and Rs 22 for Class IV. I do not want to go year

by year. But coming to 1957, the cost of living index stood at 380 and the real wages stood at Rs 39.50 for Class III and Rs 21 for Class IV. Can anybody controvert this figure? Is this fabrication? Is this a conjecture of some magician? It is a tragedy brought about by those who are instrumental in running the administration of this country. These cold figures have a moving and pathetic story to tell, which is written in many homes. These people today are finding themselves in this plight.

I will not be going into more figures beyond this that I have tried to confine myself to two very important surveys. The last figure I would like to quote is from December 1958 bulletin of the Reserve Bank of India run by very dependable and respectable gentleman.

"The up-trend in the all-India consumer price index for working class—base 1949—noticed since ever last continued, the index rising to 223 in October. The October index represented a rise of 3.8 per cent over that a year ago."

How many tears come from the wife of the postman when these cold figures are recorded in the Reserve Bank index numbers? We are not exaggerating; we are not dramatising, but it is a practical experience of which every one of us is ashamed. It is not only I that received 40 telegrams recently from Government employees all over the country to appeal to the Government but you see these pleas everyday at your home, when these people call at your home and ask you to do something about it.

There is only one figure that I would like to bring to his notice. The *Labour Gazette* gives the figure for December, 1958 as 412. While granting the interim relief, this is what the Commission has said:

"Even according to this low calculation, the dearness allowance would have been increased in all by another Rs 10 if the index

number had reached 385 and remained at or above that level for three successive months."

They were ready to grant Rs 10 provided the number has stabilised. But the number has far refused to stabilise. To use a cogent phrase of Sardar Swaran Singh, "the number is not obliging" and the number is soaring higher. It has jumped up to 412. What have we done? Nothing whatever. Here is an occasion, an opportunity, to think of all this.

Now, he will be telling me that there are no resources. Shall I quote what was said in the past week in this House? I am not going to turn to Ashoka and point out here are the resources. I am not casting gluttonous eyes in the direction of the Ashoka; it is an old exploded thing. There are fresh avenues to explore. Last week, Sardar Swaran Singh told this House that Rs 17 crores are due from two firms. If you increase your interim relief by another Rs 5 the total bill to the exchequer will be Rs 12 crores. Two single firms in this country owe him me and the employee, Rs 17 crores. The same companies—Messrs Tata Iron and Steel Company Limited and the Indian Iron and Steel Company Limited, each have between them Rs 10 crores interest-free. How much is the interest per year that is being lost? It is Rs 1,20,00,000. It is admitted by the Home Ministry that the expenditure on the civil administration in this country has gone high and is showing no sign of stopping at any level. I would like the Minister to tell me what fraction of this additional expenditure has gone into the pay packet of the Government employee.

We would like specific answers to these points which we are raising. Is there not justification for the demand? Was there not a stipulation that as this price index goes higher, you will be thinking of their case again? Are there no resources? These are the three questions. I would like to draw to his attention.

[Shri Nath Pal]

Finally, before I force you to ring the bell, I would say that the hon Finance Minister is a very realistic administrator, but the methods that are being employed for meeting this genuine suffering are not showing any reflection of that realism. Throttling a man who is hungry, preventing him saying "You shall not cry that you are hungry, you shall not complain when we are whipping you, even if the burden becomes unbearable, you shall not relieve yourself of the burden, nor shall you complain"—this is what in simple words Rules 4A and 4B are. He might say, it is paraphrase.

Presently, the Accountant General in Bombay was pleased to order that the girls in the office shall not weep because that is a demonstration. I am quoting verbatim, I come from Bombay. Girls were protesting because somebody was removed and that is the only way. But weeping also is construed as offensive and likely to undermine the security of the State. He is expressing his surprise.

Shri Morarji Desai: I am not surprised.

Shri Nath Pal: That is a pity.

Shri Tangamani: He is never surprised.

Mr Deputy-Speaker: Now he is forcing me to ring the bell.

Shri Nath Pal: No Sir, I shall conclude. It will not, therefore suffice to fall back on such rules like 4A and 4B and stop them from demonstrating. It does not add to the dignity of this House and it does not forbid well for the future of democracy. On the last occasion, we were told that the Government cannot afford the luxury of a pay commission. Then 2 million Government employees said "We must have the pay commission" and then it was granted suddenly and hurriedly. It is better that the hon Minister says it here, because this House is the highest forum of the country where a complaint will be

judged and the reply will be given. Let him give the reply here. Let not the complainants be forced to look in other directions for relief. I am an incorrigible constitutionalist, but I think to that end we owe this that the Constitution and Parliament become responsible and do not turn a deaf ear. If we do this, they will also conform to all their obligations.

15 hrs

Shri Tangamani: I rise to support the Resolution which was moved by my hon friend, Shri S M Banerjee to request the Government to grant a second interim relief to the Central Government employees. I have moved two amendments and those amendments are more to support the stand taken by the mover of the Resolution. My amendment says that this interim relief is necessary because the relief that has been given is a paltry sum of Rs 5 only. The second point that I have brought out in my amendment is that there is likely to be delay in the publication of the Pay Commission's Report.

Coming to the first point, it is common knowledge that this Rs 5 will not be able to compensate the rise in the cost of living index. The second point is that when once the Central Government or a Pay Commission set up by the Central Government fixed a minimum of Rs 5 then all the wage boards will follow suit. Recently, the sugar wage board has also come out with an interim relief.

15 01 hrs

[SHRI BARMAN in the Chair]

A question was put in this House on 25th February 1959, that is, day before yesterday, a Short Notice Question and in answer to that we were told that all those employees getting Rs 100 and less will get an interim relief of 5 per cent or Rs 3, those who are getting between Rs 100 and Rs 200 will get 4 per

cent or Rs 5 and those who are getting above Rs 200 a little more. Anyhow, most of the employees I am now referring to will be getting only Rs. 5 or less. In fact, they will be getting only Rs 3. So, when the basis laid down is Rs 5, it is likely to be followed by the other industries also.

Coming to the Central Government itself, in the Posts and Telegraphs Department, as you are aware, a special officer was appointed to fix the wages for the extra-departmental staff of the Posts and Telegraphs Department. They probably number more than 100,000. Now this is what the notification says:

"Interim Relief to Extra Departmental Employees of the P & T Department"

Copy of the letter No 17/18/57 P&A, from the Ministry of Transport & Communications Govt of India, (Department of Communications and Civil Aviation) to the DGPT New Delhi

'I am directed to invite a reference to the Govt of India Ministry of Finance OMN F9(18)-EST(SPL) 157 dated 27-12-57 sanctioning the grant of an interim relief to all the Central Govt Servants other than the Extra-Departmental Employees of the P & T Deptt and certain other categories mentioned in para 5 of that OM. The question of granting some relief to the Extra Departmental Employees of the P & T Department has since been considered by the Government of India and the President is now pleased to decide that all Extra Departmental Sub Postmasters and Extra Departmental Sorters now drawing the Dearness Allowance of Rs 25/- per mensem and all other Extra Departmental agents drawing Dearness Allowance at Rs 10/- per mensem may be granted an increase of Rs 2/- per mensem in dearness allowance as a measure

Employees

of interim relief. This increase in Dearness Allowance will have effect from 1st July, 1957 and until further orders.'

So we find the workers in the sugar factories are getting Rs 3 and the workers in the Extra-departmental cadre are getting about Rs 2/-

I shall not develop the arguments advanced by the previous speakers to show that Rs 5 will not meet the ends of justice. The last Central Pay Commission itself when granting the interim relief said that they would have given Rs 10 if the cost of living is 385 points. Today the cost of living has gone up by another 20 points. If we are going to accept the original formula laid down in the First Pay Commission Report, namely, Rs 5 for every 25 points today Rs 15 will be the interim relief which will have to be paid to the Central Government employees.

Now I shall come to the second point which is about the delay in the publication of the Central Pay Commission's Report. The other day in reply to S Q No 311 the hon Finance Minister was pleased to state that the Central Pay Commission's report will be published in June. We are grateful to him for that. Now I should like to know from him

Shri Morarji Desai: I said that it will be received in June, not published in June.

Shri Tangamani: The difference is between Tweedledum and Tweedledee. We are not going to allow you to keep it for yourself.

Shri S M Banerjee: The Finance Minister had stated that it will come in June. That is what we understood also.

Shri Morarji Desai: That is what I said. It will come in June to me.

Shri Tangamani: After it reaches him it is going to be a job to get it out of his hands. That is the experience that we have.

Shri Morarji Desai: It will not be job.

Shri Tangamani: In the case of the extra-departmental staff Major Rajan was appointed as a kind of Pay Commission. The Commission gave its report in July, 1958. We want to know when it is likely to come.

An Hon. Member: Lost in transit.

Shri Tangamani: When the report is received, the Ministry sleeps over it and we have again and again to remind the Ministry, remind the Government "let us know what has happened to it". We do not know what his recommendations are. The recommendation of Major Rajan are being perused by the Ministry. If the Ministry comes to a particular decision, it may come to us. When it reaches us there may be so many anomalies. My point is even if the report is received, the benefit will go to the employees only after 1, 2 or 3 years. That is why it is imperative, and the House also feels so, if we are going to do justice to these Central Government employees who were patriotic, who showed their patriotism in August, 1958 by withdrawing the strike notice in deference to the wishes of the Prime Minister, in deference to the wishes of political parties, in deference to the wishes of the people, we must do it now itself. So, I would like to know from the Finance Minister if and when the Central Pay Commission's Report is received, how long will it take for the Ministry to consider it and give their recommendations and make it available to this House. At least to that I want a categorical reply. Otherwise, the inference that will be drawn is that this is also an attempt to drag on the issue.

The original appointment of the Pay Commission was only a pallia-

tive to the Central Government employees. Now the Central Government employees have to wait for the report of the Commission and when the Commission's report is about to be published, all sorts of things are taking place in this country. Rules 4A and 4B are being applied indiscriminately and I can say that in the State from which I come, Madras State, it is very liberally used. A circle secretary of the Posts and Telegraphs is being charge-sheeted here and another circle secretary in another department because he has demonstrated, and to this day, like the "office of profit" God only knows what the definition of "demonstration" is. If the hon. Finance Minister is at least kind enough to let us know as to what exactly the meaning of "demonstration" is, we will be grateful. What I am saying is that having got the appointment of a Pay Commission, when the Commission has got all the material before it, before its report is about to be published, attempts are being made to terrorise the Central Government employees. Now when once it is received—according to the Finance Minister, received by him—again, I repeat it is necessary at least to take the House into confidence as to how long he is likely to take for considering it and submitting his recommendations.

श्री बाजपेयी (बलरामपुर) सभापति महोदय, जो प्रस्ताव मेरे मित्र ने उपस्थित किया है उस में मैं ने दो संशोधन रखे हैं। उन के प्रस्ताव का अभिप्राय यह है कि सरकार केन्द्रीय कर्मचारियों का जिनका कि वेतन ३५० रुपये प्रति मास तक है, उन्हें दूसरी अंतरिम सहायता दे लेकिन उन्होंने जो शब्दावली रखी है उस का यह अर्थ नहीं होता। उन शब्दों से जो अर्थ निकलता है वह यह है कि जिन की कि तनस्वाह ३५० रुपये महीना है, उन को दूसरी अंतरिम सहायता मिलनी चाहिये। मैं उन के अभिप्राय को समझता हूँ और इसीलिये मैं ने उस को स्पष्ट करने हुए एक संशोधन उपस्थित किया है।

कि जिन का कि वेतन ३५० रुपये तक है, उस से नीचे वाले कर्मचारी भी अन्तरिम सहायता की दृष्टि से शामिल किये जायें। जो पहले अन्तरिम सहायता दी गई थी ५ रुपये की वह २५० रुपये प्रतिमास पाने वाले कर्मचारियों तक ही सीमित थी। इस बात की आवश्यकता है कि उस का दायरा बढ़ाया जाय क्योंकि जिस गति से रुपये को कीमत गिरती जा रही है और जीवन की आवश्यक वस्तुओं के भाव बढ़ते जा रहे हैं, उस को ध्यान में रखते हुए ३५० रुपये प्रतिमास पाने वाले कर्मचारियों तक को अन्तरिम सहायता के क्षेत्र में शामिल किया जाना चाहिये।

दूसरा सशोधन मैंने यह उपस्थित किया है कि सरकार अन्तरिम सहायता का रुपये में देने के बजाय इस बात पर गम्भीरता से विचार करे कि क्या केन्द्रीय सरकार द्वारा कर्मचारियों के लिये ऐसी दुकानों का प्रबन्ध किया जा सकता है जिन पर वह सस्ती दर पर जीवन की आवश्यक वस्तुएं प्राप्त कर सकें। अब यदि अन्तरिम सहायता रुपये के रूप में दी गई और चीजों के भाव बढ़ते गये जिन तरह में कि बढ़े हैं और अन्तरिम सहायता दी गई ५ रुपये और चीजों के भाव अनापशाना बढ़ गये तो अन्तरिम सहायता का कोई अर्थ नहीं रहता। आप दूसरी भी अन्तरिम सहायता दे दें और चीजों के भाव वृद्धि में कोई रोक न हो तो उस का भी अधिक परिणाम नहीं होगा। इस सम्बन्ध में मैं यह निवेदन करना चाहता हूँ कि सरकार ने गल्ले के थोक व्यापार का राष्ट्रीयकरण करने का फैसला किया है। अब आज नहीं तो कल इस का स्वाभाविक परिणाम यह होगा कि आप गल्ले का फुटकर व्यापार भी अपने हाथ में ले लेंगे। उस समय वितरण आपको करना होगा। अब यदि आप केन्द्रीय कर्मचारियों की दृष्टि से उनको नियत दर पर, उचित दर पर अनाज प्राप्त करने की सुविधा कर दें तो मैं समझता हूँ कि वह आज की दृष्टि से भी ठीक होगा और भविष्य की दृष्टि से भी लाभकारी होगा।

अभी इस बात को चर्चा को गई कि दूसरी अन्तरिम सहायता देने के लिए सरकार के पास साधन कहाँ हैं। मैं समझता हूँ कि जो सुझाव मैं दे रहा हूँ उसमें सरकार को अधिक साधनों की आवश्यकता नहीं होगी।

पहले रेलवे कर्मचारियों को इस तरह सस्ती दर पर अनाज दिया जाता था। मैं मानता हूँ कि उसमें कुछ गड़बड़ियाँ थी मगर उन बुराइयों को विकृतियों को दूर करके इस व्यवस्था को फिर से चालू करना चाहिये।

जहाँ तक अनाज के भावों में वृद्धि को रोकने का सवाल है, मुझे डर है कि यह वृद्धि रुकने वाली नहीं है। क्योंकि इसका सम्बन्ध केवल कृषि और खाद्य मंत्रालय की नीति से ही नहीं है। एक दृष्टि से हमारा वित्त मंत्रालय भी उसमें सीधी तरह से जुड़ा हुआ है। हम जिस ढंग से योजना बना रहे हैं और उसमें देश की अर्थ व्यवस्था के ऊपर जो आर्थिक भार डाला जा रहा है और जिसका कि परिणाम एनफ्लेशन में हो रहा है मुद्रास्फीति में हो रहा है, उसके फलस्वरूप भाव बढ़ रहे हैं। और फिर आप विचार करें कि भाव गिरने की बात कही जा रही है। लेकिन २५ रुपये मन पर गेहूँ के भाव स्थिर हो गये हैं ऐसा लगता है और भाने वाले महीनों में २५ रुपये मन गेहूँ के सामान्य भाव समझें जाने लगेंगे। और इधर तीसरी योजना के परामर्शदाता कह रहे हैं कि तीसरी योजना १० हजार करोड़ की बनायी जायगी। तो फिर मुद्रास्फीति को रोक नहीं जा सकेगा और उस स्थिति में भावों पर नियंत्रण रखना बहुत कठिन होगा। अच्छा तो यह है कि सरकार अपने कर्मचारियों के लिए जीवनोपयोगी वस्तुओं का प्रबन्ध स्वयं करे और इसी दृष्टि से मैंने सशोधन उपस्थित किया है।

जहाँ तक पे कमीशन की रिपोर्ट का सवाल है, पे कमीशन को यह तो नहीं कहा जा सकता कि वह अपनी रिपोर्ट जल्दी दें। उनकी टर्मस आफ रेफरेंस बहुत जटिल हैं और उन्हें अपनी

[श्री वाजपेयी]

नीति पर विचार के लिए समय चाहिए, जल्दबाजी की जाये इस मत का मैं नहीं हूँ। लेकिन जून में रिपोर्ट प्राप्त होने की आशा है। फिर सरकार उस पर विचार करेगी। और हम बीच में कर्मचारियों को बछ्ती हुई महंगाई से बचाने के लिए सरकार क्या योजना कर रही है यह मैं मंत्री महोदय से जानना चाहूँगा। यदि आप दूसरी अन्तरिम सहायता नहीं देते तो आप क्या करेंगे? कर्मचारियों में उत्पन्न होने वाला अमतोष किम तरह से दूर किया जायगा। पंचवर्षीय योजनाये कर्मचारियों के बलबूने पर सफल हो नहीं है। वे हमारे इस शासनतंत्र के राजमहल की नींव के पत्थर हैं। महल का शिखर तो दिखायी देता है, चमक पर ता मब की आखें जाती हैं, पर वे जिनको छाती पर यह हमारे तबड़ी हुई है, वे छोटे छोटे कर्मचारी जो इस हमारे तबड़ी की नींव के पत्थर हैं उनकी दशा की ओर ध्यान देना आवश्यक है।

पंचवर्षीय योजनाओं का उद्देश्य जीवन-स्तर की उचा उठाना है। मगर जिनकी निश्चित आय है, जिनकी फिर्ज्ड इनकम है, और जिनमें सरकारी कर्मचारियों का वर्ग सबसे बड़ा है, महंगाई का कारण उनका जीवन स्तर गिर रहा है। योजना का उद्देश्य जीवन स्तर बढ़ाना है, मगर इन लोगों का जीवन स्तर गिर रहा है। इस सम्बन्ध में सरकार क्या करेगी? याजनाये कर्मचारियों के बल पर सफल होती है। यदि उनमें अमतोष बढ़ गया तो समाज विरोधी तत्व उसका लाभ उठायेगे। आप उनसे बच नहीं सकते। यह आपका कहना ठीक है कि यदि कोई धमकी दे तो उसका प्रभाव नहीं होगा, लेकिन धमकिया लोग क्यों देते हैं। मोघा कदम उठाने के लिए क्यों विवक्षित होते हैं। अगर हम ऐसी परिस्थिति उत्पन्न करें जिसमें सरकारी कर्मचारी सतोष के साथ अपना जीवन निर्वाह करते हुए राष्ट्र के महान निर्माण कार्य के प्रति अपने उत्तरदायित्व का पालन कर सकें, तो यह हमारे लिए भी ठीक होगा और उन कर्मचारियों से

भी हम अधिक कर्तव्य कर्म की अपेक्षा कर सकते हैं। इस दृष्टि से मैंने दो ससोधन उपस्थित किये हैं और मैं समझता हूँ कि सरकारी कर्मचारियों को समने दाम पर जीवनोपयोगी वस्तुयें देने का जो सुझाव है उसके सम्बन्ध में गम्भीरता से विचार किया जाना चाहिए।

पिछले साल बजट पर भाषण करते हुए मैं ने एक सुझाव रखा था कि सरकार राशन बाइस इश्यू करे सरकारी कर्मचारियों के लिए। उसमें कुछ प्राप्ति भी हो सकती है और सरकारी कर्मचारियों को यह विश्वास भी दिलाया जा सकता है कि बाजार में जीवनोपयोगी वस्तुओं का भाव चाहे कुछ भी हो, उन्हें उचित मूल्य पर वे सब चीजें मिलती रहेगी। उनमें सुरक्षा का भाव पैदा होगा और जो अर्थ व्यवस्था आप बनाने जा रहे हैं, जिसमें अनाज का वितरण सरकार अपने हाथ में लेने वाली है, उसमें भी इसकी मगनि बैठती है।

मैं समझता हूँ कि वित्त मंत्री महोदय इन सुझावों पर गम्भीरता से विचार करेंगे। इन शब्दों के साथ मैं श्री बनर्जी के प्रस्ताव की भावना का पूर्ण समर्थन करता हूँ।

श्री प्र० ना० सि० (चन्दौली)

माननीय सभापति जी, आज सदन के सामने जो प्रस्ताव श्री बनर्जी ने पेश किया है और जो सोधन श्री वाजपेयी जी ने पेश किया है कि ३५० रुपये तक पाने वाले केन्द्रीय सरकार के कर्मचारियों को अन्तरिम रिलीफ दिया जाये, इसके द्वारा हम सदन का ध्यान २० लाख सरकारी कर्मचारियों की समस्या के समाधान की ओर आकर्षित होने का मौका मिला है। इस प्रस्ताव के द्वारा इस ओर भी ध्यान आकर्षित किया गया कि सैकिड प कमीशन की रिपोर्ट के आने के दरम्यान मैं जो तकलीफें और मुसीबतें सरकारी कर्मचारियों

को उठानी पड़ रही है उनके सम्बन्ध में क्या कार्रवाई की जाये ।

लोगों का ऐसा ख्याल था कि युद्ध के दौरान में जो चीजों के दाम बढ़ गये थे वे युद्ध के ख़ातमे के साथ नीचे गिरेगें । लेकिन हमने देखा कि इस सम्बन्ध में अभी तक सरकार को सफलता नहीं मिली है । हमने महसूस किया है कि जो सरकार यह कहती रही है कि हम कास्ट आफ लिविंग नहीं बढ़ने देंगे इस मामले में सरकार बिल्कुल ही असफल रही है, और हम समझते हैं कि आने वाले वर्षों में यह कास्ट आफ लिविंग गिरने नहीं जा रहा है बल्कि उसमें दिनोदिन बढ़ातरी ही होने जा रही है । ऐसी अवस्था में मैं माननीय वित्त मंत्री महोदय से अनुरोध करूंगा कि जो केन्द्रीय सरकार के कर्मचारी हैं उनके सम्बन्ध में वह ठीक तौर से गौर करें । इस सम्बन्ध में इस बात को समझ लेना बहुत ही जरूरी है कि जब पे कमीशन ने १४ दिसम्बर, १९५८ को अन्तरिम रिलीफ दिया था उस समय कास्ट आफ लिविंग इंडेक्स ३८५ पर था यदि सन् १९३९ को बेस इयर माना जाये । यह आंकड़े हमको इकानामिक एडवाइजर के विभाग द्वारा दिये गये हैं । उन्हीं के आंकड़ों से हमको मालूम होता है कि दिसम्बर, १९५८ में यह कास्ट आफ लिविंग का इंडेक्स ४४२ ७ हो गया । यह हमको अभी नहीं मालूम हुआ है कि अगर हम १९३९ को बेस इयर मान ले तो जनवरी और फरवरी, १९५९ में कास्ट आफ लिविंग इंडेक्स क्या हो गया है । लेकिन जो आंकड़े १९५२-५३ को बेस मान कर इकानामिक एडवाइजर के यहाँ से इश्यु किये गये हैं उनको देखने से मालूम होता है कि १९५२-५३ को बेस मानकर अगर दिसम्बर, १९५८ में कास्ट आफ लिविंग इंडेक्स ११३.३ था वह जनवरी, १९५९ में ११४.७ हो गया । इसका मतलब यह है कि जो जीवन निर्वाह की चीजें हैं उनके दाम दिन ब दिन बढ़ते चले जा रहे हैं ।

जब पे कमीशन ने सन् १९४६ में अपनी रिपोर्ट दी थी और जिसको सरकार ने सन् ४७ में माना था, उस रिपोर्ट में इस सिद्धान्त को सारु तौर में रख दिया गया था कि जब भी कास्ट आफ लिविंग इंडेक्स में २० प्वाइंट बढ़ें तो पांच रुपये की बढ़ातरी अन्तरिम रिलीफ के रूप में डिअरनेस प्रलाउंस में होनी चाहिए । लेकिन हम देखते हैं कि सरकार किसी उमूल से नहीं बचना चाहती । सरकार चाहती है कि बिना उमूलों के किसी मामले को चलाते रहे । हम देखते हैं कि सन् १९५७ में जब इन्टरिम रिलीफ दिया गया उस वक़्त कास्ट आफ लिविंग इंडेक्स ३८५ था और दिसम्बर १९५८ में ४४२ से भी ऊपर है अर्थात् ५७ प्वाइंट्स की बढ़ातरी हुई है । इसका मतलब यह है कि पे कमीशन द्वारा निर्धारित सिद्धान्त के अनुसार १५ से २० रुपये तक की बढ़ातरी सरकारी कर्मचारियों के महंगा भत्ता में होनी चाहिए । लेकिन हमारे माननीय वित्त मंत्री कहते हैं कि पे कमीशन की रिपोर्ट आने तक वे इस प्रश्न पर गौर करने को तैयार नहीं हैं । मैं आपके द्वारा उन तक और उनके द्वारा उनकी सरकार तक इस बात का पहुँचाना चाहता हूँ कि जब सन् १९५७ में अन्तरिम रिलीफ दिया गया था उस वक़्त में कास्ट आफ लिविंग इंडेक्स में बड़ा फर्क पड़ गया है । मैं जानता हूँ कि उनका दिल बहुत मजबूत हो चुका है, लेकिन मैं चाहता हूँ कि वे उन कर्मचारियों की दशा पर विचार करें जो कि एक माननीय सदस्य के शब्दों में इस बड़े महल की नींव के रोटे हैं और जिन्होंने इस दश को बनाने के लिए अपनी जिन्दगी को लगा रखा है । इस सम्बन्ध में माननीय वित्त मंत्री की तरफ से यह सवाल उठाया जायगा कि हमारे पास साधन नहीं हैं और साधनों की कमी के कारण यह मुमकिन नहीं है । लेकिन मैं यह कहना चाहता हूँ कि आज हमारा बजट ग्यारह और बारह अरब के बीच में है और अगर उस में बीस लाख सेट्रल एम्पलाईज की तरफ ध्यान नहीं दिया जाता है, जिन में से चौदह, पंद्रह

[श्री प्र० ना० सिंह]

लाख वे लोग हैं, जिन की बेसिक सैलरी ५१ रुपये से १०१ रुपये तक है, तो यह उचित बात नहीं है। हमारा १९५८-५९ का बजट ग्यारह, बारह धरब का है। धागे धाने वाला बजट शायद ज्यादा हो सकता है। हम नहीं जानते कि सरकार और टैक्स लगाने की सोच रही है या नहीं। लेकिन हो सकता है कि टैक्स लगाने के बाद बजट और बढ़े। जो भी हो, इस वक्त जो ग्यारह बारह धरब का बजट है, अगर उस में इन एम्प्लॉईज के लिए कोई गुंजायश नहीं है, तो मैं समझता हूँ कि इस सरकार के अधीन लो-इनकम ग्रुप के एम्प्लॉईज के साथ इन्साफ नहीं हो रहा है।

इस बारे में एक और बात पर गौर करना जरूरी है। प्रश्न यह है कि इस समय उन लोगों को रीयल वेज क्या मिल रही है और इनफ्लेशन और महंगाई के वर्तमान समय में उन को जीवन के निर्वाह लायक रीयल वेज मिल रही है या नहीं। माननीय वित्त मंत्री मानेंगे कि कास्ट ग्राफ लिविंग इन्डेक्स में बड़ी वृद्धि हुई है और रुपये की कीमत बहुत गिर गई है। पिछले दिनों जब पोस्ट एण्ड टेलीग्राफ वर्कर्स ने हड़ताल का नोटिस दिया था, तो दूसरा पे कमीशन बिठाया गया था। और उन लोगों का पाब रुपये का इंटेरिम रिलीफ दिया गया था। सब लोग जानते हैं कि कास्ट ग्राफ लिविंग इन्डेक्स दिन-प्रति-दिन बढ़ रहा है—ह ५५, ५६ प्वाइंट के बराबर बढ़ रहा है। पे कमीशन की रिपोर्ट के धाने तक इन्जाफ करने की बात कही जा सकती है। उस रिपोर्ट के जून में धाने की बात की जाती है। हा सकता है कि और देर लगे और फिर वह मामला सरकार के पाम विचार के लिए जाये। इस प्रकार इस में सालों की देर लग सकती है। मा'नीय वित्त मंत्री जी की सरकार की यह हालत है कि वह हर काम को टालती जाती है—इतनी देर तक टालती जाती है कि कोई भी काम निपटने न पाये। इसलिए सालों तक यह ममला टलेगा। यह बीस लाख

एम्प्लॉईज का सवाल है। १९५५ में उन की संख्या पंद्रह, सोलह लाख थी। इस बीच में ने दो डार्ड लाख और बढ़ गये हैं, इसलिए अब ने गरीब अठारह उन्नीस लाख होंगे। इतने लोगों की जिन्दगी के साथ खिलवाड़ नहीं किया जा सकता है।

अधिक न कह कर मैं आखिर में यह कहना चाहता हूँ कि जहाँ तक सेंट्रल पे कमीशन की रिपोर्ट का सवाल है, माननीय वित्त मंत्री जी ने डिक्लेयर किया है कि जून के महीने में वह रिपोर्ट आ जाने की सम्भावना है। यदि वह रिपोर्ट जल्दी आ जाती है, तो उस को लागू करने का प्रश्न तो है ही, लेकिन जहाँ तक इन्टेरिम रिलीफ का प्रश्न है, माननीय मंत्री जी ने माननीय मित्र श्री नाथ पाई को उत्तर देते हुए कहा है कि अगर हम नो भी कहेंगे, तो हम कन्विसिंग तरीके से नो कहेंगे। लेकिन हम उन में यह निवेदन करना चाहते हैं कि वह जग इधर के नर्क का भी अच्छी तरह से, जग ठंडे दिल में सुने और उस पर गौर करे कि क्या ५५, ५६ प्वाइंट के इन्कीज के बाद भी इन्टेरिम रिलीफ देना उचित है या नहीं। फर्स्ट पे कमीशन का रिपोर्ट में कहा गया था कि कास्ट ग्राफ लिविंग इन्डेक्स में वीम प्वायट के इन्कीज पर पाब रुपये बढ़ने चाहिए। और अगर कास्ट ग्राफ लिविंग इन्डेक्स में इतनी वृद्धि के बाद भी माननीय वित्त मंत्री जी उसी पत्थर दिल के बनना चाहते हैं तो मुझे कुछ नहीं कहना है। लेकिन इस देश का बनाने की भावना उन में भी है और वे मानते हैं कि सेंट्रल एम्प्लॉईज इस देश को बनाने में लगे हैं। अगर उनका यही ख्याल है तो उन का इस समस्या पर महानुभूति से गौर करना चाहिए और अगर उन का ख्याल दूसरा है, तो बात दूसरी है। मुझे आशा है कि जब माननीय वित्त मंत्री इस सम्बन्ध में जबाब देंगे, तो हमारे सामने इस बात का अवश्य रखेंगे कि १९५७ में जो इन्टेरिम रिलीफ दिया गया, उस के बाद अब कास्ट ग्राफ लिविंग इन्डेक्स ५६, ५७ प्वायट बढ़ जाने के बावजूद भी इन्टेरिम

रिलीफ न देने का क्या लाजिक है—क्या तर्क है। और अगर मालनीय वित्त मंत्री के पास कोई तर्क नहीं है या केवल यह तर्क है कि हमारे फ़ाइनेंसियल रीसोर्सिज एलाउ नही करते हैं, तो मैं उन की सरकार को कहूंगा कि क्या वह सरकार इतनी असफल होना चाहती है कि इंडिपेंडेंस के बाद कास्ट ग्राफ लिबिंग इन्डेक्स दिन-प्रति-दिन बढ़ता चला जाये, महंगाई बढ़ती जाये और देश की समस्याओं के सम्बन्ध में सरकार की नीतियां असफल होती जायें और उस के बावजूद भी उन समस्याओं की तरफ़ ध्यान न दिया जाये, जिन का सीधा सम्बन्ध गरीब और साधारण लोगों से है। मैं समझता हूँ कि वह उचित नहीं होगा।

आखिर में मैं फिर वित्त मंत्री से अपील करना चाहता हूँ कि वह इन्टेरिम रिलीफ़ के मामले पर विचार करे और कम से कम सेंट्रल एम्प्लॉईज़ को कास्ट ग्राफ़ लिबिंग इन्डेक्स के आधार पर इन्टेरिम रिलीफ़ देने की व्यवस्था करें।

Shri Achar (Mangalore). Sir, I beg to oppose this Resolution. I do not know what exactly the Resolution means. As it stands, it says:

"This House is of opinion that pending the report of the Pay Commission further interim relief be paid to the Central Government employees in receipt of Rs. 350 as basic pay"

Shri S. M. Banerjee: You read the amendment also.

Shri Achar: We are concerned with the Resolution as it stands. Whether the amendment will be accepted or not is not the point. Let us see the Resolution as it stands. It says relief must be given to persons who get a basic pay of Rs. 350. It does not speak of other persons, who may get lower than that. Probably, the Mover means Rs. 350 and below

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I cannot follow the several speeches made in support of the Resolution because they were all made in Hindi.

Shri S. M. Banerjee: They were also in English.

Shri Achar: They were in Hindi and I could not understand them. (Interruptions.) I am sorry I am not here to learn Hindi. I have been sent here to represent my constituency and I do not know, at this stage, whether I would be able to pick up Hindi. That is a different aspect of the question.

Shri Yadav (Barabanki): Which language does your constituency speak?

Shri Morarji Desai: May I say that when all these hon. Members were speaking nobody interrupted them. When one Member from this side speaks everybody tries to interrupt him. What does this mean? It shows intolerance.

Shri P. N. Singh: We want to know what language his constituency speaks. (Interruptions.)

Shri Morarji Desai: We did not admire the languages here but still nobody interrupted them.

Mr Chairman: Frequent interruptions are not real parliamentary procedure. One or two interruptions are quite understandable. But if all hon. Members want to interrupt when one hon. Member is speaking, it means that that person is upset. That is another way of preventing him. Let him say what his opinion is.

As regards Hindi, he does not understand Hindi; and what is the harm in stating that.

Shri Achar: Thank you for the protection given to me, Sir. As I admitted, I have not been able to follow the arguments put forth in support of the proposition. I would submit more

[Shri Achar]

than anything else that we have to consider this question from the budgetary point of view

When a Budget is framed, Government and the persons who are responsible for running the Government, frame their Budgets on certain conditions and thinking that their liability will be restricted to a certain extent. Even a small increase to be paid with retrospective effect will affect the Budget very seriously. We know, while granting an interim relief of Rs. 5, to what extent it affected the financial implications of this year's Budget.

There has been some delay in the final report of the Commission. It means an elaborate enquiry. The scope is very wide and it includes government servants all over India. When the enquiry is vast, naturally, it takes some time. But that does not mean that you will have to presume that this report is going to be a report in favour of the Central Government servants (*Interruptions*). They have to consider not only the question of the pay of the Central Government servants but also the pay of those who are servants in State Governments and in local bodies—and we have got even others in aided schools and things like that. So, the whole aspect will have to be considered. It is not possible to give an increase only to Central Government servants. Naturally, there will be a cry from other people who get this salary. So, when this vast problem has to be considered, the Commission has to go into it and submit a final report. It may take some time. In fact, taking into consideration the fact, the Commission has already recommended a small relief. To assume that a further increase is going to be given finally and to say, on account of that that an interim relief should be given, I submit, is not correct. As I pointed out, it will affect the budgetary position.

We are, after all, not very affluent. It is very easy to be liberal with other

people's money, but, it is not so easy to find the resources. If we consider this from that point of view, I would submit, at this stage, it will not be proper to give any interim relief. Even if relief is granted, it is one of the fundamental principles that it should not be with retrospective effect. Any law that would come into force with retrospective effect does immense harm and it would upset the finances of the country because it is not a small matter. The Central Government servants are too many in number. From that point of view, I would submit that it will not be proper now, at this stage, to grant any further interim relief.

There is another aspect of the question. If I understood the arguments to some extent at least, the reasoning given is that the prices are high. I would ask whether that fact is also quite correct at the present stage. Whether we consider the main articles of food—rice or wheat—just at this juncture, after Government had been making certain efforts to bring down the level of prices of these items, is it not correct to say that, as a matter of fact, the prices have been going down? I find in my district at least—I do not know how exactly it is in other parts—the prices offered by Government and the prices that now prevail in the market are much lower. So, the argument that the prices have risen will not be correct. If that position is correct, so far as I can see, there are no other good reasons which entitle these Government servants to claim any interim relief.

As the proposition stands, it is a minimum income of Rs. 350. Let us take the land reforms as we are attempting to have. So far as the agricultural population is concerned, it is proposed that the maximum income should be Rs. 3,000 or Rs. 3,200. In some of the States, they have brought Bills also to that effect. For example, I come from Mysore. In the Mysore State it is proposed that

the ceiling should be Rs 3,200 Here, if it is Rs 350 per month, it comes to more than Rs 4,000 When you are proposing for most of the population—I mean agricultural population—a ceiling on income to the extent of

An Hon. Member: A ceiling on land and not on income

Shri Achar. Probably my hon friend is referring to some of the speeches made by the Prime Minister also But I take the example of the Bills and especially I mentioned the Mysore Bill The proposition there is that the ceiling must be Rs 3,000 or Rs 3,200 It may be a little more or a little less But a ceiling on the land means also a ceiling on the income also One follows from the other So, when we are thinking of having a maximum income of Rs 250 or so, is it proper, when the enquiry is not over, to increase the pay of persons who are getting Rs 350 which is much more than the ceiling? From all these aspects, I submit that this resolution cannot be accepted If it is for persons getting less than Rs 100 or so, that is different But that is not so as per the Resolution as it stands or as it would be when any of the amendments are accepted What is the average income of an ordinary ryot in our country? (*An Hon Member Starvation*) Unfortunately he has to starve He is our master and most of our population is agricultural population and they are from the villages What is their income? How are we going to increase their income? You must first increase it and then if you like you can increase the pay of the Government servants When even the average person in the village is not getting Rs 100 per month, we want by this Resolution to increase the emoluments of the Government servants even before the enquiry is concluded, people who are getting Rs 350 I see absolutely no reason for this

Shri Khadlikar (Ahmednagar)
Sir, I do not like to make a personal

appeal to the Finance Minister while discussing this Resolution I consider it a good augury that on the eve of the presentation of the Budget we are discussing a problem which spotlights the basic economic weakness in the whole developmental effort What is the issue before the House? What is the Government facing? It is not as simple as made out by the previous speaker Whether he agrees or disagrees we have got to face the hard logic of the economic reality and the situation that is created wherein the demands for interim relief is fully justified Who is responsible for that situation? That is the main question If in any other country the Finance Ministry were to behave and conduct a policy wherein the living standards of the people are being allowed to be corroded every day and the real wages and real earnings of the employees and the workers are affected every day, people would consider that the Government is not very serious or is not capable of handling the situation or that it is reduced to a farce The basic thing today is to hold the price line They have not controlled the situation in such a way that the price line would be kept and so all these problems have cropped up If you go through the report submitted by the Pay Commission—I mean the interim report—you will find that there is on their own finding, perfect justification for the demand put before the House in the form of a Resolution What do they say? They have examined the whole history of the interim relief Immediately after the First Pay Commission concluded its findings and submitted its report the economy had gone out of gear altogether and the Government had to apply their minds from time to time We reached a stage where the original dearness allowance of Rs 25 was not enough Once Rs 5 were granted and then Rs 10 and again another Rs 5 Still we cannot check the prices and they are rising Unless the Government applies its mind to

[Shri Khadilkar]

the basic weakness of our present economy and control the prices, I do not think we can get out of this vicious circle. That is my first submission.

There is another justification. Shri Santhanam has recently pointed out while examining the tax burden from strata to strata that the present tax structure affects most the urban class or the class that has got a fixed income. I have no time and so I am not quoting the figures.

There is the third thing which is very essential in a developing situation like this. It is not a question of the Finance Minister or the Finance Ministry feeling this way or that. It is basically a question to be examined by an independent body applying a quasi-judicial mind to the economic situation and seeing whether this demand is the economic situation and seeing whether this demand is justified or not. The First Pay Commission was appointed and its major recommendations were accepted. Now, the Second Pay Commission has come in. When the Second Pay Commission applied its mind to the interim report, it has pointed out very clearly and stated in categorical terms justifying the grant of interim relief. If we examine the index numbers and if we were to do justice, states the interim report of the Second Pay Commission on the data given by the Government on an examination of the economic situation, we ought to have given these poor employees Rs. 10 and not Rs. 5. I am surprised. The hon. Member belonging to the Ruling Party shows such an ignorance and contempt for those who are supposed to build up our country. Who are going to build our country? It is these people. We have got to depend upon them. We want to make them conscious of the active participation in our developmental activity in our day to day work. If we are going to demand from them this sort of loyalty and active participation in the building up of our country, can we ignore their demands and say by way of reply that

nothing will be done? This type of attitude will not meet the situation and therefore, I would like to appeal to the Finance Minister, not in an emotional way. The economic situation, the logic of situation demands it. It is not he or the Finance Ministry that should decide these matters. The index number has gone beyond 400. When the past relief was granted, it was about 385. Now it has crossed 412. When there is persistent demand, is it not his duty to refer this matter to an independent body which has been created to examine the whole structure of pay scales and other emoluments and other benefits in the given situation and see whether it would adequately meet the situation? That is my question. I do not want him here and now to say. "Look here, not because some hon. Members have made a sort of a personal appeal, I am pleased and my emotions are stirred; I will grant Rs. 5." That is not the question. I do not want a sort of a sympathetic consideration. It is a question whether it is justified or not on other grounds. We have got to consider also what effects it would have. I do not want to ignore that aspect—whether it should be given in kind or in money. That also needs to be examined, because when we think of doing a certain thing in a certain manner, we, all of us, and this hon. House, are responsible for seeing what economic effect one step will produce on the total economy of the country. Therefore, I would appeal to the hon. Minister, looking at the nature of the present situation and the utter helplessness of the Government, to control the prices, because, as I said earlier, if this chronic threat to the real wage of the worker, and the earnings of the employee, exists there, you cannot expect any hearty co-operation or work from such an employee or that sense of participation. Therefore, I would appeal to the hon. Finance Minister to apply his mind to the economic realities and the burdens that have been put on them because of development by way of taxation on

this sector of the people, and immediately refer the matter to an independent body I mean the Pay Commission. Let that body decide the issue.

One thing more and I have done. When the first Pay Commission's report was submitted, they had taken one important aspect of the economy into consideration and they had put it on record, and that is, if there is a change in the price level by 20 points, you must review the situation: either you must scale it down or scale it up. That aspect cannot be ignored. You have got to keep that in mind. That Pay Commission gave a very healthy suggestion to the Government. It cannot be very easily brushed aside in the context of the present situation. I suggest that it be applied, and then let the Government take up the question—after it gets the report from the Pay Commission—of interim relief and see whether it is justified or not, or, how we should meet the situation by giving some other benefit, as some hon. Member suggested, by way of subsidised supply of foodgrains or other requirements of life. That aspect should also be considered.

Finally, if you go through the interim report, you will find, and the hon. Finance Minister will also find, that the report itself makes out a case, not for not granting relief, but for giving relief and for keeping under watch the situation so far as the price levels are concerned. The price levels are rising, and you are unable to check them. You must watch the situation and see that the price levels are checked so that the economy, as I said earlier, would not go totally out of gear. With these words, I would appeal to the hon. Finance Minister to apply his mind afresh to the economic realities of the situation.

Shri Anthony Pillai (Madras North): The Central Government employees are slowly awakening to the realization that a cruel hoax is being practised on them. The discrepancy between promise and perform-

ance has been growing wider from year to year. Ten years ago, industrial labour in this country was promised a fair wage. Fair Wages Bill was also drafted but quietly dropped after the elections. Then again, at the last, 15th Indian Labour Conference, a promise was held out that the Government would implement its wage policy as enunciated in the second Five Year Plan and get fair wages prescribed. But the demand of this resolution is not for fair wage. The demand of this resolution is merely this: that at least the 'poverty' level wage which was prescribed by the first Pay Commission should be maintained.

Leave aside these promises of fair wages in the future. What right has this Government to say that there has been industrial development, that industrial development might have gone up by 30 or 40 per cent that national wealth might have increased, but as far as its employees are concerned, their standard of living should be allowed to fall. Their standard of living must be raised.

The hon. Minister of Railways was kind enough in the concluding portion of his budget speech to make a certain observation. He said that he would like to go on record that he expresses his deep appreciation of the dedicated service of the railway employees. Between the dedication and the falling standard of living is the discrepancy which has given rise to this resolution.

It is not as though the Pay Commission has not prescribed some criterion by which an interim relief can be granted. The first Pay Commission itself laid down that real wage should be protected and that for every 20 points rise in the cost of living index there should be an increase of Rs. 5 in the dearness allowance. That same principle to a large extent has been upheld by the second Pay Commission, when it submitted its interim report.

I would like to point out the figures on which the second Pay Commission relied when giving its interim award.

[Shri Anthony Pillai]

It constructed its own index for assessing whether the employees of the Central Government were entitled to an increase in dearness allowance. According to the index that it constructed, it assumed that the cost of living index in 1949, when the first increase in dearness allowance was granted, was 356 and that in June, 1951, it was 371. According to its method of computing the all-India consumer cost of living index, it was 395 in October, 1957. Therefore, it assumed that inasmuch as there has been a rise of 24 points between June 1951, when the increase in Dearness Allowance of Rs 5 was granted, and October, 1957, the latest available figure at that time, an increase could be granted and they granted an interim increase of Rs 5 in the dearness allowance.

It will be admitted on all sides that the cost of living index has gone up since the last award. According to the figures published in the *Bulletin of the Reserve Bank*, the index is 123 with the base year as 1949. Calculating on the same basis viz Index 356 for 1949 on base 1939 and following the method of construction adopted by the second Pay Commission,—you will find that the cost of living index, according to this method of computation, taking 1939 as 100, would be 437 which is 23 per cent more than 356. The second Pay Commission have accepted the principle that if the cost of living index number should rise by about 20 points, there should be an increase of Rs 5 in the dearness allowance. In other words, they have reiterated the principle adopted by the first Pay Commission. Therefore, on this same principle they have accepted the workers are entitled to an increase of Rs 10 in the dearness allowance. Hence, it is useless for the Ministry to say, "Well, we must await the second Pay Commission's report." The second Pay Commission has already given its verdict in regard to what the increased amount should be.

Therefore, my humble submission is, it is not as though there has been no increase in the cost of living index or that the increase in the cost of living is a disputed quantum. There has been incontrovertibly a definite and specific increase in the cost of living index and therefore, accepting the principle accepted by the first Pay Commission and the reiteration of it by the second Pay Commission, the employees of the Central Government here and now are entitled to an increase in their dearness allowance.

I would also like to point out another feature. Normally we talk in terms of an increase in the dearness allowance to neutralize the cost of living for the lowest paid employees. Even the first Pay Commission considered that only an increase of Rs 5 should be granted whenever the index goes up by 20 points. That will mean roughly a 100 per cent neutralization of the increased cost for the lowest pay, that had been prescribed. But when it comes to the skilled employees, the clerical employees, the rate of neutralization is not 100 per cent but it is very nearly in the neighbourhood of less than 50 per cent. Therefore inasmuch as there has been a steep rise in the cost of living all through these last ten years, the plight of the skilled worker, the plight of the clerical employee, is not what was contemplated by either the first Pay Commission or even the second Pay Commission in its interim report. Words can hardly describe their misery.

We cannot expect the employees continuously to give efficient service and indefinitely to be contented with false promises, if their real wages are not protected. Various promises have been held out by the Government pointing out that the national income is increasing and various appeals have been made that there should be co-operation from all sides. But co-operation can only be forthcoming, if there is at least some real recognition—not a verbal recognition, not a hypocritical recognition—of the services

of the men who work for the Government. I would like to warn Government that discontentment amongst Government servants is increasing rapidly, because in the private sector and in the organised industries, there is an automatic escalator as far as dearness allowance is concerned. The textile workers in Bombay or Ahmedabad are getting very much higher total emoluments than a Central Government employee in the railway workshops at Bombay. When this discrepancy continues to increase, we cannot expect any contented state of affairs.

The last administration report of the railways points out that the total number of man-days lost was 12,000 in the year 1957-58. That is indeed a very satisfactory state of affairs considering the fact that the cost of living during that very period was rising very steeply, without any kind of relief to the employees. If Government expect that this kind of industrial relations, this kind of industrial peace, will continue, while they sit back allowing the cost of living index to soar, denying to the employees even an increase in the dearness allowance commensurate with the increase in prices, I am afraid their expectations of continued contentment amongst the Central Government employees would be belied.

All their rules and regulations that the employees should not participate in demonstrations, in trade union activities, etc., will be brushed aside and the Central Government employees jointly with industrial labour will march forward toward achieving at least the minimum standards of living which they have been promised all these long years.

Shri Rajendra Singh (Chopra): I had given notice of a substitute motion, but unfortunately, during the last occasion, inadvertently it was not moved. I enquired today and I was told by the office that it could not be moved today also. I seek your kind permission to move it.

Mr. Chairman: The debate is practically over; there is only time for reply. The hon. Minister.

Shri Morarji Desai: I have been hearing very carefully the arguments advanced in favour of the resolution which has been moved and also the amendments. I would not claim the skill which my hon. friend, Shri Nath Pai, has in putting forward a case in such a way that emotions are excited.

Shri Nath Pai: They do not succeed with you

Shri Morarji Desai: That is because I have made a study of how emotions can be excited and how they should not be excited. He said he did not want to be dramatic, but I do not know if he was anything else. Perhaps that is a part of his being.

Shri Nath Pai: Tragedy is the best drama

Shri Morarji Desai: It is the best drama, I agree.

He did put his case very well, I must say that. I am not going to say that what was said here did not conform to facts or that the arguments had nothing in them. That is not my stand. But I should like to reason with my hon. friends if they are prepared to be objective and to take conditions as a whole in this country, the interests of all the people in the country and if they are prepared not to consider a political advantage in opposing the Government in some vital matters but to consider how the country can benefit and what can be done in the present circumstances, and I feel certain that they will agree with me rather than with themselves.

Let me first dispose of the argument about the delay in the Commission's work. This Commission cannot be said to have been delaying their work in any way. I am at any rate convinced

[Shri Morarji Desai]

of it and I should like to convince my hon. friends Opposite. It is said that they will take a lot of time, that that time is taken unnecessarily and that the last Commission had not taken that much time.

Shri Tangamani: No body said that They have taken 18 months. Please tell us how you justify it.

Shri Morarji Desai: The first Commission took a year and this Commission has taken 18 months and will take a few months more. I do not want in any way to minimise any condition or to exaggerate any condition. When the first Commission took one year, it examined only 400 witnesses. This Commission had to examine more than 800 witnesses

Shri Nath Pal: I do not want to interrupt him. But the first Commission had nothing as ground work. This Commission had a lot of spade work done for it. The first Commission had to start work from the scratch. That is the difference.

Mr. Chairman: There may be difference of opinion.

Shri Nath Pal: It is a question of fact and not of opinion.

Shri Morarji Desai: I do not mind the tips given by the hon. Members which will help me in giving arguments. Therefore, I am patient with them, though they may not be patient. It is exactly the argument which my hon. friend gives which illustrates why this Commission's work is delayed. The first Commission had nothing to go upon and did not want to take any time. Therefore, they did not take much time.

Shri Tangamani: You are a good lawyer.

Shri Morarji Desai: This Commission had to go into many cases and, therefore, it takes time. They cannot

deal with this work in a slipshod manner. As I said, they have to examine 850 witnesses as against 400 in the first Commission, and this again excluding all Ministries which are extra. The number of memoranda received by the first Commission was 950. The number of memoranda received by this Commission is 5,000. The number of replies to the questionnaire issued was 370 in the first case, and now it is 715. It will thus be seen that this Commission has to do more than twice the work that the first Commission had done. Even the employees, if they are considered, are far greater in number today than they were in 1946-47. Therefore, let us have some relation to facts and to realities rather than merely convenient political arguments.

An Hon. Member: What is political here?

Shri Morarji Desai: There is nothing but politics in what the hon. Members have been saying, there is no economics in what they have said; that is exactly what I am going to propound. Let them have some patience, as I had patience with them even when they had nothing much of reason in them. But they do not want to have any patience with reason, that is my difficulty. If they do not want me to speak, I am prepared to sit down.

Shri Nath Pal: We are waiting to hear you.

Mr. Chairman: I should only appeal to the Members that if they really want to hear the reply to the points that they have raised, they must give time to the hon. Minister. Otherwise, by these interruptions, he answers interruptions, and practically the main points that have been raised may escape. I would appeal to them not to interrupt so much. One or two interruptions I can understand.

Shri Rajendra Singh: Interruptions are part of the discussion.

Shri Nath Pal: We shall avoid it as far as possible.

Shri Vajpayee: No motive should be imputed.

Mr. Chairman: After all, he has got only half an hour, and practically five or seven minutes have already been spent.

Shri Morarji Desai: I have no desire to make any imputation of motives because I am not used to that sort of treatment of anybody, but those who always indulge in it always presume that others do the same thing. This is exactly my complaint.

Shri Nath Pal: It comes to him naturally; he does not do it deliberately.

Shri Morarji Desai: All right. I am not complaining about it. Why can't you smile as I smile!

Shri Braj Raj Singh (Firozabad): We are laughing, not only smiling.

Shri Morarji Desai: This being the case, it is not possible for the Pay Commission to give the report as quickly as my hon. friends or I might have wanted. I do not say that I want a delayed report. We wanted a report as quickly as possible, though my hon. friend there, Shri Pillai, said that Government was making a hoax. Well, Sir, what can I say about it? But we always project our personalities into others. That is all that I can say. Otherwise, I do not think that such a charge could be made against this Government. But if such charges are to be made and if they are to be refuted, no objection should be taken against it. That is all that one can plead.

The Pay Commission, as I said, is likely to send the report by the end of June. I feel almost certain that that will be the case. And then Government is not likely to take more time than necessary to consider all the implications of the Pay Commission's report.

Shri Braj Raj Singh: One month?

Shri Morarji Desai: I cannot give any time. Neither one month nor one year, nor ten years. I am not going to say anything, but let there be a little commonsense applied to it, and then it will be seen that Government will not take more time. In the case of the interim recommendation, Government did not take much time at all. They passed orders within a week or so. Even in the case of the first Pay Commission the record of this Government has not been bad. Government passed major orders in the first three months. Therefore, I do not understand why this sort of an argument is brought out. But if it is meant in any way to affect the Pay Commission in its deliberations, I do not know, but I hope that the Pay Commission will be affected only by facts and their reasoning, and not by anything that is said by others, either by you or by me. That is all that I would say, because that is very necessary if we are to arrive at proper conclusions in this matter.

Then it was argued that I should have referred to the Pay Commission for another interim report. My hon. friends forget that the terms of reference include this. There is no need of making a reference to them every time. The terms of reference say: "That the Commission may consider demands for relief of an interim character and send reports thereon." Therefore, it is for the Commission to send whenever they wanted to send reports. Why should I have to write to them every time, I cannot understand. If I do not think an interim thing is justified, how can I ask them? But if they think something is justified, there was nothing to prevent them from writing to us. That is the position.

Shri Nath Pal: That is why there is the resolution.

Shri Morarji Desai: As for the resolution, I do not accept it. Therefore, where is the question of my sending it to them?

Shri Nath Pai: We wanted it to be brought to you

Shri Morarji Desai: Certainly, that is why I am arguing with the hon Member

Shri Panigrahi (Puri) Convey our feelings

Shri Tangamani The Commission will respect our views

Shri Morarji Desai: If the Commission respects your views, I cannot say I shall be very unhappy, but certainly, my hon friend should not be very unhappy if my views are accepted by the Pay Commission. Let there be a fair deal in this matter. Let there not be an unfair deal.

Shri Khadilkar: May I just ask one thing? Was this report presented—though it is in the terms of reference—on the initiative of the Pay Commission or of the Government who wrote to the Pay Commission and moved the Pay Commission to make the report?

Shri Morarji Desai: Government did not move the Pay Commission at all separately in this matter. This was the general reference on which this happened.

Therefore, the argument that Government are indifferent in this matter does not stand. Government have done all that they could.

Then, again, it was said that last time, it was only when two millions of Government servants threatened to go out of action, that Government appointed a Pay Commission after first saying that they will not do so. Well, Sir, let them have the pleasure of thinking like that. Some day, they are going to get the worst of it if they persist in that sort of action.

Shri Tangamani: That is history.

Shri Morarji Desai: That is all that I have to say. History also does not repeat itself at any time. It is a false

notion that history repeats itself. It does not repeat itself, and sometimes, one strikes oneself against a wall in trying to follow history. That is also what happens. But I do not want to use the language which my hon friends use, because it will not be proper for me to do so. Government cannot go on doing that, and Government should not do it. But Government certainly should take everything into account and do what they can to ameliorate the difficulties of people, and especially, of their servants. Government recognise that duty, and they try to do what they can.

I now come to the merits of the question. I have no desire to go into the statistics because the statistics quoted by the hon Members are statistics which are public. There is no question of controverting them or saying that they are wrong or right. They are right, I would not say that they are wrong. I have no quarrel with them. But have my hon friends ever thought that all sorts of contradictory demands are made in this House sometimes by some hon Members?

Here, it was said that these members of the Government administration are really responsible for all the credit which goes to Government and, therefore, this Government should do something in spite of the state of resources, whatever they may be, and give credit to them for giving credit to Government. When it comes to taking the sympathy of all the Government servants in their favour, they can say all this on this resolution. But when it comes to going at the Government, my hon friends will immediately say—the budget discussion is soon to follow—that there is nothing more corrupt than this Government administration, and that there is nothing more inefficient than this Government administration.

An Hon. Member: It is more at the top.

Shri Morarji Desai: That is no reason. It has always been said that

it is from top to bottom I am not evading about the top, but they have said that it is from top to bottom; it is more bottom than top at any time, because, after all, they carry out everything, even according to my hon friends, and, therefore, if things are delayed anywhere, they will be delayed there and not at the top. Therefore, when they give that credit to them, how they give this credit to them is something which I cannot understand, unless it be a political argument. When I say it is a political argument, some of my hon friends think of my attributing motive. Where is the question of attributing motive? The whole life lies in politics. It does not lie in anything else. After all, this House does political work, I cannot say it does not do it.

An Hon. Member: That applies to all here.

Shri Morarji Desai: But where am I evading the issue? I am only telling those of my hon friends who are trying to shirk it and who feel ashamed of it. I am not ashamed of it.

Shri Anthony Pillai (Madras North). Am I to take it that the demand is not being agreed to because the workers are corrupt and inefficient?

Shri Morarji Desai: Not at all, Sir. That is not my argument. I do not like any such argument. I am only trying to show the futility of some of the arguments advanced. I am not saying that the workers should not be given what is their due because they are inefficient. I say, if they are inefficient, they should be dismissed. I would not say that they should not be given anything but that they should not be kept in service. That is my point.

Shri Nath Pai: That should apply to Ministers too.

Shri Morarji Desai: To everybody. But I cannot say that it should apply to Members of Parliament because it is not in my hands. (Laughter). My

hon friend forgets that I am also a Member of Parliament and not merely a Minister.

An Hon. Member: He did not mean you.

Shri Morarji Desai: Whatever is meant, I consider them as important as myself. I am not better than my colleagues.

An Hon. Member: You are worse.

Shri Morarji Desai: I may be worse; that I am prepared to agree. But, I am not prepared to say that I am better. I am prepared to acknowledge that I am worse, especially as far as my hon friends are concerned. That is quite true, Sir.

Now, let us see the merits of the question as they say. It is argued here as if Government has done nothing all these years. Take the Class IV servants. And, the year 1939 was quoted. In the year 1939, the Class IV servant used to get Rs. 14 per month. Today he is getting Rs. 75 outside Delhi, and in Delhi Rs. 85, five times and more. Compare it with the indices 100 and 421. What does it mean? I won't go into that because that is not my stand. After all logic is not always life and life is not always logic. I would say that I believe in it that every human being ought to have a proper standard of life.

Shri Nath Pai: Do you refer to the real wages for 1939 and 1957?

Shri Morarji Desai: These are real wages.

I would say that a human being ought to get a minimum from whatever work he does in order that he lives a life properly and is able to evolve himself in a proper manner. (Interruptions.) That is what I believe in. I believe in it that.

Mr. Chairman: I must express that this sort of interruption which is not really vital to the subject that is being dealt with by the Minister in his reply

[Mr. Chairman]

is not quite right. After all, the Opposition should not think that they alone are interested in this debate. The whole House is interested because it is the country that is interested in this vital matter. Let us hear what the hon. Minister has to say. Whether you accept it or do not accept it is quite a different matter. I do not think this sort of interruption is right.

An Hon. Member: Only sitting interruptions?

Mr. Chairman: Certainly not. These interruptions are only meant to heckle the Minister. I do not think it is right.

Shri Morarji Desai: I have no quarrel with my hon. friends interrupting me because that helps me. I have no quarrel with them.

Mr. Chairman: But I am to guard the interests of the House.

Shri Morarji Desai: I am very thankful to you, Sir. It does take away time, as you have pointed out, for the arguments which otherwise could have been made. But, it does add interest also to the debate sometimes and, therefore, I welcome it.

Sir, as I said, I should like to give a living wage to everybody. Not a small living wage but a good living wage which would be Rs. 200 or Rs. 250 per month. That is what I should like to give.

An Hon. Member: In 1999!

Shri Morarji Desai: But I do not know when this can be given in this country.

Shri Braj Raj Singh: When you are not there.

Shri Morarji Desai: I am not certainly going to be there. I have no doubt about that in my mind. But, neither will my hon. friends be there. *(Laughter)*. Let them also not be under any mistake about it.

Shri T. B. Vittal Rao: Who will be there?

Shri Morarji Desai: Some other people.

Then, Sir, take the case of the servants of the Central Government and then take the case of the people hundred times that number in this country who are labouring in the villages and in some towns. What do they get? They get eight annas, twelve annas or a rupee per day.... *(Interruptions.)*

An Hon. Member: Why don't you prescribe minimum wages?

Shri Morarji Desai: Not even that. What can be done to bring their wages up? *(Interruptions.)*

Shrimati Renu Chakravartty: Why pay Rs. 2,000 and Rs. 3,000 to the Ministers?

Shri Morarji Desai: My hon. friends must address this to themselves first. Let them first give it up. Then the Ministers also will change. But my hon. friends want their wages to be increased every day; that is what they want.... *(Interruptions.)*

4.26 hrs.

[Mr. SPEAKER in the Chair]

That is what I see. They want more facilities, more wages and more allowances and other amenities, when they are concerned. But they want to grudge it to the Ministers. They are jealous. I cannot say that it is a good virtue. But if they want to be so, I cannot help it. There are bound to be these differences in emoluments in the world, not only in this country but in the world. I do not see any country where the wages are the same for everybody. It is not possible; it is not just; it will not get any work done. But there should not be that wide gap between different people. That is in emoluments what we should try to

achieve and we are trying to achieve it. But these things cannot be achieved in a day. They have got to be pursued for a set number of years in order that it can be achieved properly and that is what this Government is trying to do. If we want to banish poverty from this country, we have got to take many steps to increase the prosperity of the country and have more production, save more money and so on. We cannot do that if we go on consuming everything that we earn and not put it forward in production so that more production can come in. On the one side, it is argued in this House that the cost of civil administration goes on mounting and it should be brought down. If any retrenchment is made, immediately a shout is coming forward: why is there any retrenchment; you must not retrench but expenditure on civil administration must be brought down. When we say that we cannot go on giving more wages, it will be argued again in the same way. I do not understand this conflict in argument

Shri Nath Pai: You promised to give a reply to my point. What fraction of the additional cost of civil administration has gone into the pay packets of the employees? I should like a reply to that.

Shri Morarji Desai: I will take it out and give the hon. Member but it is not less but much more than my hon. friend imagines. Because he is not to relate himself to facts in this matter and has no responsibility in this matter and is unfortunately not likely to get that responsibility for some time, he is not interested in interesting himself in that. That is my quarrel.

Mr. Speaker: If there is a national Government, he may have a chance!

Shri Morarji Desai: I can only wish him luck!

Shri Braj Raj Singh: It has been turned down.

Shri Morarji Desai: Nothing has been turned down; nothing has been

accepted. That is the position. If that is the position, how can I say that it is unjust if I do not give more to people who receive much more than millions of other people for work which is less onerous than the work done by other people who are earning much less than these? That is the stand that I have to take. Theoretically I cannot say that they are getting more than enough. I cannot say that. But practically and realistically, it is not possible for me to say this. Then again, when they expect that the Pay Commission is bound to recommend more and more increase only, I can also expect that they may not recommend any increase. It does not mean that they are bound to recommend an increase. The point is that they must take everything into account—the salaries in the States into account, the wages of the people into account, the condition of the country, what people receive, etc., and then make a recommendation. That is what we have said. We have not stated that they should recommend something to increase their wages.

An Hon. Member: Can they refuse?

Shri Morarji Desai: They can if they are so inclined. That is also within their power. I would not say that that is not within their power. Why do my hon. friends want to make me say anything which might influence the Pay Commission? I wish they do not force me to do so. I do not want them to do so. I want the Pay Commission to apply their minds and to make recommendations without being influenced by anybody, except being influenced by the real conditions of the country, by our resources, by our capacity to pay and also by the necessities of the situation. That is what they have got to consider, and that is what they have been asked to do. We ought not to come in their way, in their deliberations, and we ought not to hustle them if we want good work. That is all I have got to plead with my hon. friends. Therefore, I have no doubt that the Pay Commission which has been doing its work in a very good way will finish its work in

[Shri Morari Desai]

as quick a way as possible and as efficiently as it can. We should await its report and then take whatever steps we have got to take. That is all that I have got to say.

I oppose the resolution and I oppose all the amendments.

An Hon. Member: On a point of doubt which may be clarified.

Mr. Speaker: After so much of elaborate discussion, what is the meaning of clearing doubts? If hon. Members have not been convinced by the reply to the discussion lasting for more than half an hour, are they going to be convinced now in a minute?

Shri S. M. Banerjee: There are certain points to be made. At least as Mover of the Resolution, I may be given a chance.

Mr. Speaker: Yes.

Shri S. M. Banerjee: Mr. Speaker, Sir, I have heard with patience the speech of the hon. Minister. I expected a better speech from him, not a political speech but an economic analysis of the whole aspect of the problem. I am rudely shocked to note certain sentences or certain words used in his speech. He had mentioned that previously, in 1939, the Class IV servants were getting Rs. 14 per month. May I remind the hon. Minister that even an industrial employee who was drawing at that time eight annas to ten annas a day was getting an increment of one anna. That came to Rs. 110 0 a month, as compared to what is being given now which is only eight annas.

Then there is another point which I wish to mention here. The hon. Minister has said that those days had died. He added that there is no delay in the submission of the report. In support of his argument he quoted the volume of work put in by the Pay Commission. Perhaps the hon. Minister forgot that this particular Pay Commission, the second Pay Commis-

sion, knew clearly the intention of the previous Pay Commission. In the previous Pay Commission's report, they had clearly mentioned that the pay-scales they recommended were based on a clear assumption that the prices would stabilize at 160 to 175. But all their calculations actually proved to be futile and useless, because after the cessation of the war, the prices did not stabilize at any particular level. I can expect this big 'No' from the hon. Minister. I was prepared for that big 'No' from the hon. Minister. I am not at all sorry for it. But I can only assure him that this will encourage all the mill-owners, all the business magnates, whether in sugar, textiles or in cement, where Wage Boards have been appointed. I can assure this House that no Wage Board is going to suggest any interim relief when they know the decision of the Government of India who are supposed to be a model employer.

My point is this. In this very House I know that my resolution has the moral support of all Members in this House. Certain Members of the ruling party moved an amendment but I hope they have been whipped properly not to move that amendment and speak on it. I do not mind if the resolution is defeated. I had no desire to ask for a division on that. I thought this will be sympathetically considered by the Government which has miserably failed to check the soaring prices. But now I see that the hon. Minister is not interested in accepting this resolution and he has brought other arguments about agricultural labourers. Thousands of acres of land are lying fallow who has asked the Government to distribute that land to the landless labourers? Nobody has told the Minister to do that.

Even if the Pay Commission submit their report tomorrow, its implementation will take sometime. That is the sad experience of the Central Government employees. You ask the Central Government employees to work more.

but what are your slogans? "Produce more and perish, work more and eat less, defend the Plan and offend your family members" These are your slogans "The country is yours", but what about the money? "Money is mine" That is not the way to deal with Central Government employees I know the fate of my resolution But even if my resolution is defeated in this very House, it will expose those who are in the ruling party and their attitude towards the low-paid Central Government employees

Some Hon. Members: No, no

Shri S. M. Banerjee: I will consider my defeat as the greatest moral victory of my trade union career I know the day is fast approaching when not only the Central Government employees, the State Government employees and the local board employees, but even the employees in the private sector, will come under one banner and fight for a wage increase I want to know whether this reply of the hon Finance Minister is also the reply of our Prime Minister

Shri Morarji Desai: It does not represent my view, it represents the Government's view

Mr Speaker: The hon Member is only replying and he should mention only those points requiring clarification not an exhortation of this kind, all people joining together Let them all join together not in this House but outside The hon Member must know that the reply is only to elucidate or clarify certain points over which doubts have been created in the reply of the hon Minister nothing more than that Once again, he ought not to make a long speech

Shri S. M. Banerjee: In the end, I once more request the hon Minister kindly to consider the various points raised and see that this decision is not the final decision of the Government A further interim relief is necessary You want the Central Government

employees to sacrifice more and produce more, but you are not prepared to protect their interests

Mr Speaker: The hon Member must have an idea that one day they will also form the Government (Interruptions.)

Shri Nath Pai: When we form our Government, there will be no necessity for asking us to do what is obvious There will be no necessity for such resolutions

Shri S. M. Banerjee: I once more request the hon Members in this House to vote for the resolution Let the whip not work like this You should defy the whip in the larger interests of the Central Government employees and also the country

Mr Speaker: Which are the amendments which are to be put to the vote?

Shri Tangamani: The amendment moved by Shri Vajpayee is only a verbal one

Mr Speaker: I do not want any explanation Which is the amendment?

Shri Tangamani: Amendment No 4

Mr Speaker: The question is

That in the resolution,—

for the words "in receipt of" the following be substituted receiving upto"

The Lok Sabha divided Ayes 40, Noes 114

Shri Damar rose—

Mr Speaker: What is his difficulty?

Shri Damar (Jhabua—Reserved—Sch Tribes): I have committed a mistake

Mr Speaker: The hon Member wanted to vote for 'Noes', he has voted for 'Ayes' Therefore, he wants to have it corrected Therefore, I must remove one from 'Ayes' and add one to 'Noes'

The Minister of Mines and Oil (Shri K. D. Malaviya): The same is the case with me

Shri Khadilkar: Would it be proper for a man who has, on the first impulse, voted "aye" or "no" to change it? Can the Chair correct it? Would it be proper?

Mr. Speaker: The hon Minister is in the midst of all "Noes" Is there a ghost of a chance for him to have committed a mistake, except unconsciously? I have always got the right If a Member honestly says that, of course, he made a mistake, I am entitled to correct it Let the hon Member make a mistake, I will correct his also

Shri Jagdish Awasthi (Bilhaur): The hon Minister cannot be exempted like this

Shri Nath Pai: He could not have made a mistake

Shri K. D. Malaviya: So far as I am concerned, I am for "Noes". By mistake I pressed the wrong button

Mr. Speaker: Plus one for "Noes" and minus one for "Ayes"

The Minister of Works, Housing and Supply (Shri K. C. Reddy): The Board is not indicating my "No"

Mr. Speaker: Plus one for "Noes"

Shri Yajnik (Ahmedabad): My "Aye" was not recorded

Mr Speaker: I will add one to the "Ayes"

So, the result of the division is as follows:

Ayes 39, Noes: 117

Division No. 4]

AYES

[16 47 hrs.

Assar, Shri
Awasthi, Shri Jagdish
Banerjee, Shri Pramathanath
Banerjee, Shri S M
Bhadraur, Shri Arjun Singh
Bharucha, Shri Naushir
Braj Raj Singh, Shri
Chakravarty, Shrimati Renu
Chaudhuri, Shri T K
Dasartha Deb, Shri
Dige, Shri
Eliss, Shri Muhammed
Godsora Shri S C

Gopalan, Shri A K
Khadilkar, Shri
Kodiyar, Shri
Matera, Shri
Menon Dr K B
Menon Shri Naray
More, Shri
Mukerjee, Shri H N
Nair, Shri Vasudevan
Nath Pai, Shri
Pandey, Shri Sarju
Panigrahi, Shri
Pillai, Shri Anthony

Punnoose Shri
Rajendra Singh Shri
Ramam, Shri
Rao, Shri T B Vittal
Sampath, Shri E V K
Somule, Shri H N
Soren, Shri
Tangaman, Shri
Thakore, Shri M B
Vajpayee Shri
Valvi Shri
Warior Shri
Yajnik Shri

NOES

Achar, Shri
Ambalam, Shri Subbiah
Ayyakanru, Shri
Banerji, Shri P B
Barmar, Shri
Basappa, Shri
Bhagat, Shri B R
Bose, Shri
Brahm Perkaish, Ch.
Brajeshwar Prasad, Shri
Chaturvedi, Shri
Chavda, Shri
Chettiar, Shri R Ramanathan
Chuni Lal, Shri
Damag, Shri
Das, Shri K K
Das, Shri N.T.
Das, Shri Ramdhanu

Das, Shri Shree Narayan
Datar, Shri
Desai, Shri Morari
Deahmukh, Dr P S
Dincsh Singh, Shri
Dube, Shri Mulchand
Dwivedi, Shri M L
Easharan, Shri I
Ganga Devi, Shrimati
Ghosh, Shri N R
Hukam Singh, Sardar
Iqbal Singh Sardar
Jagivan Ram, Shri
Jain, Shri A P
Jain, Shri M.C
Jhulan Suna, Shri
Joshi, Shri A. C
Karmarkar, Shri
Kasthiwal, Shri

Kaval Shri P N
Kedaria, Shri C M
Khan Shri Sadath Ali
Khedkar, Dr G B
Khanna Shri
Khawia Shri Jamal
Kotaki, Shri Laladhar
Krishna Chandra Shri
Lachman Singh Shri
Laskar, Shri N C
Malaviya, Pandit Govind
Malaviya, Shri K.D
Maniyangadan, Shri
Mathur, Shri Harish Chandra
Mehra, Shrimati Krishna
Mishra, Shri Bibhut
Morucka, Shri
Murma, Shri Paila

Employees

Musafir, Gani G.S.
Naidu, Shri Govindarajulu
Nair, Shri Kuttikrishnan
Nallakoya, Shri
Nanjappa, Shri
Narasimhan, Shri
Narayanansamy, Shri R
Naskar, Shri P S
Nayer, Dr. Sushila
Nehru, Shrimati Uma
Oza, Shri
Padam Dev, Shri
Patel, Shri N N
Patel, Shri Rajeshwar
Patel, Shri Maniben
Pillai, Shri Thanu
Raghubir Sahai, Shri
Raghunath Singh, Shri
Ram Shanker Lal Shri
Ram Subhag Singh, Dr
Ramakrishnan, Shri P R

Ramaswamy, Shri S V
Rane, Shri
Rangarao, Shri
Rao, Shri D. V
Rao, Shri Jagannatha
Reddy, Shri K C
Reddy, Shri Rami
Roy, Shri Bishwanath
Rup Narain, Shri
Sahodrabai, Shrimati
Saigal, Sardar A S
Samanta, Shri S C
Samantsinh, Dr
Sardar, Shri Bholi
Sarhad, Shri Ajit Singh
Selku, Shri
Sen, Shri P G
Shah, Shri Manabendra
Shah, Shri Manubhai
Shah, Shrimati Jayaben
Shankaraiya, Shri

Sharma, Pandit K.C.
Sharma, Shri D C
Sharma, Shri R C.
Singh, Shri D N
Singh, Shri M N
Sinha, Shri B P
Sinha, Shri Gajendra Prasad
Sinha, Shri K P
Sinha, Shri Satva Narayan
Sinha, Shrimati Tarkeshwari
Subbarsayan, Dr P
Sultan, Shrimati Maimoona
Sumat Prasad, Shri
Tiwari, Shri R S
Tiwari, Pandit D N
Upadhyaya, Shri Shiva Datt
Varma, Shri M L
Venkatasubbaiah, Shri
Wadia, Shri
Wilson, Shri J N

The motion was negatived

Mr. Speaker: I shall now put the resolution to the vote of the House

The question is:

"This House is of opinion that pending the report of the Pay

Commission further interim relief be paid to the Central Government employees in receipt of Rs. 350 as basic pay"

The Lok Sabha divided Ayes: 40;
Noes: 119

Division No 5]

AYES

[16.55 hrs.

Assar, Shri
Awasthi, Shri Jagdish
Banerjee, Shri Pramanathan
Banerjee, Shri S M
Bhadauria, Shri Arjun Singh
Bharucha, Shri Naushir
Brad Raj Singh, Shri
Chakraverty, Shrimati Renu
Chaudhuri, Shri T K
Dasaratha Deb, Shri
Dige, Shri
Eliss, Shri Muhammed
Godsara, Shri S C
Gopalan, Shri A K

Khadilkar, Shri
Kodiyen Shri
Matera, Shri
Menon, Dr K B
Menon, Shri Narayanankutty
More, Shri
Mukerjee, Shri H N
Nair, Shri Vasudevan
Neth Pai, Shri
Pandey, Shri Sarju
Panigrahi, Shri
Pillai, Shri Anthon
Punnoose, Shri
Rajendra Singh, Shri

Ramam, Shri
Rao, Shri T B Vittal
Salunke, Shri Balasaheb
Sampath, Shri E V K
Sonule, Shri H N
Soren, Shri
Tar, Shri Mani, Shri
Thakore, Shri M B
Vajpayee, Shri
Valvi, Shri
Warior, Shri
Yajnik Shri

NOES

Achar, Shri
Ambalam, Shri Subbiah
Ayyakannu, Shri
Banerji, Shri P B
Berman, Shri
Basappa, Shri
Bhagat, Shri B.R
Bose, Shri
Brahm Perash, Ch
Brajeshwar Prasad, Shri
Chaturvedi, Shri
Chavda, Shri

Chettiar, Shri R Ramanathan
Chuni Lal, Shri
Damar, Shri
Das, Shri K K
Das, Shri N T
Das, Shri Ramdhanj
Das, Shri Shree Narayan
Datar, Shri
Desai, Shri Morari
Deshmukh, Dr P S
Dinesh Singh, Shri
Dube, Shri Mulchand

Dwivedi, Shri M I
Ganga Devi, Shrimati
Ghosh, Shri N R.
Hukam Singh, Sardar
Iqbal Singh, Sardar
Jagjivan Ram, Shri
Jain, Shri A P
Jain, Shri M C
Jhulan Sinha, Shri
Joshi, Shri A C
Karmarkar, Shri
Kaulwal, Shri

Kayal, Shri P N
Kedreja, Shri C M
Khan, Shri Sadath Ali
Khedkar, Dr O B
Khimji, Shri
Khawaja, Shri Jamal
Kotaki, Shri Liladhar
Krishna Chandra, Shri
Lachman Singh Shri
Laskar, Shri N C
Malaviya, Pandit Govind
Malaviya, Shri K D
Maniyangadan, Shri
Mathur, Shri Harish Chandra
Mehta, Shrimati Krishna
Mishra, Shri Bibhuti
Morarka, Shri
Murmu, Shri Paika
Musafir, Giani G S
Naidu, Shri Govindarajulu
Nair, Shri Kuttikrishnan
Nallakoya, Shri
Nannappa, Shri
Narasimhan Shri
Narayanasaamy, Shri R
Naskar, Shri P S
Nayar, Dr Sushila
Nehru, Shrimati Uma

Oza, Shri
Padam Dev, Shri
Patel, Shri N N
Patel, Shri Rajeshwar
Patel, Sushri Maniben
Pillai, Shri Thanu
Raghubir Sahai Shri
Raghunath Singh Shri
Ram Shanker Lal, Shri
Ram Subhag Singh, Dr
Ramakrishnan, Shri P R
Ramaswami, Shri S V
Rane, Shri
Rangarao Shri
Rao, Shri D V
Rao Shri Jagannatha
Reddy, Shri K C
Reddy Shri Ram
Roy, Shri Bushwanath
Rup Narain, Shri
Sadhu Ram Shri
Sahodrabai, Shrimati
Sahu, Shri Rameshwar
Saigal Sardar A S
Samanta, Shri S C
Samanatanhar, Dr
Sarhadi, Shri Ajit Singh
Selku Shri

Sen, Shri P G
Shah, Shri Manabendra
Shah, Shri Manubhai
Shah, Shrimati Jayaben
Shankarsiya, Shri
Sharma, Pandit K C
Sharma, Shri D C
Sharma Shri R C
Singh, Shri D N
Singh, Shri M N
Sinha, Shri B P
Sinha, Shri Gajendra Prasad
Sinha, Shri K P
Sinha, Shri Satya Narayan
Sinha Shrimati Tarkeshwari
Siva Dr Gangadhar
Subbarayan, Dr P
Sultan Shrimati Maimoona
Sumat Prasad, Shri
Tiwar, Shri R S
Tiwar Pandit D N
Upadhyay Pandit Munishwar Dutt
Upadhyaya Shri Shiva Datt
Varma, Shri M.L.
Venkataubai, Shri
Wadiwa, Shri
Wilson, Shri J N

The motion was negatived

Mr. Speaker: So, the resolution is lost

The next resolution is in the name of Shri S A Mehdi. The hon Member is absent. Now Shri Vasudevan Nair

Shri Nath Pai: Shame!

16.54 hrs.

RESOLUTION RE POLICY OF LICENSING NEW INDUSTRIAL UNITS

Shri Vasudevan Nair (Thiruvella)
I beg to move

"This House is of opinion that the policy of licensing new industrial units be changed so as to bring about an emphasis on the location of such new units in less developed areas unless there are major disadvantages in such areas in the matter of availability of raw materials"

Sir, I hope my Resolution will be accepted by the House because it is really not a controversial one. The spirit of this Resolution has already been adopted in principle by this House and by the Government and by the Planning Commission and other agencies. I hope there will not be any difference of opinion between the various sections of this House as far as this Resolution is concerned. I earnestly request all Members from all sections of this House to look at this Resolution from a non-partisan point of view.

In our vast sub-continent the level of industrial development varies very much from State to State and from area to area. Obviously, there are various reasons for this unequal development. I need not go into the various reasons for this unequal industrial development in our vast country.

Naturally, an alien government could not interest itself in the indus-

trial development of our country at all; and they were not interested in helping the less developed areas to catch up with the developed and advanced areas in the other parts of the country. There was none to lend a helping hand to the backward and undeveloped areas in our country at that time. But, with the advent of freedom, there was great hope that the situation would change and improve and improve to the better.

As a matter of fact, the Central Government formulated a correct policy as far as the location of industries was concerned. The policy adopted, I should again emphasise, was a correct one. And, great stress was laid on the development of backward areas, when we formulated our Five Year Plans, especially the Second Five Year Plan. Sir, I would like only to quote a para from the summary report of the Second Five Year Plan, on the policy adopted on this question in the Second Five Year Plan. In the summary on page 18, para 2, it is said like this:

"Another aspect of inequalities is that of regional disparities. In any comprehensive plan of development, it is axiomatic that the special needs of less developed areas should receive attention. The National Development Council has recommended that within the resources available every effort should be made to provide for balanced development in different parts of the country. The problem has to be approached in a variety of ways; through setting up of decentralised industrial production; through appropriate policy on location of industries;"

Sir, I would underline this portion, 'appropriate policy on location of industries'.

"through measures to promote greater mobility of labour between different parts of the country. These approaches have to be kept in view while programming

development in the public sector as also in the administration of licensing policy for new industrial units in the private sector."

Now, Sir, this very policy was again okayed and emphasised in the Industrial Policy Resolution. I would like just to quote one or two sentences from the Industrial Policy Resolution, again to bring to the attention of the House that the point raised by me in my Resolution was already accepted by the House and by the Planning Commission.

"In order that industrialisation may benefit the economy of the country as a whole, it is important that the disparities in levels of development between different regions should be progressively reduced. The lack of industries in different parts of the country is very often determined by factors such as the availability of the necessary raw materials or other natural resources."

"A concentration of industries in certain areas has also been due to the ready availability of power, water supply and transport facilities which have been developed there. It is one of the aims of national planning to ensure that these facilities are steadily made available to areas which are at present lagging behind industrially or where there is greater need for providing opportunities for employment provided the location is otherwise suitable. Only by securing a balanced and co-ordinated development of the industrial and the agricultural economy in each region can the entire country attain higher standards of living."

Again the States Reorganisation Commission also went into this problem and its report drew pointed attention to this problem and has stated that in the locational distribution of the industries that we start in the future the less developed areas should be given preference. So, my point is that as

[Shri Vasudevan Nair]

far as the principle is concerned, there is no difference of opinion. There is no need of again laying down a policy on this question. I am glad that on several occasions even the Ministers were saying that they stick to this policy as far as the locational distribution is concerned and that less developed areas would get preference in the starting of new industries.

Mr. Speaker: If the hon. Member wants to take more time, he may continue on some other day.

17.02 hrs.

The Lok Sabha then adjourned till Seventeen of the Clock on Saturday, the 28th February, 1959|Phalguna 9, 1880 (Saka)

[Friday, February 27, 1959—Phalguna 8, 1880 (Saka)]

ORAL ANSWERS TO QUESTIONS:

| S.Q. No | Subject | COLUMNS |
|---------|---|---------|
| | | 3345—81 |
| 722 | Training of refractionists and opticians | 3345—47 |
| 723 | Deep draft port on the Western Bank of Hooghly | 3347—49 |
| 724 | Trunk cables | 3349—51 |
| 725 | Artificial rain | 3351—52 |
| 727 | Flood control in U P | 3352—54 |
| 729 | Foodgrains Storage Advisory Committee | 3354—58 |
| 730 | Medical students | 3358—61 |
| 731 | Prices of paddy | 3361—64 |
| 732 | Inter State water dispute between Madras and Kerala | 3364—66 |
| 733 | Koyan Project | 3366—67 |
| 734 | Licences for processing units | 3368—70 |
| 737 | Water Transport Corporation | 3370 |
| 738 | Rinderpest | 3371 |
| 740 | Duodenal and Gastric Ulcers | 3372 |
| 743 | Amalgamation of Air Corporations | 337—75 |
| 744 | Fertilizers | 3375—78 |
| 747 | Lady Hardinge Medical College | 3378—80 |
| 751 | Thefts of Copper Wire | 3380—81 |

WRITTEN ANSWERS TO QUESTIONS.

| S.Q. No | Subject | COLUMNS |
|---------|--|-----------|
| | | 3381—3445 |
| 726 | Running time of trains | 3381 |
| 728 | Air conditioned trains | 3381—82 |
| 735 | Central Tractor Organisation | 3382 |
| 736 | Damage to electric multiple coaches between Howrah and Burdwan | 3382—83 |
| 739 | Import of foodgrains | 3383 |
| 741 | Production of animals and animal products | 3383—84 |
| 742 | Airstrip at Digha | 3384 |
| 745 | Sharavathy Hydro-Electric Project | 3384—85 |
| 748 | Gauhati Port | 3385 |
| 749 | Demand of insecticides | 3385—86 |
| 750 | Sale of powdered milk in Delhi | 3386 |

WRITTEN ANSWERS TO QUESTIONS—contd.

| S.Q. No | Subject | COLUMNS |
|-----------|---|-----------|
| 752 | Construction of ships at Hindustan Shipyard | 3386—87 |
| 754 | Small pox in Delhi | 3387—88 |
| 755 | Defective construction of ships at Hindustan shipyard | 3388 |
| 756 | Rice in Orissa | 3388—89 |
| 757 | Baraset-Basirhat railway | 3389 |
| 758 | Bomb on rail track | 3390 |
| 759 | All season Harbour in Mysore State | 3390—91 |
| 760 | Siddha system of medicine | 3391 |
| 761 | Metric cells | 3391 |
| 762 | Private practice by doctors in Medical Institutions | 3391—92 |
| U S Q No. | | |
| 1032 | Unauthorised vendors and hawkers | 3392—93 |
| 1033 | Electrification of villages | 3393 |
| 1034 | Late-running of trains | 3393—94 |
| 1035 | Bridges damaged on Kacheguda-Manmad Line | 3395 |
| 1036 | Wheat exported from Punjab | 3395 |
| 1037 | Cultivated Land | 3396 |
| 1038 | Accidents | 3396 |
| 1039 | Penicillin | 3397 |
| 1040 | Tuberculosis | 3398—99 |
| 1041 | Retirement of class III and IV employees on Railways | 3399—3400 |
| 1042 | Health Co-ordination Committee | 3400—03 |
| 1043 | Raw cane | 3403 |
| 1044 | Scheme for improvement of Market Intelligence | 3403—04 |
| 1045 | Ayurvedic colleges | 3404 |
| 1046 | Sugar Factories | 3404—05 |
| 1047 | Allotment of wheat to States | 3405 |
| 1048 | Rajasthan Canal Project | 3405—06 |
| 1049 | Encephalitis | 3406—08 |
| 1050 | Wells in rural areas of Delhi | 3408 |
| 1051 | Tanks in Delhi | 3408—09 |
| 1052 | Diphtheria | 3409 |
| 1053 | Kanpur Medical College | 3408—10 |

WRITTEN ANSWERS TO
QUESTIONS—contd

| U.S.Q. No. | Subject | COLUMNS |
|---------------|--|---------|
| 1054 | Ram Ganga Project | 3410 |
| 1055 | Roads in Rural and Backward areas | 3410-11 |
| 1056 | Forms Committee of the P. & T. Departments | 3411 |
| 1057 | Tungabhadra High Level Canal Scheme | 3412 |
| 1058 | Inland fishery | 3412-14 |
| 1059 | Child welfare | 3414 |
| 1060 | Manhandling of German tourist at Patna | 3414-15 |
| 1061 | Postal forms | 3415-16 |
| 1062 | Telephone exchange | 3416 |
| 1063 | Teak from Manipur | 3416-17 |
| 1064 | Anti-malaria units in Manipur | 3417 |
| 1065 | Anti-malaria units in Manipur | 3417-18 |
| 1066 | Over-head bridge between Ludhiana and Muller Ganj | 3418 |
| 1067 | Siding line at Fuleshwar | 3418 |
| 1068 | Jirata cultivation in Tripura | 3419 |
| 1069 | Research Institute of Indigenous Medicine, Jamnagar | 3419-20 |
| 1070 | Misbehaviour of a ticketless traveller | 3420 |
| 1071 | B.C.G. vaccination in Himachal Pradesh | 3421 |
| 1072 | Leper Asylums in Himachal Pradesh | 3421-22 |
| 1073 | Electricity Project of Nogali Khad, Himachal Pradesh | 3422 |
| 1074 | Supply of fruit plants | 3423 |
| 1075 | Development of orchards in Himachal Pradesh | 3423-24 |
| 1076 | Tenants in Himachal Pradesh | 3424 |
| 1077 | Co-operative marketing societies in Himachal Pradesh | 3424-26 |
| 1078 | Juvenile (Prevention of Smoking) Act in Himachal Pradesh | 3425-26 |
| 1079 | Trout farm in Himachal Pradesh | 3427 |
| 1080 | Animal husbandry in Himachal Pradesh | 3427 |
| 1081 | Procurement of rice from Orissa | 3428 |
| 1082 | Rabi Campaign | 3428 |

WRITTEN ANSWERS TO
QUESTIONS—contd

| U.S.Q. No. | Subject | COLUMNS |
|---------------|---|---------|
| 1083 | Development of minor ports in Kerala | 3428-29 |
| 1084 | Passenger amenities | 3429 |
| 1085 | Malabar-Cochin Express | 3430-31 |
| 1086 | U.S. Balloon | 3431-32 |
| 1087 | Indian Airlines Corporation | 3433 |
| 1088 | Train examiners | 3433 |
| 1089 | Corruption cases on Northern Railway | 3433-34 |
| 1090 | National Academy of Medical Sciences | 3434 |
| 1091 | State Electricity Board | 3434-35 |
| 1092 | Employment of Scheduled Castes as drinking water men | 3435 |
| 1093 | Scheduled Castes and Scheduled Tribes Caterers | 3435-36 |
| 1094 | Fishing net making plant | 3436 |
| 1095 | Porters | 3436-37 |
| 1096 | Construction of Farm Office and Field Laboratory for the Central Arcaut Committee | 3437 |
| 1097 | T.B. Control | 3438 |
| 1098 | Minor Irrigation Loans | 3438 |
| 1099 | Rest Houses at Rihua neshwar | 3439 |
| 1100 | Postal Insurance | 3439 |
| 1101 | Railway Quarters | 3439-40 |
| 1102 | Ships Built in West Germany for India | 3440 |
| 1103 | Bhakra Waters for Gurgaon District | 3440-41 |
| 1104 | Drainage Schemes in Assam | 3441 |
| 1105 | Non-gazetted Staff of Civil Aviation Department | 3441-42 |
| 1106 | Minor Irrigation Potential in Assam | 3442 |
| 1107 | Reservation of posts for Anglo-Indians | 3442-43 |
| 1108 | Collision at Kanpur Loco Workshops | 3443 |
| 1109 | Minor Irrigation Schemes in Bombay | 3443 |
| 1110 | Wagons | 3444 |
| 1112 | Surplus Machinery of Irrigation and Power Projects | 3444-45 |
| 1113 | Mileage of lines surveyed on N.E. railway | 3445 |

| COLUMNS | COLUMNS |
|---|--|
| PAPERS LAID ON THE TABLE. 3445-46 | BILL PASSED BY RAJYA SABHA LAID ON THE TABLE. 3446 |
| The following papers were laid on the Table : | Secretary laid on the Table the Cost and Works Accountants Bill, 1959, as passed by Rajya Sabha'. |
| (1) A copy of each of the following Notifications under sub-section (3) of Section 133 of the Motor Vehicles Act, 1939 making certain amendments to the Tripura Motor Vehicles Rules, 1954. | REPORT OF ESTIMATES COMMITTEE PRESENTED 3447 |
| (i) No. F. IV (70)/MV/58 dated the 8th November, 1958. | Thirty-fifth Report was presented. |
| (ii) No. MV III-123/58 dated the 13th December, 1958. | REPORT OF COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE PRESENTED 3447 |
| (iii) Two Notifications No. F. V. (1)-MV/57 dated the 10th January, 1959. | Twelfth Report was presented. |
| (2) A copy of each of the following Notifications under sub-section (6) of Section 3 of the Essential Commodities Act, 1955. | CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE. 3447-49 |
| (i) G. S. R. No. 201 dated 16th February, 1959. | Shri Jhulan Sinha called the attention of the Minister of Irrigation and Power to the statement of the Irrigation Minister of Bihar reported in the press on the 24th February, 1959 regarding the Gandak Project. |
| (ii) G. S. R. No. 213 dated the 21st February, 1959 making certain amendment to the Rice and Paddy (Assam) Second Price Control Order, 1958. | The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim) made a statement in regard thereto. |
| (iii) G. S. R. No. 218 dated the 18th February 1959 making certain further amendment to the Uttar Pradesh Paddy (Restriction on Movement) Order, 1958. | RAILWAY BUDGET—GENERAL DISCUSSION 3450 |
| OPINIONS ON BILL—LAID ON THE TABLE 3446 | General discussion on the Railway Budget, 1959-60 continued. The discussion was not concluded. |
| A copy each of the Papers Nos. II and III containing opinions on the Code of Criminal Procedure (Amendment) Bill was laid on the Table. | REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS ADOPTED |
| MESSAGE FROM RAJYA SABHA. 3446 | Thirty-fifth Report was adopted. |
| Secretary reported a message from Rajya Sabha that at its sitting held on the 19th February, 1959 Rajya Sabha had passed the Cost and Works Accountants Bill, 1959. | PRIVATE MEMBERS' RESOLUTION NEGATIVED |
| | Further discussion on the Resolution re. Interim Relief to Central Government Employees was concluded and the Resolution was negatived. |

COLUMNS

COLUMNS

PRIVATE MEMBERS'
RESOLUTION UNDER
DISCUSSION

Shri Vasudevan Nair moved
the Resolution *re* Policy
of Licensing New Indus-
trial Units The discussion
was not concluded

AGENDA FOR SATURDAY,
FEBRUARY 28, 1959/PHAL-
GUNA 9, 1880 (Saka)

Presentation of the Budget
(General) 1959-60 and
introduction of the Finance
Bill, 1959