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Tuesday, September 16, 1958

LOK SABHA DEBATES

(**Fifth Session**)



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

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA DEBATES

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LOK SABHA

Tuesday, 16th September, 1958

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Delhi Teachers

*1265. { Shri Ram Krishan:
Shri D. C. Sharma:
Shri Naval Prabhakar:
Shri Balmiki:
Shri Vasudevan Nair:
Shri Raman:

Will the Minister of Education be pleased to refer to reply given to Starred Question No. 2019 on the 6th May, 1958 and state:

(a) whether final decision on pending demands of the Delhi teachers has been taken; and

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

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). The necessary information was laid on the Table of the Lok Sabha on the 5th September, 1958.

Shri Ram Krishan: May I know whether there is any demand on which no decision has been taken so far?

Dr. K. L. Shrimall: There were 25 demands out of which 17 have been accepted, three will be considered after receipt of the recommendations of the Pay Commission and five have been rejected. I would again refer the hon. Member to the detailed statement placed on the Table of the House.

Shri Ram Krishan: From the statement I find that most of the demands

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have been conceded. In view of this fact, may I know what will be the additional annual expenditure to meet these demands?

Dr. K. L. Shrimall: That is immaterial; whatever the additional expenditure, it would be met.

Shri D. C. Sharma: So far as demand No. 8 is concerned, it was asked that a tribunal should be set up and the Minister has said that he has agreed to this demand. May I know what kind of tribunal is going to be set up and what will be the items placed before it for adjudication?

Dr. K. L. Shrimall: All those details will be worked out by the Directorate of Education. The Administration concerned has been given instructions to take necessary action in this matter.

श्री नवल प्रभाकर : क्या माननीय मंत्री महोदय बतलाने की कृपा करेंगे कि जो राज्यीय स्कूल हैं उन पर भी इन मामलों का असर पड़ेगा या जो राज्य द्वारा स्वीकृत स्कूल हैं, प्राइवेट स्कूल जो हैं, उन पर ही असर पड़ेगा ?

डॉ का० ला० खेमाली : यह प्रश्न संबंध रखता है उन मांगों से जो दिल्ली के अध्यापकों ने रखी थीं और जो स्टेटमेंट में सभा पटल पर रखा था वह उन्हीं मांगों से संबंधित था । मैं आपका ध्यान उस स्टेटमेंट की ओर आकर्षित करूँगा ।

Shrimati Ila Paichoudhuri: From the statement I find that the demand to have the salaries paid regularly has been treated as more or less settled, but I would like to know for how long the salaries have remained from being paid regularly and why they were not being paid regularly.

Dr. K. L. Shrimall: Most of the difficulties arose because some of the managements of private institutions

mostly primary schools—were not functioning effectively. They did not have the necessary resources, and they did not draw the grants-in-aid in time because they could not find their own funds. We are taking strong action against all those institutions; some have been closed down, some have been given notice and Government are setting up their own institutions. I have given definite instructions to the Delhi Administration that salaries of teachers should be paid regularly.

Shri Vasudevan Nair: May I know how the payment of salaries in private schools is made, whether it is through the Manager or the Headmaster? May I also know whether Government is considering a system of payment through the Headmaster of the school instead of through the Managers?

Dr. K. L. Shrimall: The 'Kripalani Report' had made certain suggestions in this matter, and that report is under consideration. As an interim measure I had asked the Director of Education to pay the salaries direct to teachers of some of the institutions. That was only an interim measure, but as a long-term measure the matter is under consideration.

Shri D. C. Sharma: Demand No. 7(d) refers to free medical aid and triple benefit scheme to teachers in aided schools, and the Minister has said that the various implications of the demand are under examination. May I know who is examining the implications of this demand, and by what time a final decision will be taken on this demand?

Dr. K. L. Shrimall: The matter is being examined by the Delhi Administration along with the Government of India and, though I cannot fix any time limit, it will be my earnest endeavour to get this matter settled as quickly as possible.

Shrimati Renu Chakravarty: May I know whether it is a fact that for the last four months the teachers of Vidya Bhawan School in Karol Bagh have not been paid their salaries: and, if so, what steps will be taken by Government to ensure that regular payment is made to the teachers?

Dr. K. L. Shrimall: It is very difficult for me to say anything about a particular institution, but I would certainly look into this case today.

हिमाचल प्रदेश में अफीम के भूतपूर्व
कृषकों का पुनर्वास

*१२६६. श्री पद्म देव : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश के जिन क्षेत्रों में अफीम की खेती बन्द कर दी गई है उन के विकास के लिये भारत सरकार ने कुछ धन राशि मंजूर की थी ; और

(ख) इस में से प्रत्येक क्षेत्र में कितनी राशि व्यय की गई और उसे किन-किन योजनाओं पर व्यय किया गया ?

उप वित्त मंत्री (श्री वसिराम भगत) :

(क) जी, हाँ ।

(ख) एक विवरण सभा की मेज पर रख दिया गया है।

विवरण

| योजना | जिला | खंड की गई रकम |
|-------------------|--------|---------------|
| | | १६५६-५७ |
| | | ५० |
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| | | (भनुमित) |
| | सिरमोर | ५,५६,८५२ |
| | | १,३०,००० |
| | | (भनुमित) |
| | जड़ | ५,३३,६५७ |
| | | २८,५०,००० |

श्री पद्म देव : क्या मंत्री महोदय को मालूम है कि जिस वक्त अफीम की कल्टीवेशन हिमाचल में बन्द की गई थी, उस वक्त लोगों की जो इसके द्वारा आय थी वह कोई ११ लाख के करीब थी और तब यह आश्वासन दिया गया था और प्रापोर्गेंडा भी मिनिस्टर्स के द्वारा सास तौर से किया गया था कि आपके सिये सड़के बनाई जायेंगे, फूट नसरीज भी दी जायेंगी और इसी तरह की दूसरी जो इमदाद हो सकती है वह भी की जायेगी। अब जो विवरण सभा पटल पर रखा गया है उससे मालूम होता है कि तकरीबन ४,००० एकड़िया में १,७६,८०५ रुपये की सड़के महासू में बनाई गई है.....

Mr. Speaker: Hon. Members must think out the supplementary questions that they want to put. They need not refer to whatever is there in the statement. They may put a straight question.

श्री पद्म देव : मेरे जानना चाहता था कि इनी बड़ी क्षति की मीजूदगी में अभी तक सरकार ने इस दिशा में तकरीबन कुछ भी नहीं किया है, इसका क्या कारण है?

श्री ब० रा० भगत : मेरे इसे नहीं मानता।

Mr. Speaker: Hon. Member will think out the question and put it later. Shri Tyagi.

Shri Tyagi: May I know what are the various items of development undertaken in Himachal Pradesh? Is it the intention of Government to give similar treatment to another area known as Jaunsar Bhawar in Dehra Dun District where poppy cultivation has been stopped this year?

Shri B. R. Bhagat: The developmental work pertains to various Ministries and any detailed information required would have to be collected from the various Ministries like Food and Agriculture, Commerce and Industry and Ministry of Transport.

This question relates to the expenditure over the development of area in Himachal Pradesh. In the area which the hon. Member mentioned, it is true that poppy cultivation has been abolished from this year, but if the conditions are parallel, certainly these steps would be considered.

श्री पद्म देव : अभी माननीय मंत्री जी ने करमाया कि मेरे नहीं मानता हूँ। उन को जबर्दस्ती तो मनवाया नहीं जा सकता है। मेरे उस इलाके से ताल्लुक रखता हूँ। मेरे आपको बतला सकता हूँ कि वहां पर कुछ भी नहीं हूँगा है। आप द्वितीय पंचवर्षीय योजना को अग्रर कीमती योजना में गिनते हैं तो दूसरी चीज़ है। मेरे जानना चाहता हूँ कि उस वक्त जो आश्वासन दिये गये थे, उनमें से कौन कौन सी सड़के महासू और सिरमौर में बनी है?

Shri B. R. Bhagat: Sir, it is a long list. If the hon. Member wants it, I should like to place it on the Table of the House.

Mr. Speaker: Has it not been placed on the Table in answer to part (b) of the question wherein the amount spent out of this sum in each area and the schemes have been asked for?

Shri B. R. Bhagat: No, Sir; the details of the schemes have not been placed on the Table, only a statement giving the amount has been placed on the Table.

Mr. Speaker: That may also be placed.

Shri B. R. Bhagat: I will place a statement giving the details of the schemes also on the Table of the House.

Mr. Speaker: Very well. That is part of the question.

Shri Bose: May I know the number of people who have been affected by the stoppage of this poppy cultivation?

Shri B. R. Bhagat: I want notice to give a specific answer.

By-Product Plants at Rourkela

*1267. Shri Morarka: Will the Minister of Steel, Mines and Fuel be pleased to state:

- when the by-product plant is expected to go into production at Rourkela;
- what was its original schedule;
- what are the reasons for the delay, if any; and
- the estimated loss caused by such delay?

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): (a) and (b). The by-product plant is expected to go into production in stages between 15th September, 1958 and 1st October, 1959. This is in accordance with the original schedule.

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

Shri Morarka: May I know who are the consultants for this by-product plant and what are their fees?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): There are no separate consultants for this plan. The plant is being supplied by Koppers-Export, Essen, West Germany.

Shri Ramanathan Chettiar: May I know what are the by-products that are likely to be manufactured in this by-product plant?

Shri Gajendra Prasad Sinha: Coal tar, ammonia liquor and benzol.

Shri Morarka: May I know the total cost of this by-product plant as compared to the cost of the by-product plant at Bhilai and Durgapur?

Shri Gajendra Prasad Sinha: The total cost of this by-product plant is Rs. 8 crores.

Shri Morarka: May I know the costs at Durgapur and Bhilai?

Shri Gajendra Prasad Sinha: No estimate has been made till now.

Shri Bose: May I know if the different by-products that will be produced

here are less or more than the by-products that are being produced at Sindri?

Shri Gajendra Prasad Sinha: As a matter of fact, the by-product depends upon the composition of the tar which we will get from the coke oven plant, and then, that also depends upon the particular coal which will be carbonised. So, we cannot say what quantity of these by-products will be available.

Shri P. R. Ramakrishnan: May I know if there is a proposal to produce fertilisers in the Rourkela plant as a by-product?

Shri Gajendra Prasad Sinha: There is a proposal to have a fertiliser plant.

Shri Morarka: May I know whether the cost of the fertiliser plant in Rourkela is included in this Rs. 8 crores or whether it is separate?

Sardar Swaran Singh: No, Sir. That is not included in this. For the fertiliser plant, still, I think, the tenders have not yet been accepted even.

राष्ट्रीय एटलस

+
 श्री भवत दत्तन :
 श्री नवल प्रभाकर :
 *१२६६. श्री विभूति मिश्र :
 श्री संगवणा :
 सरदार इकबाल सिंह :

क्या बैंकामिक गवेषणा और सांस्कृतिक-
 कार्य बंद्री निम्नलिखित दस्ताने वाला एक
 विवरण सभा पटल पर रखने की कृपा करेंगे :

(क) राष्ट्रीय एटलस के इंप्रेजी
 संस्करण के प्रकाशन के संबंध में क्या प्रगति
 हुई है ; और

(ल) राष्ट्रीय एटलस तैयार करने के
 पूरे कार्यक्रम के लिये कितना धन स्वीकृत
 किया गया था और उसमें से प्रद वक कितना
 धन हो चुका है ?

श्री गंगेजी गवेशन और सांस्कृतिक कार्य मंत्री (श्री हुमायून कबिर) : (क) भीर (ज). विवरण समा की भेज पर रखा है।

विवरण

श्री गंगेजी वाले नेशनल एटलस में करीब 300 पन्ने होंगे। नामों के पहिले तीन मैट्स “जनसंख्या”, “प्रृथिक” और “राजनीतिक” पर काम हो रहा है, हर एक में १६ पन्ने हैं।

दूसरी चर्चार्थी योजना के दौरान नेशनल एटलस बायर करने के लिये ६० लाख रुपये रखे जाए हैं। इसमें से ३१ अगस्त, ५८ तक ६,६०,८८४ रुपये खर्च हो चुके।

श्री भक्त दर्शन : श्रीमन्, इस विवरण से जान होता है कि इस कार्य के लिये दूसरी चर्चार्थी योजना में ६० लाख रु० रखे गये थे। लेकिन डाई वर्ष बीतने पर भी लगभग ७ लाख रु० ही खर्च हुये हैं। इस प्रकार जहाँ तक मुझे मालूम है इस कार्य की प्रगति उतनी तेजी से नहीं हो रही है जितनी होनी चाहिये। अतः मैं जानना चाहता हूँ कि इस शिथिल प्रगति के क्या कारण हैं और इस में तेजी लाने के लिये क्या कदम उठाये जा रहे हैं?

श्री हुमायून कबिर : यह कोई सवाल नहीं था, मानरेल मेम्बर की अपनी राय थी। काम में कोई देरी नहीं हुई। सितम्बर, १९५६ से काम शुरू हुआ था, पहले तो हिन्दी एडिशन का एटलस ३० सितम्बर, १९५७ को पब्लिश हुआ। यह काम बहुत तेजी से हुआ। और इस के लिये हिन्दुस्तान के बाहर हमें बहुत मुश्किलें मिली। इस लिये इस में देर का सवाल नहीं पैदा होता।

श्री भक्त दर्शन : यह जो एटलस प्रकाशित किया जा रहा है वह केन्द्रीय सरकार की ओर से एक अधिकारपूर्ण प्रकाशन है यानी आधराइज्ड पब्लिकेशन है। मैं जानना चाहता हूँ कि जब चीन और बर्मा की ओर अभी तक सीमा का निर्वाण नहीं हो सका है और उस

के बारे में मतभेद है, तो उसको किस तरह से नक्शे में दिखाया जा रहा है, और इस बारे में कौन से कदम उठाये जा रहे हैं?

श्री हुमायून कबिर : आनंदेल मेम्बर किरणनी राय ही दे रहे हैं। उनकी राय उस वात ध्यान में रखी जायगी जब कि हम इसका अखिली फैसला करें।

श्री भक्त दर्शन : क्या इसका भलवद यह है कि चीन और बर्मा के साथ जो हमारे देश की सीमा है वह इस नक्शे में नहीं दिखाई जायेगी? और क्या इसके बारे में कोई फैसला नहीं हुआ?

श्री हुमायून कबिर : सरकार की तरफ से कभी नहीं कहा गया कि सीमा के बारे में कोई शुभाहा है।

Shri S. M. Banerjee: May I know whether this National Atlas Organisation is purely a temporary organisation for the duration of the second Five Year Plan and that is one of the reasons why the work is so slack because people are not secure?

Shri Humayun Kabir: Probably the hon. Member did not follow what I have already said. That they produced a national atlas in one year is almost a record in the world. Production of national atlases takes decades, and there is no possibility whatever of finishing the work in the second Five Year Plan. The English edition will have about 300 maps of which only about 180 will be done during the second Five Year Plan.

Shri S. M. Banerjee: My question has not been answered. I asked about the security of tenure.

श्री विभूति भिष्म : मैं जानना चाहता हूँ कि गंगेजी के अलावा क्या विभिन्न देशी भाषाओं में भी सरकार इस एटलस को प्रकाशित करने जा रही है?

श्री हुमायून कबिर : हिन्दी में तो हो चुका। वाकी जो भारत की राष्ट्रीय भाषायें हैं उन के बारे में पीछे सोचा जायगा।

Shri Sanganna: May I know whether a Committee has been appointed for the compilation of the atlas?

Shri Humayun Kabir: Yes, Sir. There is an advisory board and also an executive committee. There was a resolution of the Government of India which was published some three years ago.

Shri Sanganna: May I know who are the members of the Committee?

Shri Humayun Kabir: It is a long list. It was published in the gazette. So, I might draw his attention to the gazette.

Urdu

*1271. **Sardar Iqbal Singh:**
Shri Shivananjappa:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state the step taken or proposed to be taken by the Government of India for the development of Urdu?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 83.]

Sardar Iqbal Singh: May I know whether any steps have been taken by the State Governments and, if so, the name of the State Governments which have taken steps for the development and promotion of Urdu?

Shri Humayun Kabir: The hon. Member is asking about the State Governments with which I am not concerned.

Sardar Iqbal Singh: May I know whether the Government of India has given any directive or instruction or any orders otherwise, for the promotion of Urdu, to the State Governments and, if so, what?

Shri Humayun Kabir: The hon. Member is aware that only very recently the hon. Home Minister placed a statement before the House and the Government have issued a communique.

Shri Shivananjappa: May I know, why, of all the modern Indian languages, Urdu alone is accorded special treatment?

Shri Humayun Kabir: I am afraid the hon. Member has not read the statement.

Some Hon. Members rose—

Mr. Speaker: In every question every hon. Member cannot go on asking questions. Next question.

Advances to the Textile Industry

*1272. **Shri S. M. Banerjee:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Reserve Bank of India by withdrawing its earlier directive has reduced the margin for purposes of advances to the textile industry by ten per cent.;

(b) whether scheduled banks have also been urged to adopt this procedure; and

(c) whether this has helped the textile industry to maintain production and employment at the old level?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b). The September, 1956 directive of the Reserve Bank for raising the margin in the case of bank advances to the textile trade by 10 per cent. was withdrawn in February, 1957. Since then, several scheduled banks, either on their own or after consultation with the Reserve Bank, have further brought down the margins below what they ordinarily used to stipulate.

(c) The volume of bank credit is only one of many factors which influence production and employment. It can be stated, however, that but for

the easing of credit, production and employment in the textile industry would have suffered more.

Shri Bimal Ghose: The answer to parts (a) and (b) of the question mentions textile trade. Is it the textile industry or the textile trade that the hon. Deputy Minister is referring to?

Shrimati Tarkeshwari Sinha: Production and employment are not the only factors, the volume of credit also comes in.

Shri Bimal Ghose: In answer to part (a) of the question, textile trade is mentioned. Is it textile trade or the textile industry to which advances are given?

Shrimati Tarkeshwari Sinha: Textile trade.

Shri Bimal Ghose: The question is about the textile industry.

Shrimati Tarkeshwari Sinha: Trade is one of the factors and textile trade was thus mentioned in answer to the question.

Shri Bimal Ghose: The question is not that.

Shri Tangamani: May I know whether the Government is aware of the recommendations of the Textile Enquiry Committee report that for implementing the proposals, the margin should be increased? May I know why this 10 per cent. decrease has been made?

Shrimati Tarkeshwari Sinha: The Government is very well aware of the recommendations of the Textile Enquiry Committee report, and the Reserve Bank has already decided about granting the accommodation to which the hon. Member is referring.

Shri Range: May I refer to the supplementary question put by Shri Bimal Ghose? The question really relates to the textile industry as a whole, including trade. But the answer is sought to be given only in regard to trade.

The industry includes all the mills also.

Shrimati Tarkeshwari Sinha: This directive was only issued in regard to the advances against trade. So, this question concerns primarily to that.

Mr. Speaker: The question has been put a little too broadly. What the hon. Deputy Minister says is, the directions have been issued only with respect to that particular portion. If the hon. Member had not wanted an answer, she may not answer at all. Therefore, among all the aspects which are included in the textile industry, one of them for which advance is made has been answered.

Shri Bimal Ghose: But the question is whether there is any restriction in regard to the industry as such or not.

Mr. Speaker: Has he put that question?

Shri Bimal Ghose: That is in the question itself.

Shrimati Tarkeshwari Sinha: The directive given by the Reserve Bank is clear and that directive concerns primarily advances to the textile trade. (Interruptions).

Mr. Speaker: Hon. Members need not lose their temper. They may calmly put their questions. The hon. Deputy Minister has said that the directive is with respect to the trade. Has there been any directive with respect to the industry also?

Shrimati Tarkeshwari Sinha: The directive issued by the Reserve Bank concerns only advances against trade and so when a question about the directive issued by the Reserve Bank is asked, I can only answer that part of the question. The Government of India have not issued any directive so far as advances to the industry are concerned. How can I answer that question?

Shri Prabhat Kar: The reply in that case should have been that there

is no restriction imposed on the textile industry.

Mr. Speaker: If the hon Member does not know the details of the question, why should he not ask the hon Member who put that question? the question is clear. The hon. Ministers cannot be expected to clear up the doubts and differences in the minds of every other hon. Member who does not care to know what exactly the question is. The question is:

"Whether it is a fact that the Reserve Bank of India by withdrawing its earlier directive has reduced the margin for purposes of advances to the textile industry....."

The hon. Member who has tabled the question knows definitely that it relates only to trade and not to industry and he keeps quiet. It is not for the purpose of general information. It is not a class where every hon. Member will be taught as to what exactly it is. He must have first of all found out what it relates to and if he puts a specific question "What about industry?", I can understand. But the hon. Member assumes that the hon. Deputy Minister must answer everything, though it has not been asked for. Mr. Banerjee is clear about the question he put.

Shri Bimal Ghose: My submission is this. The question is in possession of the House. The hon. Deputy Minister has declared that the directive was with respect to trade. When I read the question, a doubt arose in my mind whether a directive was also issued in regard to the industry.

Mr. Speaker: That was not the question he put.

Shri Bimal Ghose: The main question refers to advances to textile industry.

Mr. Speaker: The hon. Member did not put the question like that. If he

had a doubt, let him ascertain. He must have asked, "What about the industry"? But the complaint he is making is that the hon. Deputy Minister did not refer to industry at all, as if that is part of the question. She has answered that question.

Mr. Speaker: Shri Vajpayee.

एन. म. न. य सवाल : वे जेल में हैं ।

Mr. Speaker: Sardar Iqbal Singh.

Sardar Iqbal Singh: 1273.

Commonwealth Bank

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| *1273. | Sardar Iqbal Singh: |
| | Shri Vajpayee: |
| | Shri Ram Krishan: |
| | Shri Mohan Swarup: |
| Shri Damani: | |

Will the Minister of Finance be pleased to state the progress made in regard to the setting up of a Commonwealth Bank to assist the under-developed countries in developing their internal resources?

The Deputy Minister of Finance (Shri B. R. Bhagat): No progress has been made so far. However, the proposal is being discussed from time to time between Commonwealth Governments.

Sardar Iqbal Singh: May I know whether this proposal will be discussed in the Finance Ministers' Conference at present being held in Canada?

Shri B. R. Bhagat: Presumably so.

Sardar Iqbal Singh: May I know whether the Government have received any suggestion or any scheme with regard to this from the U.K. Government?

Shri B. R. Bhagat: We are exchanging our views in this regard from time to time.

Shri Ram Krishan: May I know whether there is any proposal to set up a Commonwealth Food Bank also?

Shri B. R. Bhagat: I am not aware of any such proposal.

Shri Damani: May I know how many Commonwealth countries have expressed their willingness to join the Commonwealth Bank?

Shri B. R. Bhagat: It is still at the preliminary stage; it is not at the joining stage. Views are being formulated and discussed.

Shri Ramanathan Chettiar: May I know what is the capital of this proposed Commonwealth Bank and what will be the percentage of our holding if we were to join as a member of this Bank?

Shri B. R. Bhagat: All these are under discussion. It is difficult to give a precise answer now.

Excavations at Ujjain

*1274. **Dr. Ram Subhag Singh:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether any finds of archaeological importance have been found on the mound in Ujjain during 1956; and

(b) if so, the nature of those finds?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) Attention of the hon. Member is drawn to pages 19 and 20-28 of the "Indian Archaeology—A Review" 1955-56 and 1956-57 respectively.

सेठ गोविन्द दास : क्या यह बात सही है कि उज्जैन में जो खुदाई का काम चल रहा था वह इस समय करीब करीब बन्द हो गया है और क्या यह बात भी सही है कि वहाँ पर और भी बहुत सी चीजों के मिलने की आशा है और क्या यह काम फिर जल्दी शुरू किया जाने वाला है?

श्री हुमायून कबिर : बरसात के भौसम में हमेशा यह आर्किएलाजिकल काम बन्द करना पड़ता है। यहाँ खुदाई के दौरान बहुत

ही इंटरेस्टिंग चीजें मिली हैं और उम्मीद है कि और भी मिलेंगी।

सेठ गोविन्द दास : क्या में इसका यह मतलब निकालूँ कि बरसात के बाद यह काम वहाँ फिर तेजी से शुरू हो जायगा?

श्री हुमायून कबिर : जब तक काम खत्म नहीं हो जायेगा, तब तक वह जारी रहेगा।

Sarva Seva Sangh

*1275. **Shri Sanganna:** Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 3675 on the 9th May, 1958 in respect of Sarva Seva Sangh and state:

(a) whether the surrender of the amount of Rs. 4.50 lakhs has since been accepted by Government; and

(b) if not, the reasons therefor?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, Sir.

(b) Does not arise.

Shri Sanganna: May I know the reasons for the surrender of the amount?

Shrimati Alva: The reason is that they were not able to implement their programmes.

Shri Sanganna: Consequent upon the decision of the All Party Council held in Naini Tal in 1957, the task of developing the villages donated in the gramdan movement will be entrusted to the Community Development Ministry. May I know whether the amount will be transferred to that Ministry?

Shrimati Alva: It has been entrusted to the Community Development Ministry. The Sangh will serve in the programmes, but will not have any control over expenditure.

Shri Panigrahi: May I know the total amount sanctioned by the Government of India for 1958-59 and

how much of the sanctioned amount has been spent?

Shrimati Alva: For 1956-57, it was Rs. 10 lakhs. For 1957-58, the amount is not available.

Mr. Speaker: What is the amount for the current year, 1958-59?

Shrimati Alva: The Government have proposed that a sum of Rs. 6.92 lakhs out of the sanctioned amount of Rs. 10 lakhs will be handed over to the State for the current year.

Shri Panigrahi: May I know whether this entire amount will be spent only in Koraput or in other places where the Sarva Seva Sangh is carrying on work?

Shrimati Alva: Seven blocks have been envisaged for the Koraput district.

Shri Sanganna: May I know the Sangh has rendered accounts for the amount spent already to the Government of India?

Shrimati Alva: Proper accounts have not yet been forthcoming, but the audit reports contain certain observations.

Shri B. C. Mullick: May I know whether it is a fact that the Sarva Seva Sangh in Orissa could not spend the money in due time as the Orissa Government did not recognise many of the villages as gramdan villages according to the list submitted by the Sangh?

Shrimati Alva: No, Sir.

Shri Tyagi: What are the functions assigned to this Sarva Seva Sangh? Are they working according to certain items prescribed in the Plan and are their accounts audited?

Shrimati Alva: Their accounts are now audited.

Shri Tyagi: What are their functions?

Shrimati Alva: They had undertaken to work in 1,000 villages which were given by the bhoodan movement. The first six items, irrigation, soil

conservation, hygiene, etc. fall within the centrally sponsored programmes and for the rest, grants were given by private agency.

Shri Tyagi: Do they work exclusively or side by side with the various departments of irrigation, etc.?

Shrimati Alva: I have just said that they are working with the Community Development Ministry.

Kannada Language Novel

*1276. **Shri Shivananjappa:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that the translation into various Indian languages of the novel "Chenna Basava Nayaka" in Kannada has been stopped by the Sahitya Akademi; and

(b) what other Kannada novel has been selected for translation into regional languages?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) According to information available from the Sahitya Akademi, the book is being translated into Hindi.

(b) (i) Shantala by K. V. Iyer, and (ii) Marali Mannige by S. Karanth.

Shri Shivananjappa: May I know whether it has come to the notice of Government that this book has roused a great deal of controversy in the State of Mysore and it has affected the religious sentiments of the people?

Shri Humayun Kabir: We have received certain complaints and the Sahitya Akademi considered this matter. It has received also letters and signed communications from lecturers and well-known writers of the University there, some of whom belong to the community which is supposed to have an objection to that particular novel.

Shri Shivananjappa: May I know whether some woman has undertaken

a fast just to lodge a protest against the publication and circulation of this novel?

Shri Humayun Kabir: We were informed that a fast was undertaken on the 25th of August and came to an end on the 27th of August.

Shri Basappa: May I know whether it is a fact that the author of this book in the preface has expressed regret for writing certain portions which wounded the feelings of certain people and this very author happens to be a member of the Advisory Board of Sahitya Akademi which thought it wise to decide that this book should be translated? As many complaints have been received, will the Government reconsider the question or advise the Sahitya Akademi to reconsider this question, because it sets one community against another, wounds the feelings of certain people and attributes all kinds of immorality to respectable women and all that?

Shri Humayun Kabir: All these matters were taken into consideration. The book was published in Kannada in 1949 and has run into two editions there and no objection was ever raised there. It was only towards the end of 1957 that some objections were raised. In the meantime, an English translation has been published in that very area.

Shri Basappa: May I know....

Mr. Speaker: Whatever has been accepted by the Akademi, is it be undone by fasting? Who is to decide whether a novel is good or not? Educated or uneducated men? Hon. Members wanted some information. Hon. Minister has given the information. I am not going to allow this kind of discussion any further.

Shri C. K. Bhattacharyya: May I request the hon. Minister to go through the English translation of the novel and find out the objectionable portions himself?

Mr. Speaker: Very well. The hon. Minister will certainly do that.

Evidently, there seems to be some difference of opinion. There may be some hunger-strike by women and some others. But they may not be as learned as others. Some hon. Members are taking exception to this. The hon. Minister will kindly see what exactly can be done. Surely, other hon. Members from Mysore will also look into it.

Shri Humayun Kabir: May I just say a word? This matter was considered at its meeting by the Sahitya Akademi, and the Chairman of the Akademi, Shri Jawaharlal Nehru, made the observation that—

"it was unanimously approved by the Executive Board that in selecting books for this purpose the Sahitya Akademi should be guided by considerations of literary merit and it should respect the author's legitimate right to express himself truthfully and fearlessly."

Shri Basappa: That has been disputed. We want to know whether fact has been disputed.

Shri Humayun Kabir: That is a matter of opinion.

Shri Mohammed Imam: I do not know if the Minister has read this novel. I have read it.

Mr. Speaker: What did he do so long?

Shri Mohammed Imam: It was written in the year 1921 and published in the year 1950 or 1951. Perhaps you are not aware that it came into limelight when it was approved by the Sahitya Akademi. Is the Minister aware that this novel contains very serious reflections and grave allegations against the character of a historical lady, who was the queen of the Karnataka State, and whose memory is held in high esteem for generations, and this has wounded the feelings of a large section of the people? Is it advisable on the part of the Government to aggravate this trouble and

allow its publication? Is it prudent on the part of the Government to do so?

Mr. Speaker: The hon. Member is making a speech.

Shri Mohammed Imam: I want to ask two or three questions.

Shri Humayun Kabir: My answer very simple. The Government is not concerned. It does not come into the picture at all. It is published independently by an autonomous corporation. The Sahitya Akademi selected it for translation into a particular language, Hindi.

Mr. Speaker: All that I am anxious is to avoid trouble. I am not allowing more than a few questions during the Question Hour. If it is a controversial matter, merely because the Sahitya Akademi thinks the language is good, they cannot publish it if it contains obnoxious matters which affect the religious feelings of a large number of people. If they do it, there is no reason why Government should subscribe to it and then hand-over the autonomous body large sums of money. Therefore, I will be obliged to have a discussion in this matter. I do not want to create disturbance. Already there is tension everywhere—Middle East, Far East and so on. Therefore, let us not add one more trouble. So, I would request the hon. Minister to have a talk with the Home Minister and then find out whether it really contains all sorts of objectionable matters. He may go into it himself. Then hon. Members coming from sides of the House may consider this dispassionately, especially hon. Members who come from Mysore. Under these circumstances, the hon. Minister will kindly reconsider this matter.

Shri Tyagi: On a point of order. I would like you to kindly guide the House in the matter of the so-called "autonomous bodies" which are run by the funds of the State. The hon. Minister has just now stated that such and such a novel was published by an autonomous body, known as the

Sahitya Akademi or something. There are others, the Bharat Sevak Samaj, this Samaj and that Sangh. I want to know where we stand. Can we question the activities indulged in by these so-called autonomous bodies, because they are always given funds by the State or can we not?

Mr. Speaker: The hon. Member is trying to raise a bigger issue. We are only concerned with this autonomous body, and not other autonomous bodies, their constitutions etc. My observations relate only to this publication. Regarding others, it is a matter that has to be decided that when the Central Government is giving grants, how far the Central Government or this House can go into the matter and whether it can go into the matter of minute details or only some of the broad details. I have decided this with respect to one or two matters already. If the hon. Members express a desire that we should go into them, I will ask my office to prepare a booklet containing the constitutions of these autonomous bodies and find out what the Ministers' jurisdictions are. We are working through the Ministers, so far as we are concerned. If the Ministers themselves have no powers, how can we go into those details? These are all matters to be considered. If after the publication of this—I am trying to gather material—if the hon. Members still think that the Ministers must be clothed with larger powers so that we may have fuller control, that is another matter. It is not a matter to be disposed of now on this short question.

Life Insurance Corporation

*1278. **Shri Damani:** Will the Minister of Finance be pleased to state:

(a) whether Life Insurance Corporation has tried to extend its scope of working by transacting business outside India; and

(b) if so, the details thereof?

The Deputy Minister of Finance (Shrimati Tarakeshwari Sinha): (a) and (b). A statement is laid on the Table of the Lok Sabha.

Statement

(a) and (b). The Life Insurance Corporation of India has been trying since its inception to expand its scope of working by transacting life insurance business outside India. Various regulations viz., Insurance Laws, Foreign Exchanges Regulations in Pakistan, Burma, Indonesia and Ceylon have, however, had the effect of confining the Corporation's activities in these countries to servicing the existing policies only. The Corporation has, consequently, been compelled to stop writing new business in these countries. The Corporation has recently re-organised its offices in Kenya, Uganda, Zanzibar, Mauritius, Aden, Federation of Malaya, Singapore, Hong Kong, Fiji and Nyasaland where it is now writing new life insurance business. The Corporation has also been recently given licence to transact business in Tanganyika.

Shri Damani: According to the statement, some branches in foreign countries are being re-organised. May I know whether these offices are getting sufficient amount of business to meet the expenses?

Shrimati Tarakeshwari Sinha: It is our effort to re-organise those offices to make their business paying.

Shri Damani: May I know how our rate of premium compares with that of other foreign countries?

Shrimati Tarakeshwari Sinha: So far as the Corporation is concerned, we have got only one rate, whether it is here or outside. There might be some difference in working out the rates.

Shri V. C. Shukla: From the statement it appears that the branches in Pakistan, Burma, Indonesia and Ceylon are not able to do any new business. May I know whether they have done

any new business before nationalisation of insurance?

Shrimati Tarakeshwari Sinha: Recently some of the Governments that are mentioned in this statement have imposed certain restrictions. For example, in Burma, there is also a State-owned insurance organisation called the Union Insurance Board. In Pakistan they have imposed certain foreign exchange regulation. These are matters of recent history. So, the business is bound to be affected by them. Because of these difficulties, we have not been able to start new business.

Shri V. C. Shukla: Are there any prospects of our doing any new business? If not, will we consider the question of closing down our branches in those countries?

Shrimati Tarakeshwari Sinha: The collection work of premia on existing policies has to be continued by the Corporation. So, there is no question of our closing down our agencies. The only thing is that we would not be able to do any new business.

Shri Tangamani: From the statement we find that business is being done in certain African countries and in Malaya and Singapore. May I know the volume of business that was done in the year 1957-58 in Malaya and Singapore and the other African countries?

Shrimati Tarakeshwari Sinha: I do not have any separate figures for each of those foreign countries, but the volume of total business outside India in 1953 was Rs. 14.66 crores, in 1954 it was Rs. 17.65 crores, in 1955 it was Rs. 20.33 crores, in 1956 it was Rs. 12.59 crores, in 1957 it was Rs. 5.05 crores. For 1958 as the year has not yet closed, the whole figure is not available and only a part of it is available.

Shri C. D. Pande: Is Government aware that just before nationalisation of insurance took place, many life insurance companies were getting business in Canada and in the States and

since nationalisation took place those offices were closed? May I know whether Government wants to revive them and let those private agencies, who were having a fair amount of business in those countries and were getting a substantial amount of premium which was more than that in this country, do business? Will that be allowed or not?

Shrimati Tarkeshwari Sinha: Even the Act itself, i.e., section 6(2)(d) of the Life Insurance Act, empowers this Corporation to give the whole or a part of its business to some other insurance companies. But the Corporation has to act as a guarantor for those companies, and without any control of those insurance companies, we have not been able to accede to the request of giving insurance business to other companies.

Shri Dasappa: The figures given by the hon. Deputy Minister show that the business in foreign countries is going perceptibly down. Can we know what exactly accounts for that as it has come down from Rs. 20 crores to Rs. 5 crores?

Shrimati Tarkeshwari Sinha: In the statement itself it has been given that in certain countries in which we are having business, there is not much prospect of doing new business. We are only maintaining the existing premium. Therefore, the figures are bound to go down because of those restrictions and because of certain developments which have taken place.

Shri Dasappa: I am referring to the African countries. May I know whether in those African countries business is going up or going down or it stands still?

Shrimati Tarkeshwari Sinha: As I said before, I do not have any separate figures for the African countries. So, I am not in a position to say whether the business has gone down even in those African countries where we are doing our business.

Shri Damani: May I know the total premium collected in foreign

business and the expenditure of those foreign offices?

Shrimati Tarkeshwari Sinha: I have already given figures of what we have done outside India from year to year.

Mr. Speaker: He only wants to know the figures of expenditure. Figures of collections have been given. It is figures of expenditure that he wants.

Shrimati Tarkeshwari Sinha: I do not have any separate figures for expenditure that has been incurred because the Corporation is a whole body and the expenditure, if it is incurred, is incurred on the whole. It is very difficult for me to say what is the expenditure from place to place.

Some Hon. Members rose—

Mr. Speaker: I have allowed ten questions already. Next question.

Anti-Social Elements

*1279. { **Sardar Iqbal Singh:**
Shri Ramam:

Will the Minister of Home Affairs be pleased to state:

(a) whether any plan has been drawn up to tackle the bad characters and anti-social elements in Delhi; and

(b) if so, the results achieved so far?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Wherever necessary, suitable action is taken against bad characters and anti-social elements under the preventive sections of the Criminal Procedure Code, and other relevant laws. The results achieved have been satisfactory.

Sardar Iqbal Singh: May I know the number of persons bound down under sections 171 and 151?

Shri Datar: I have got the figures relating to convictions and not the figures of persons who have been bound down.

Sardar Iqbal Singh: May I know the number of convictions?

The Minister of Home Affairs (Pandit G. B. Pant): The figures for two local areas are here. They include action under the Criminal Procedure Code preventive sections and also Gambling Act and Excise Act, which are allied with these. I am giving what is available here. In one quarter of 1958 in this area, i.e. G.B. Road and Ajmeri Gate, 144 cases were detected and 226 persons were committed to court. In the area of Karol Bagh—I am giving the figures only for one quarter—153 cases were launched and 145 persons were challaned.

Shri Jadhav: May I know whether there are any correction homes for such anti-social elements?

Pandit G. B. Pant: There are correction homes for those who are fit to be corrected.

Raja Mahendra Pratap: You should see that a moral front is made up. I have a moral front. Perhaps, the hon. Minister knows that. So, I say why it is not introduced.

Pandit G. B. Pant: I think the suggestion is worth considering.

Raja Mahendra Pratap: Thank you, very much.

Sardar Iqbal Singh: May I know whether it is a fact that some gangs of anti-social elements and bad characters operate in Punjab, U.P. and Delhi? If so, has Government any institution or an organisation to deal with these gangs?

Pandit G. B. Pant: So far as Delhi is concerned, the Police is very alert and if any miscreants come over to Delhi, I think they will receive adequate attention.

Shri Tridib Kumar Chaudhuri: May I know if the hon. Minister is aware that about a week back there were report of women and lady students

in colleges being molested and disturbed by bad characters in certain quarters of the city? May I know what steps have been taken in regard to that?

Pandit G. B. Pant: Some persons have been arrested for what is called eve-teasing. For that there have been some cases. Some persons have also been sent to court. Certain reports have appeared in the Press, but on enquiry it was found that they were not well-founded and the persons concerned were not in fact vagabonds or scoundrels, but some of them were themselves students.

Ajanta Caves

*1280. **Shri Assar:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that hundreds of travellers are visiting "Ajanta Caves" daily;

(b) if so, whether it is a fact that there is no arrangement for travellers such as Cafeteria and Dharamshala at "Ajanta Caves";

(c) whether it is a fact that there are no residential quarters for staff also; and

(d) if so, reasons thereof;

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (c). Yes, Sir.

(d) Steps are being taken for the construction of a Canteen-cum-Retiring room, bus station and staff quarters at Ajanta.

Shri Assar: May I know when this construction work would begin?

Shri Humayun Kabir: This is being done by the Tourist Department. I am told that the work is expected to commence during the current financial year and perhaps will be completed during the next year.

Theft in Air Force Station, Pulgaon

*1281. **Shri V. C. Shukla:** Will the Minister of Defence be pleased to state:

(a) whether Government's attention has been drawn to the seizure by police at Aligarh of large-scale arms stated to have been stolen from the Air Force Station at Pulgaon;

(b) whether Government have conducted any enquiry into the matter; and

(c) if so, with what results?

The Parliamentary Secretary to the Minister of Defence (Shri Fatesinghrao Gaekwad): (a) to (c). The Government are not aware of the seizure by Police at Aligarh of arms stated to have been stolen from the Air Force stocks at Pulgaon. Recently the loss from Air Force stocks at Pulgaon of a certain quantity of an item called "Pistol bomb aircraft", which is only a mechanical device for igniting bombs and is not a weapon or an arm, had come to notice. A Court of Inquiry has been held to investigate the circumstances connected with the loss. The proceedings of the Court of Inquiry have not yet been finalised.

Shri V. C. Shukla: Is it a fact that after this theft a few Police officers of the Criminal Investigation Department were sent to Aligarh and there they discovered pistols and ammunition worth Rs. 75,000 whereas the articles stated to be missing at Nagpur were stated to be only worth Rs. 25,000?

Shri Fatesinghrao Gaekwad: No, Sir.

Shri V. C. Shukla: Is this the first theft of its kind at Pulgaon or have there been more thefts before?

Shri Fatesinghrao Gaekwad: This is the first theft.

Delays in the presentation of Demands for Excess Grants

*1283. **Shri Harish Chandra Mathur:** Will the Minister of Finance be pleased to state what steps have been taken or are proposed to be taken to eliminate delays in presenting to the House demands for excess grants by various Ministries?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): The Demands for Excess Grants relating to any year can be presented to Parliament only after the Appropriation Accounts of that year showing the excesses are presented to Parliament along with the Comptroller and Auditor General's Audit Report thereon and the Public Accounts Committee have examined these excesses and made such recommendations as they deem fit.

The Comptroller and Auditor General has adopted certain measures which would enable him to present the complete Appropriation Accounts within about 10 or 11 months of the end of the year of the Account. Instructions have also been issued to all the Ministries that the explanatory notes on the excesses required by the Public Accounts Committee to enable them to examine these excesses should be furnished to the Committee within the time-limit prescribed by them. Immediate action will also be initiated to present the Excess Demands on receipt of the Committee's recommendation for regularising these excesses.

Shri Harish Chandra Mathur: Do the Government accept the proposition that no extra expenditure should be incurred without the prior sanction of Parliament?

Shrimati Tarkeshwari Sinha: It is obviously an acceptance.

Mr. Speaker: It is in the Constitution.

Shri Harish Chandra Mathur: If it is accepted, may I know what steps

have been taken to see that Parliament is not only to engage in post mortem?

Shrimati Tarkeshwari Sinha: The difficulty is that the need for Excess grant would become apparent after Appropriation accounts of all the Grants as a whole are compiled, because certain departments may be incurring certain expenditure but the total may not go in excess of the whole. Unless and until the Appropriation account as a whole is compiled, it cannot be decided on a shifting basis. Therefore, this thing was taken up with the Auditor General and the Ministry and they have decided to avoid delays as far as possible. That is why in the main answer, more or less, an assurance has been given that this will be compiled within a year.

Shri Harish Chandra Mathur: May I know whether the Government have considered the question....

Mr. Speaker: The hon. Member cannot go on discussing this matter. A number of excess grants will come up before the House and I will give an opportunity to the hon. Member to define what exactly has to be done.

Shri Harish Chandra Mathur: My question is.....

Mr. Speaker: So far as questions are concerned, what are the steps that have to be taken to avoid this in future cannot be decided here. The hon. Member puts a constitutional question.

Shri Harish Chandra Mathur: I am asking a specific question about pre-audit.

Mr. Speaker: It is a matter of opinion, a matter relating to the Constitution, a matter relating to practice and procedure. These are not subject matters of simple questions.

Shri Ranga: Is it not a fact that this difficulty can be minimised if we were to follow the United Kingdom procedure of fixing dates?

Mr. Speaker: May I suggest, the hon. Member is the Chairman of the Public Accounts Committee. As this is merely an answer to a particular question, the hon. Minister is able to reply immediately. I hope the hon. Member will just call a special meeting of his Committee on this question and decide and give us directions as to what should be done. That would be the best thing instead of putting questions to the hon. Lady Minister.

Shri Prabhat Kar: Has the attention of the Ministries concerned and the Finance Ministry been drawn to this? Many a time the replies and notes which have been asked by the Public Accounts Committee have not been given by the Ministries in time. As a result thereof, it was difficult for the Public Accounts Committee to examine the ground on which excess grants are demanded. The attention of the Finance Ministry must be drawn to this.

Shri Ranga: May I be permitted to put one question? Article 149 of the Constitution contemplates that the Government should come forward with their legislative proposals to get an Act passed to decide the functions as well as the relations between the Auditor-General and the Government of India in regard to submission of these accounts. Article 149 specifically states that the Auditor-General shall perform such duties as may be prescribed by or under any law made by Parliament. Till now, no legislative proposal has been brought forward before Parliament. May I know whether they have got any proposal at all to come before Parliament with the necessary Bill at an early date?

Mr. Speaker: Too big a question for the hon. Minister.

Shrimati Tarkeshwari Sinha: It does not arise out of this question.

Mr. Speaker: It does not arise. I would suggest to the hon. Member who is the Chairman of the Public Accounts

Committee to consider this matter. We cannot have a Bill without any particular substance. Let there be some suggestion from the Public Accounts Committee.

Shri Harish Chandra Mathur: You will please listen to my question before you disallow it. May I know whether the Government have considered the question of pre-audit and if so, what is their reaction?

Shrimati Tarkeshwari Sinha: It has been decided that the Comptroller and Auditor General will prepare for presentation to the Public Accounts Committee an Appropriation account of all the Grants that have been exceeded in advance of the Consolidated Appropriation account of the Government.

Mr. Speaker: Next question, I have allowed a number of questions.

तिलपत रेंज

*१२८४. श्री प्रकाश बीर शास्त्री : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) तिलपत रेंज में वायु सेना के अभ्यास के लिये कितनी उपजाऊ धरती सरकार ने अपने अधिकार में ली है; और

(ख) क्या यह भूमि किसानों को खेती के लिये देने के बारे में सरकार की कोई योजना है?

प्रतिरक्षा उपमंत्री (सरदार मजीठिया): (क) २२२०.२ एकड़।

(ख) जी, नहीं।

श्री प्रकाश बीर शास्त्री : मैं जानना चाहता हूँ कि जब हवाई अभ्यास से पहले आसपास के गांवों को सावधान कर दिया जाता है ताकि वे खतरे से बच सकें और हवाई अभ्यास के समय चारों ओर पहरा भी न लगा

दिया जाता है ताकि कोई पछु मा मनुष्य उस एरिया में न जा सके, तो क्या यह सम्भव हो सकेगा कि किन्हीं विशेष शर्तों पर वह भरती किसानों को फिर से दे दी जाये? आज जबकि देश में अभ का प्रभाव है, उस सूरत में इतनी अधिक उपजाऊ जमीन को किसानों से ले लेना मैं जानना चाहता हूँ कहाँ तक मुनासिब है?

Mr. Speaker: It is clear in this particular case no notice has been given. As regards causing injury to the villagers, a question may be put there: not generally. All these precautions are taken.

Sardar Majithia: The question that the hon. Member has put, I can reply in only one way and that is that the exercises carried out by the Air Force are spread out throughout the year and therefore it will not be possible to go and give them notice practically every second, third or fourth day and get them cleared. Therefore, it is not proposed to give this land for cultivation.

Shri Tridib Kumar Chaudhuri: Has any compensation been given to these people?

Sardar Majithia: Yes. They have already been compensated. About Rs. 15.60,000 practically have been given to the people.

श्री भृष्ट दर्शन : तिलपत में कुछ वर्ष पहले जब बड़े पैमाने पर हवाई प्रदर्शन हुआ था और बीच में स्थगित कर दिया गया था क्या उसके फिर से चालू होने की कोई आशा की जा सकती है?

Sardar Majithia: That is a different question and it does not arise out of this. But, I may say that that was a demonstration put up at that time. The present question deals with exercises which are being carried out and I have replied.

Engineering College at Warrangal

*1287. **Shri T. B. Vittal Rao:**
Shri M. V. Krishna Rao:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the present stage of the proposal for the establishment of a Centrally sponsored Engineering College at Warrangal in Andhra Pradesh;

(b) when the same is likely to be opened for admission of students; and

(c) what is the total estimated expenditure on this?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). The Scheme for the establishment of eight Centrally sponsored engineering colleges including one at Warrangal is under consideration. Work on the establishment of the College will start as soon as the scheme has been approved.

(c) The estimates for the proposed Warrangal College are:—

| | |
|----------------------|----------------|
| College buildings | |
| & equipment | Rs. 49.0 lacs. |
| Staff Quarters | Rs. 24.0 lacs. |
| Hostels | Rs. 38.0 lacs. |
| Recurring (ultimate) | Rs. 13.0 lacs |
| | Year. |

The final estimates will be prepared after the scheme has been approved.

Shri T. B. Vittal Rao: It is stated that the scheme is under consideration. May I know whether the All India Council for Technical Education has recommended for a college at Warrangal in Andhra Pradesh?

Shri Humayun Kabir: The All India Council did not make any recommendation for a regional college at Warrangal. They approved the scheme which recommended that eight regional colleges should be established in different parts of India.

Shri T. B. Vittal Rao: When will a decision be taken on the scheme?

Shri Humayun Kabir: As soon as the necessary money has been provided in the Plan.

Shri T. B. Vittal Rao: In the Second Plan, Rs. 56 crores have been allocated for technical education. We have not spent even 25 per cent of this sum of Rs. 56 crores. Where is the consideration?

Shri Humayun Kabir: If the hon. Member will see the report of the All India Council, he will find that we require additional money and there is no question of any surrender.

Shri T. B. Vittal Rao: During the First Plan period.....

Mr. Speaker: The hon. Member is arguing. He may put a question and elicit answer.

Shri T. B. Vittal Rao: I am putting the question. During the First Plan period, there was a short-fall of 50 per cent in the expenditure. Will it be repeated in the Second Plan period?

Shri Humayun Kabir: The hon. Member is making a statement about the past. If he already has the information, I do not know why he asks me. About the future, I am no prophet.

Restrictions on Travelling Abroad

*1288. **Shrimati Ila Palchoudhuri:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that a proposal to impose restrictions stricter than the existing ones on foreign travel abroad is under the consideration of the Government of India; and

(b) if so, the details thereof?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). Government is always keeping an eye on various leakages in foreign exchange and tries to review the position from time to time. As a result of such review some measures are

under consideration but it is not possible to make a statement on the subject at this stage.

12 hrs.

Shrimati Ila Palchoudhuri: Is it not a fact that India runs a daily service between the East and the West? We are also thinking of acquiring Boeings for doing this. If Indians are restricted, Air India International's earnings will go down. What does the Government think of doing about that?

Shri B. R. Bhagat: All those considerations are before the Government in reviewing the foreign exchange position.

Short Notice Question

Ashoka Hotel

Shri B. Das Gupta:
 Shri Tridib Kumar
 Chaudhuri:
 Shri Ghosal:
 Shri B. C. Prodhan:
 Shri Khadilkar:
 Shri Mahanty:
 Shri Goray:
 Shri Prabhat Kar:
 Shri Braj Raj Singh:
 Shri Subiman Ghose:
 Shri Supakar:

S.N.Q.
No. 13.

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that persons wearing "Dhoti" and "Kurta" are not allowed in the Buffet Hall for dinner in the Ashoka Hotel, New Delhi; and

(b) if so, the reasons therefor?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) No, Sir. The notice displayed in front of the Dining Halls reads as follows:—

"Residents and Guests are requested not to enter the Dining Room in informal Costume such as beach wear. Ladies are requested to wear dresses and gentlemen at least long trousers and tie with their shirt or a modest coloured bush-shirt, preferably with long sleeves.

In the evening, formal or semi-formal dress should be worn. Gentlemen are requested to wear jackets at Dinner."

(b) Does not arise.

Shri Tridib Kumar Chaudhuri: Has it come to the notice of the hon. Minister that one Bengalee gentleman on the 30th of last month was refused entry to the Buffet Hall simply for the reason he was wearing dhoti and punjabi which is the formal Bengalee dress?

Shri Anil K. Chanda: Yes, Sir. Our attention has been drawn to this case. The gentleman in question, Shri Radheyam Goenka, wrote a letter to the hon. Minister Shri K. C. Reddy on this matter. With your permission I may read the reply which will explain the whole case. May I have your permission?

Mr. Speaker: Yes. Is it a long one?

Dr. Ram Subhag Singh: What is the reply?

Shri Anil K. Chanda: In the letter you get the reply.

Shri Braj Raj Singh: Shri Goenka's letter also should be read.

Shri Anil K. Chanda: There is no objection to reading the reply. It reads:

"Will you please refer to your letter dated 3rd September which reached me on the 8th about the incident in the Ashoka Hotel on 30th August, 1958.

I have had enquiries made and find that there has probably been some misunderstanding about the question of the dress to be worn in the banquet hall on Saturdays when the hotel usually holds, dinner dance. There is no ban on the wearing of a dhoti and punjabi in the dining hall of the Ashoka Hotel. What the staff on duty generally does, however, is to request patrons on the dinner

dance occasions to wear an evening dress or a lounge suit or its Indian equivalent in case they desire to take the floor and dance. It is possible, therefore, that what the person in attendance tried to convey to you on the evening of the 30th August was the desirability of wearing a formal or semi-formal attire in case you wished to dance in the banquet hall.

I am sorry that this misunderstanding should have caused you such inconvenience, and I am asking the hotel authorities to see that such misunderstandings do not arise in future."

Several Hon. Members rose—

Mr. Speaker. Whatever might be the general language of the notice that was put up there originally, which the hon. Minister read, subsequently the letter of Shri Reddy indicates that only those who want to take part in the dance along with others need wear this dress. Let them conform. We are not going into this.

I admitted this question for this reason that we are complaining of our people not being admitted in hotels in foreign countries, London, etc.

Shri Braj Raj Singh: And here is a foreign country in Delhi.

Mr. Speaker: The hon. Member should not think in terms of foreign. All of us are natives of the soil. Therefore I allowed this question. In view of this answer, is it necessary to pursue this matter?

Several Hon. Members rose—

Shri Anil K. Chanda: May I explain the background of that notice regarding entry into the dining hall?

Shri A. C. Guha: May I know whether the Government is willing to cancel that notice?

Mr. Speaker: Let us hear the hon. Minister.

Shri Anil K. Chanda: I am prepared to face any number of questions, but one Member at a time.

With regard to this notice, if you will carefully go through it, you will see that it refers, by implication, to only such people as wear the Western type of dress. There have been complaints made by customers—Indian customers—that people wearing the Western type of dress have been allowed to come into the dinner hall on dance nights in bush shirts. Our Indian customers said that in a foreign hotel of this nature, they would never be allowed to come into the dining hall in such informal wear. Therefore, this notice has reference only to such people as wear the Western type of dress. For instance, there is no mention.....

Mr. Speaker: That is all right.

Raja Mahendra Pratap: I demand a division on this.

Mr. Speaker: Order, order.

Raja Mahendra Pratap: I demand a division on this un-Indian thing in India.

The Minister of Home Affairs (Pandit G. B. Pant): The Government will look into the matter. (Interruptions) I am just stating that the Government will look into the matter. It deserves attention, and if there is any ambiguity, it will be cleared. Indian dress would be allowed.

WRITTEN ANSWERS TO QUESTIONS

Living Conditions of Students

*1264. **Shri Subodh Hansda:** Will the Minister of Education be pleased to state:

(a) whether the pilot survey of living conditions of students has been completed; and

(b) if so, whether the survey report has been submitted to Government?

The Minister of Education (Dr. K. L. Shrimall): (a) No, Sir.

(b) Does not arise.

Prohibition

*1268. **Shri Radha Raman:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government make any assessment annually or periodically as to the extent to which recommendations of Prohibition Enquiry Committee which was set up by the Planning Commission have been carried out by different States; and

(b) if not, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Planning Commission had circulated to the States a letter suggesting that they should adopt a phased programme of Prohibition as outlined in the Second Five Year Plan. Information is collected from time to time regarding the progress of Prohibition in the States.

To review the progress of Prohibition programmes of the States will be one of the functions of the Central Prohibition Committee, the setting up of which is under consideration.

Financial Adviser to Nizam

*1270. **Shri Rameshwar Tantia:**
 [Shri Bhogji Bhai]

Will the Minister of Home Affairs be pleased to state:

(a) whether Government are aware that the Financial Adviser to the Nizam had recently gone to London; and

(b) whether it is also a fact that this visit was connected with the recovery of sterling belonging to India but which are now with the Pakistan High Commissioner in the name of erstwhile Hyderabad State?

The Minister of Home Affairs (Pandit G. B. Pant): (a) Yes;

(b) Government have no information.

Central Glass and Ceramic Research Institute, Calcutta

*1277. **Shrimati Parvathi Krishnan:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether the Central Glass and Ceramic Research Institute in Calcutta has developed a new process of preparing artificial teeth; and

(b) if so, the possibilities of commercial utilisation of the process?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) The Central Glass and Ceramic Research Institute has developed a process for the manufacture of artificial teeth using indigenous materials.

(b) It is considered that the process has commercial possibilities and the question of leasing it out for commercial exploitation is being examined by the National Research Development Corporation.

Scheduled Castes and Scheduled Tribes

*1282. **Shri R. C. Majhi:** Will the Minister of Home Affairs be pleased to state:

(a) whether the attention of the Ministry has been drawn to the remarks made by the Commissioner for Scheduled Castes and Scheduled Tribes in his report for 1956-57 (on page 23) to the effect that Government do not know exactly up till now what expenditure was incurred during the First Five Year Plan period for the welfare of the Scheduled Castes and Scheduled Tribes; and

(b) if so what steps Government have taken so far in this connection?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, Sir.

(b) The Government of India have been pursuing the matter with the State Governments from whom exact figures of expenditure incurred during the 1st plan period were not received. The information has now been received from most of them.

Machinery for Rourkela Steel Plant

*1285. Shri Supakar: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether a large quantity of machinery, equipments etc. imported from Germany for the Rourkela Steel Plant, is lying in Calcutta Port for a long time for want of transport facilities;

(b) the total tonnage of the machinery etc. at present lying in the port; and

(c) the rate at which these goods are transported from Calcutta Port to the Rourkela Steel Plant site?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir.

(b) About 12,400 tons.

(c) On an average about 75 wagons load of equipment is being despatched daily from Calcutta to Rourkela.

"Smuggling"

*1286. Shri Ajit Singh Sarhadi: Will the Minister of Finance be pleased to state:

(a) whether there has been any communication between the Government of Pakistan and the Government

of India to put in joint efforts for stopping smuggling; and

(b) if so, the nature thereof?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). There was no communication between the Government of Pakistan and the Government of India to put in a joint and collaborated effort for stopping smuggling. There was, however, a communication from the Member, Central Board of Revenue, Government of Pakistan, for exchange of information received during the course of investigations and seizures, about persons connected with smuggling.

Legal Aid to Scheduled Castes and Scheduled Tribes

*1289. Shri Arjun Singh Bhadauria: Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 2030 on 6th May, 1958 and state:

(a) whether any proposals for giving legal aid to the Scheduled Castes and Scheduled Tribes have been received since then from other states; and

(b) the total amount of legal aid made available to the Scheduled Castes and Scheduled Tribes so far?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes; the Government of Rajasthan also have proposed an expenditure of Rs. 5,000 each for Scheduled Castes and Scheduled Tribes during the year 1958-59.

(b) A statement giving the required information is laid on the Table of the Lok Sabha.

Statement

Category of Backward Class

| | Amount sanctioned During | | Amount proposed to be spent in 1958-59 | Total |
|------------------|-----------------------------|---------|--|-----------------|
| | 1956-57 | 1957-58 | | |
| Scheduled Castes | . | . | 7,500 | 24,350 |
| Scheduled Tribes | . | . | 5,300 | 7,500 |
| TOTAL | . | . | 12,800 | 31,850 |
| | | | | 1,40,150 |
| | | | | 49,800 |
| | | | | 1,89,950 |

Odissi Dance

*1290. Dr. Samantsinhar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the names of the members of the Committee that has been appointed by the Sangeet Natak Academy to study and report about the Odissi form of dance and music;

(b) the terms of reference to the Committee; and

(c) when the Committee is expected to submit the report?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (c). A statement is laid on the Table of the House.

Statement

The names of the members of the Committee are:—

1. Smt. Kamala Devi Chatto-padhyaya;
2. Shri N. Kanungo;
3. Dr. V. Raghavan;
4. Smt. Rukmini Devi;
5. Shri G. Venkatachalam;
6. Shri M. S. Kalyanpurkar;
7. Shri Mohan Khokar;
8. Prof. M. Neog.

To guide the Akademi on its policy, of award to artists in the field of dancing and to advise the Akademi as to the categories of dances in which these awards should be given.

As the first meeting of the Committee is likely to be held in October, 1958 it is not possible to give the exact date when its report would be available.

Bomb Explosion in Manipur

*1291. Shri L. Achaw Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether there was a bomb attack on the bungalow of the S.D.O. in New Chudachandpur in Manipur on the night of the 22nd August, 1958

and part of the bedroom of the S.D.O. was destroyed in the explosion;

(b) if so, whether any of those who made the attack were apprehended; and

(c) if not, what steps were taken to arrest the wrong-doers and to find out the real cause of the incident?

The Minister of Home Affairs (Pandi G. B. Pant): (a) An ordinary type of country made bomb exploded in the front verandah of the S.D.O.'s residence on the night of the 22nd August, 1958, as a result of which the glass panes of the doors and windows opening on the verandah were broken and the ceiling of the verandah damaged. No one was injured.

(b) and (c). No arrests have yet been made. The case is under investigation by the Police.

Credit Information Bureau

*1292. Shri Shree Narayan Das:
 Shri Radha Raman:

Will the Minister of Finance be pleased to state:

(a) whether it has been decided to set up an Official Credit Information Bureau under the auspices of the Reserve Bank of India to advise banks on certain specific matters; and

(b) if so, the precise nature of its organisation and functions?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) No. A proposal to set up such a bureau is, however, under the consideration of the Reserve Bank of India.

(b) Does not arise at this stage.

Chemical Engineering

*1293. Shri Subodh Hansda: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that the All India Board of Technical Studies in

Chemical Engineering has recommended expansion of facilities for studying Chemical engineering and establishment of department of chemical engineering in all Technological Institutions;

(b) if so, whether the Department has been established in the Bihar Institute of Technology; and

(c) the amount spent or likely to be spent on establishing this Department?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 84].

All India Service of Engineers

*1294. **Shri Ram Krishan:** Will the Minister of Home Affairs be pleased to state the present position of the scheme of 'All India Service of Engineers'?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The State Governments were addressed in January, 1958 in the matter. Only five of them have sent final replies. The replies of the remaining State Governments are awaited.

State Bank of India

*1295. **Shri Morarka:** Will the Minister of Finance be pleased to state how many branches of State Bank of India which were opened after nationalisation have become self-sufficient and how many of them are still running at a loss?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): Complete information in regard to all the branches opened since the inauguration of the State Bank of India is not yet available. It appears, however, according to certain calculations which the State Bank made in consultation with the Reserve Bank about 157 branches opened between 1-7-1955 and 31-12-1957 that 15 of these have become self-supporting, while 142 are working at a loss.

National Savings Advisory Committee

*1296. **Sardar Iqbal Singh:** Will the Minister of Finance be pleased to state the steps taken by Government to implement the recent recommendations of the National Savings Advisory Committee?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): A statement showing the important recommendations made at the meeting of the National Savings Advisory Committee held in June, 1958 and the action taken thereon is laid on the Table of the House. [See Appendix V, annexure No. 85.]

Pensions in Manipur

*1297. **Shri L. Achaw Singh:** Will the Minister of Home Affairs be pleased to state whether there is any proposal to enhance the rate of pensions for the pre-integration and post-integration pensioners of Manipur?

The Minister of State in the Ministry of Home Affairs (Shri Datar): There is no such proposal under Government's consideration.

Memorial at Jalianwala Bagh, Amritsar

*1298. { **Shri S. M. Banerjee:**
Shri Sarju Pandey:
Shri Tangamani:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether a national memorial at Jalianwala Bagh is to be constructed; and

(b) if so, the amount sanctioned by the Central Government in this connection?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) Rs. 3 lakhs.

University Education

***1299. Shri Harish Chandra Mathur:** Will the Minister of Education be pleased to lay a statement showing:

(a) the reforms, particularly regarding working days which have been accepted or adopted by the various Universities of India since the House discussed University Grants Commission's report; and

(b) whether any revised decisions have been taken regarding the medium of education?

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). A statement giving the requisite information is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 86.]

आजाद हिन्द फौज के पुलिस कर्मचार:

***1300. श्री पद्म वेदः** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आजाद हिन्द फौज में सेनिक और पुलिस कर्मचारी दोनों सम्मिलित थे ; और

(ख) क्या यह भी सच है कि सेनिकों को भारत सरकार ने कुछ सुविधायें दी हैं जब कि केन्द्रीय सरकार के अधीन पुलिस के कर्मचारियों को कोई सुविधायें नहीं दी गईं ?

गृह मंत्रालय में राज्य-मंत्री (श्री दासारः):
(क) भारतीय सेना के कुछ कर्मचारी आजाद हिन्द फौज में शामिल हो गये थे। उसमें पुलिस कर्मचारियों के शामिल होने या न होने की कोई सूचना नहीं है।

(ख) आजाद हिन्द फौज के सेनिकों को कुछ रियायतें दी गई थीं। ऐसी ही रियायतें भारत सरकार के मातहत उन सिविलियन कर्मचारियों को भी दी गईं जो आजाद हिन्द फौज में शामिल हो गये थे। इनमें पुलिस कर्मचारी भी शामिल हैं। इस बारे में केवल

पुलिस कर्मचारियों के लिये ही कोई सूचना आदेश जारी नहीं किये गये थे।

गरीबों को नियुक्त कानूनी सहायता

***1301. डॉ राम सुभग सिंह :** व्याविष्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार एक ऐसी समिति नियुक्त करने का विचार कर रही है जो गरीबों को नियुक्त कानूनी सहायता देने के बारे में अपने सुझाव देगी ; और

(ख) यदि हां, तो कब तक इस समिति के नियुक्त किये जाने की सम्भावना है ?

विषय नंत्री (श्री ए० के० सेन): (क) सरकार इस विषय पर विचार कर रही है।

(ख) प्रश्न नहीं उठता।

Hostels for Engineering Students

***1302. Shri Subodh Hansda:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that interest-free loans would be given to the State Governments for construction of hostels for students of engineering and technological institutions under Ghosh-Chandrakant Scheme;

(b) if so, whether all the State Governments have approached the Centre for this loan; and

(c) the amount paid up-to-date since the inception of the scheme?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir.

(b) All State Government institutions approved for loans under the Expansion Scheme have asked for the necessary funds.

(c) An amount of Rs. 4 lakhs was sanctioned as loans to government institutions upto 31-3-1958. In the

current financial year an amount of Rs. 27,00 lakhs has been allocated to the institutions concerned.

National Museum at New Delhi

***1303. Shri Ram Krishan:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state the work done so far in the construction of the building for the National Museum at New Delhi?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): The bulk of work for the first phase of the building has been completed.

Common Police Reserve Force for Zones

***1304.** { **Shri Harish Chandra Mathur:**
Sardar Iqbal Singh:
Pandit D. N. Tiwary:

Will the Minister of Home Affairs be pleased to state:

(a) whether the committee set up to examine the question of common police reserve forces at zonal levels have submitted their reports; and

(b) the progress made towards the implementation of the scheme?

The Minister of Home Affairs (Pandit G. B. Pant): (a) Of the four such Committees that have so far been set up by the Northern, Eastern, Southern and Central Zonal Councils, reports have been submitted by the first three.

(b) The position is as follows:-.

(1) The report of the Committee appointed by the Northern Zonal Council is expected to be considered by the Council at its next meeting.

(2) The proposal for the formation of a common Police Reserve Force for the Eastern Zone was agreed to at the last meeting of the Eastern Zonal Council. The details of the scheme are being worked out.

(3) The report of the Committee for the Southern Zone was considered at the third meeting of the Zonal Council. It was decided at this meeting that the Committee's report should be further examined by the State Governments concerned.

(4) The Committee for the Central Zone was appointed at the last meeting of the Zonal Council and has not yet submitted its report.

(5) The question of formation of a Common Police Reserve Force in the Western zone is expected to come up before the Zonal Council at its next meeting.

"Human Centrifuge"

***1305. Sardar Iqbal Singh:** Will the Minister of Defence be pleased to state:

(a) whether there is any proposal under consideration to design and develop a "Human Centrifuge";

(b) if so, the main features of this proposal; and

(c) the steps taken in this matter so far?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 87.]

Victoria Memorial Hall, Calcutta

2090. Shri Pangarkar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state the amount of income from the sale of tickets to visitors to Victoria Memorial Hall, Calcutta during 1957-58?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): Rs. 71,854.47.

Prohibition

2091. Shrimati Sucheta Kripalani: Will the Minister of Home Affairs be pleased to state the steps taken so far by the Delhi Administration's Labour Welfare Directorate to control the day-to-day liquor drinking habits among the labourers?

The Minister of State in the Ministry of Home Affairs (Shri Datar): Eight Labour Welfare Centres have been set up as part of the general Labour Welfare Programme. These centres, by providing avenues of healthy recreation during leisure hours, help in weaning away the labourers from the influence of drink.

Landless Scheduled Castes and Tribes

2092. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 2739 on the 24th April, 1958 regarding landless Scheduled Castes and Tribes in the Union Territories and state whether the information has been collected and will be laid on the Table?

The Deputy Minister of Home Affairs (Shrimati Alva): A statement containing the required information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 88.]

Drinking Water Wells for Scheduled Castes

2093. Shri Siddiah: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 1966 on the 2nd April, 1958 regarding construction of common drinking water wells for Scheduled Castes and non-Scheduled Castes in Union Territories and state whether the information has been collected and will be laid on the Table?

The Deputy Minister of Home Affairs (Shrimati Alva): A statement containing the required information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 88A].

Indian Students Abroad

2094. Shri Siddiah: Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 3655 on the 9th May, 1958 and state:

(a) whether the information about the Government Scholars who went to America, U.K. and Russia is now available; and

(b) whether it will be placed on the Table?

The Minister of Education (Dr. K. L. Shrimall): (a) and (b). The available information about Government Scholars belonging to Scheduled Castes, Scheduled Tribes and Other Backward Communities, who went to U.K., U.S.A. and Russia is given below:—

During 1957, 5 students went to U.K. to study M.Sc. (Econ.), F.R.C.S., M.R.C.P., a Post-Graduate Course in Engineering and a course in Tuberculosis; 1 student went to U.S.A. to study M.S. degree course in Engineering and 1 student went to both U.S.A. and U.K. to study "Principles of Community Organisation and Development and Different types of Anthropology and Sociology". No student went to Russia during this period.

Central Social Welfare Board Grants to Bombay

2095. Shri Pangarkar: Will the Minister of Education be pleased to lay a statement on the Table showing the names of the public institutions and organisations in Bombay State which have been given assistance during 1957-58 by the Central Social Welfare Board and the amount given to each of them?

The Minister of Education (Dr. K. L. Shrimall): A statement giving the requisite information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 89.]

Scheduled Castes, Scheduled Tribes and Backward Classes

2096. Shri Pangarkar: Will the Minister of Home Affairs be pleased to state:

(a) the total amount of grant-in-aid allocated to the Bombay State for the welfare of Scheduled Castes, Scheduled Tribes and other Backward Classes during 1958-59; and

(b) whether any intensive multi-purpose project is being started in Bombay during the same period?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) A Statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 90.]

(b) No, Sir. The seven multipurpose projects started earlier will be continued during this year also.

State Bank of India

2097. Shri M. V. Krishna Rao: Will the Minister of Finance be pleased to state:

(a) the number of branches, pay and sub-offices of the State Bank of India that have been opened in the Andhra Pradesh upto 31st July, 1958; and

(b) the places where branches are proposed to be opened during 1958-59?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) Since its inception on 1-7-1955, the State Bank of India has opened 18 branches and 14 pay offices (sub-offices) in the Andhra Pradesh upto the 31st July, 1958.

(b) It is not possible to state in advance the names of the places where branches of the State Bank of India will actually be opened during a particular year. Efforts will be made, however, to open branches at the selected centres as early as possible.

Post Office for Laccadive Islands

2098. Shri Nallakoya: Will the Minister of Home Affairs be pleased to state:

(a) whether there was a proposal to open Post Offices and a Wireless Station in the Laccadive Islands; and

(b) if so, at what stage these proposals are at present?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, Sir.

(b) Seasonal extra departmental branch Post Offices are proposed to be opened shortly in the seven Islands —Minicoy, Agathy, Amini, Kiltan, Kavarthy, Androth and Kalpeni.

Proposals and estimates for installation of Wireless Stations at the places selected for the purposes are being worked out.

Tribal and Scheduled Castes Students

2099. Shri Onkar Lal: Will the Minister of Home Affairs be pleased to state:

(a) whether any Technical Training Institutes for tribal students in Rajasthan have been set up with the Central assistance;

(b) if so, their number; and

(c) whether Government have extended any such facilities to Scheduled Castes students also?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b). No Technical Training Institute has been opened in Rajasthan for tribal students. However provision has been made in the Second Five Year Plan for the opening of training-centres and training-cum-production centres to train the tribals in cottage industries like tailoring, carpentry, shoemaking, leather-tanning etc. One such centre was opened in 1956-57 and another was sanctioned during 1957-58.

(c) Similar facilities have been extended to Scheduled Castes also.

Houses for Scheduled Castes and Scheduled Tribes

2100. Shri Kumbhar: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 2571 on the 18th April, 1958 and state:

(a) whether the information regarding the amounts allocated to the Union Territories for construction of residential colonies and hutments for Scheduled Castes and Scheduled Tribes during the First and Second Plan period so far has been collected;

(b) if so, the details thereof and the names of the places where such colonies and hutments are located; and

(c) the number of homeless families of the above castes in the territories whose cases for financial help for residential accommodation are under consideration at present?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, Sir.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 91.]

(c) Not readily available.

Agricultural Science Certificate Course

2101. Shri S. C. Godsora: Will the Minister of Education be pleased to state:

(a) whether the examination in the Agricultural Science Certificate Course was held by the National Council for Rural Higher Education during 1958;

(b) the number of successful candidates State-wise; and

(c) whether they have been absorbed as Village Level Workers in States?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

| | |
|-----------------|-------|
| (b) West Bengal | .. 10 |
| Bombay | .. 27 |
| Madras | .. 26 |

(c) 10 have gone for higher studies, 7 have been absorbed in other vacancies and the rest are being considered by the State Governments for recruitment as Village Level Workers.

Private Scientific and Research Institutions

2102. Shri Subodh Hansda: Will the Minister of Scientific Research and Cultural Affairs be pleased to lay a statement on the Table showing:

(a) the names of Scientific and Research Institutions set up and administered by private bodies which receive substantial annual grants from the Central Government for their maintenance and development;

(b) the annual grants (i) recurring and (ii) Non-recurring given to each Institution for the last five years by the Central Government;

(c) the machinery, if any, set up by the Government of India for evaluating the research work done in these Institutions and to ensure that the grants are properly spent;

(d) if not, why not; and

(e) the conditions, if any, under which the recurring and non-recurring grants are given to those Institutions by the Central Government?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (e). A statement giving the required information in respect of the Scientific and Research Institutions which receive an annual grant of Rs. 1 lakh or more from the Ministry of Scientific Research and Cultural Affairs is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 92.] Information regarding the Institutions, if any, which receive grant from other Ministries is not available.

Visitors to Red Fort, Delhi

2103. Shri B. C. Prodhan: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of visitors who had visited Red Fort, Delhi, during 1958-59 so far; and

(b) how many of them were foreigners?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) 2,53,368.

(b) No separate record of foreigners is maintained.

Hill Allowance

2104. Shri Manaen: Will the Minister of Finance be pleased to state:

(a) whether the employees of Central Government posted in various hill stations are given any special allowances such as hill or winter allowances; and

(b) if so, the names of such hill stations?

The Minister of State for Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) No hill allowance, termed as such, is sanctioned at hill stations. However, in view of the expensiveness of living at the hill stations, compensatory allowance and/or house rent allowance at varying rates have been sanctioned in hill stations. At certain hill stations winter allowance has also been sanctioned.

(b) A list of such hill stations is placed on the Table of the Lok Sabha. [See Appendix V, annexure No. 93.]

Houses for Scheduled Castes and Scheduled Tribes in Andhra

2105. Shri M. V. Krishna Rao: Will the Minister of Home Affairs be pleased to state:

(a) whether the amounts allotted to the Andhra Pradesh for construction of residential accommodation for Scheduled Castes and Scheduled Tribes

during 1957-58 and 1958-59 so far have been spent on the proposed schemes; and

(b) if so, the number of houses constructed with the above amounts?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b). The required information is being obtained from the State Government and will be laid on the Table of the House as soon as received.

Multi-purpose Schools in Andhra Pradesh

2106. Shri M. V. Krishna Rao: Will the Minister of Education be pleased to state:

(a) the total number of multi-purpose schools at present in the Andhra Pradesh, district-wise; and

(b) the total number of schools to be opened during 1958-59 (district-wise)?

The Minister of Education (Dr. K. L. Shrimali):

| | |
|---------------|----|
| (a) Adilabad | 1 |
| Khammam | 1 |
| Karimnagar | 2 |
| Nalgonda | 2 |
| Warangal | 4 |
| Mahboobnagar | 1 |
| Medak | 1 |
| Nizamabad | 1 |
| Hyderabad | 15 |
| Srikakulam | 1 |
| Visakhapatnam | 1 |
| West Godavari | 1 |
| East Godavari | 4 |
| Krishna | 1 |
| Guntur | 1 |
| Nellore | 2 |
| Kurnool | 1 |
| Chittor | 1 |
| Anantapur | 1 |
| Cuddapah | 1 |

43

(b) Five; district-wise distribution is not known.

Buildings for Other Ranks

2107. Shri N. M. Deb: Will the Minister of Defence be pleased to state:

(a) whether there are any proposals for building quarters for the other ranks of the Army;

(b) what would be the approximate cost of each house;

(c) what would be the accommodation; and

(d) what would be the expense of the pilot project?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes.

(b) Rs. 6,000 approximately for a married O.R. quarter of semi-permanent type; the cost may, however, vary slightly depending on the station in which the quarter is to be built.

| | | |
|------------------|---|-----------------|
| (c) Living rooms | 2 | 10' x 12' each |
| Verandah | 1 | 20' x 7'—6" |
| Kitchen | 1 | 6' x 8'—6" |
| Bath Room | 1 | 6' x 4' |
| W. C. | 1 | 6' x 3' |
| Court Yard | 1 | 15'—8" x 16'—3" |

(d) Construction of accommodation for troops in the Army is undertaken in accordance with approved plan and subject to availability of funds. Therefore, the question of launching a pilot project for provision of such accommodation does not arise.

Libraries in Rajasthan

2108. Shri Onkar Lal: Will the Minister of Education be pleased to state;

(a) whether the Central Welfare Board has sanctioned any grant to voluntary social welfare organisations for the libraries for children and women in Rajasthan; and

(b) if so, how much has been allotted for this purpose in 1958-59?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) A sum of Rs. 10,050 has so far been sanctioned to voluntary social welfare organisations in Rajasthan for this purpose during 1958-59.

Primary and Basic Education Schemes in Rajasthan

2109. Shri Onkar Lal: Will the Minister of Education be pleased to state the amount of grants allocated to the Government of Rajasthan for Primary and Basic Education Schemes during 1958-59 so far?

The Minister of Education (Dr. K. L. Shrimall): According to the new procedure introduced this year regarding payment of Central assistance to State Governments for the implementation of Development Programmes under the Second Five Year Plan, separate sanctions for individual schemes are not being issued. Instead, Lump sum "Ways and means advances" to the extent of $\frac{1}{4}$ of the admissible Central assistance for all sectors of development are being released in regular monthly instalments beginning in May, 1958.

The amount of Central grants that will be admissible to any State Government for any category of Schemes will be calculated during the 4th quarter of the year on the basis of the actual progress achieved by them during the first three quarters and estimates for the 4th quarter and scheme-wise sanction of Central grants will be issued accordingly at that time.

Temples in Rajasthan

2110. Shri Onkar Lal: Will the Minister of Scientific Research and Cultural Affairs be pleased to state the steps that are being taken by Government for preservation and maintenance of temples declared to be of national importance in Rajasthan?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): All such temples are maintained by the Union Department of Archaeology by carrying out annual as well as special repairs as and when necessary and by providing necessary watch and ward staff.

Income-tax Payers in Kotah (Rajasthan)

2111. Shri Onkar Lal: Will the Minister of Finance be pleased to state the number of persons in Kotah division in Rajasthan who pay income-tax?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): The number of persons in Kotah division in Rajasthan, who were on the register of Income-tax assesses as on 1st September 1958, was 2127.

Visits of Commissioner for Scheduled Castes and Scheduled Tribes in Rajasthan

2112. Shri Onkar Lal: Will the Minister of Home Affairs be pleased to state:

(a) how many times the Commissioner for Scheduled Castes and Scheduled Tribes visited Rajasthan during 1958-59 so far; and

(b) the places visited by him in the State?

The Deputy Minister of Home Affairs (Shrimati Alva):

(a) Three times.

(b) 1. Sikar,

2. Amarsar,

3. Rajnagar and Phulad villages (in Pali Distt.)

4. Sojat Town (in Pali Distt.)

5. Sardarshahar,

6. Bardasari villages,

7. Ratangarh,

8. Ledasari village,

9. Ladnu in Nagore Distt.

10. Dindwana in Nagore Distt.

11. Nagore,

12. Jodhpur.

Confiscated Gold and Silver

**2113. { Shri Ram Krishan:
Sardar Iqbal Singh:**

Will the Minister of Finance be pleased to state the approximate quantity and value of confiscated gold

and silver in possession of Government?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): The information is being collected and a statement will be laid on the Table of the House.

Steel Re-rolling Mills in Mohindergarh

**2114. { Shri Ram Krishan:
Sardar Iqbal Singh:**

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that there is no re-rolling mills in the District of Mohindergarh; and

(b) if so, what steps Government propose to take to start re-rolling mills in this District?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes.

(b) It is not possible to consider location of re-rolling mills district-wise when sanctioning new units.

Secondary Education in Punjab

**2115. { Shri Ram Krishan:
Sardar Iqbal Singh:
Shri Daljit Singh:**

Will the Minister of Education be pleased to state:

(a) whether the scheme for higher secondary education in Punjab has been sanctioned by the Government of India; and

(b) if so, the main features of the scheme?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) (i) It increases the content of Secondary Education by the addition of one year.

(ii) It also envisages the conversion of schools into multi-purpose type by the introduction of diversified courses.

(iii) The core subjects will provide courses in General Science and Social Studies, besides languages.

(iv) Craft will be introduced as a compulsory subject.

Advisory Committee on Libraries

2116. Shri Ram Krishan: Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 3673 on the 9th May, 1958 and state:

(a) whether the Advisory Committee on Libraries has submitted its report; and

(b) if so, their main recommendations?

The Minister of Education (Dr. K. L. Shrimall): (a) The Advisory Committee for Libraries has not yet submitted its report.

(b) Does not arise.

Labour and Social Service Camps for Students

2117. Shri Ram Krishan: Will the Minister of Education be pleased to state:

(a) the total number and names of labour and social service camps for students and other youth held in Mohindergarh District and Tehsils of Bhiwani and Hansi in Punjab during 1957-58;

(b) the total number and names of such camps to be held during 1958-59 with in the above mentioned area;

(c) total amount spent on each camp, camp-wise;

(d) the nature of work done; and

(e) the procedure adopted for selection of sites and method followed for obtaining public cooperation?

The Minister of Education (Dr. K. L. Shrimall): (a) to (d). A statement is laid on the Table of the Lok Sabha regarding camps held in Mohindergarh District. [See Appendix V, annexure No. 94]. Information regarding camps held in Bhiwani and Hansi Tehsils is being collected and will be placed on the Table separately.

(e) The work site and the work itself are normally selected in consultation with the Block Development Officers or other State Government Officers of the area. The Camp Organizers obtain their cooperation as well as of the people through local Panchayats.

Rupee Traveller's Cheque

2118. { Shri Harish Chandra
Mathur:
Sardar Iqbal Singh:

Will the Minister of Finance be pleased to state:

(a) the number and amount of rupee traveller's cheques issued within and without the country so far; and

(b) whether the existing facilities for their encashment abroad are proposed to be expanded?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):

(a) So far as the State Bank of India rupee traveller's cheques are concerned, the information relating to the period from the 1st January, 1958 when the scheme was inaugurated, upto the 30th June, 1958, is as follows:—

| Number of pieces | Denomination | Value | For encashment in India | For encashment abroad |
|------------------------------|---------------|-----------|-------------------------|-----------------------|
| | Rs. | Rs. | Rs. | Rs. |
| <i>Cheques sold in India</i> | | | | |
| 17,995 | 100 } 50 } | 27,47,550 | 26,46,550 | 1,01,000 |
| 18,961 | | | | |
| <i>Cheques sold abroad</i> | | | | |
| 2,829 | 100 } 50 } | 5,33,950 | 5,33,950 | .. |
| 5,021 | | | | |
| TOTAL | . | 32,81,500 | 31,80,500 | 1,01,000 |

Information relating to rupee traveller's cheques issued by the other banks and institutions is not readily available.

(b) Yes. The existing facilities available at about 860 offices located in all the important countries of the world, are being extended, as and when necessary, in accordance with the requirements of the travelling public.

Delegations

2119. Shri Morarka: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total number of delegations or technical teams sent to foreign countries so far in connection with the work of the three steel plants;

(b) the personnel of each such team or delegation;

(c) the purpose for which they went and the countries they visited; and

(d) the total expenditure incurred on each of the delegations?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (d). A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 95].

Unification of Kishengunge (Bihar)

2120. Shri C. K. Bhattacharyya: Will the Minister of Home Affairs be pleased to state:

(a) whether his attention has been drawn to the reports in the "Anand Bazar Patrika" and the "Hindusthan Standard" (Calcutta edition) of 8th May 1958 that a memorandum has been submitted to him by the residents of present Kishengunge Sub-division of Bihar;

(b) whether such a memorandum has been received by him;

(c) if so, the action taken thereon?

The Minister of Home Affairs (Pandit G. B. Pant): (a) and (b). No memorandum from the residents of the

present Kishengunge Sub-division of Bihar has been received regarding the subject of this question. A copy of a resolution, however, purporting to have been passed by "eminent men of Kishengunge, District Purnea" at a meeting held on 25th December 1957 to consider "depressing state of affairs of trade and commerce of Kishengunge merchants and allied matters" was forwarded to this Ministry.

(c) The contents of the resolution have been brought to the notice of the State Governments concerned.

Wages and Salaries

2121. Shri Abdul Salam: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the wages and salaries component of consumption expenditure on current account of Government administration has increased from about Rs. 170 crores in 1956-57, (Accounts) to Rs. 214 crores in 1958-59 (Budget); and

(b) if so, what part of the additional expenditure is due to increased prices and costs of living and what part is due to employment of additional hands?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):
(a) Yes Sir.

(b) Of the total rise of Rs. 44 crores a sum of about Rs. 4 crores represents the interim dearness allowance to lower paid staff recommended by the Pay Commission. The rest is attributable to normal increments and additional employment.

Oil Refineries

2122. Shri Harish Chandra Mathur: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there is any scheme for the expansion of the existing oil refineries;

(b) if so, the nature thereof;

(c) what foreign exchange has been saved because of the installation of these refineries; and

(d) what are the future plans in that direction?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). In March, 1956, Standard Vacuum Refining Company submitted proposals for increasing their output and for the production of additional products such as pegasol, sovacide, jute batching oil, liquified petroleum gas and asphalt. These proposals were approved by Government in April, 1957. The company is expected to complete this programme in 1959.

(c) This is under examination by the Reserve Bank of India and actual figures are not yet available.

(d) Government have not received any other proposal for expansion of existing refineries.

Bhoomidari Rights in Delhi

2123. Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased to state:

(a) total number of persons and total areas which are likely to acquire Bhoomidari Rights in Delhi after the implementation of the Delhi Lands Reforms Act; and

(b) when rights will be conferred on peasants?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) On the basis of information that is available at present, approximately 48970 persons (26523 old proprietors and 17447 tenants) are likely to acquire Bhoomidari rights in an area of 133672 acres (old proprietors in 109, 384 acres and tenants in 24,288 acres).

(b) Bhoomidari rights have been conferred on 19216 persons (11420 old proprietors and 7796 tenants) in 131 out of the total of 306 villages, and Bhoomidari certificates have also been disbursed. The work in the remaining villages is in progress.

Social Education Centres in Tripura

2124. Shri Dasaratha Deb: Will the Minister of Education be pleased to state:

(a) the number of social education centres run by Tripura Administration;

(b) the number of students getting education in these centres at present;

(c) how do they compare with last year; and

(d) if it is less, reasons for the short fall?

The Minister of Education (Dr. K. L. Shrimall): (a) 380.

(b) to (d). Information is being collected and will be laid on the Table of the House when available.

Training Centres for Tribal Students

2125. Shri Subodh Hansda:
 (Shri S. C. Samanta:

Will the Minister of Home Affairs be pleased to state:

(a) how many centrally sponsored schemes for sheet metal training cum production centres for Tribal students are functioning in West Bengal;

(b) the total number of students under training in these institutions and the duration of their training; and

(c) whether all these students are in receipt of stipends throughout their training and production period?

The Deputy Minister of Home Affairs (Shrimati Alva) (a) One.

(b) 20 students will be trained every year. The period of training is one year.

(c) During the course of training each student is given a stipend of Rs. 30 p.m. Persons employed in production centre work at piece rate system and can earn up to Rs. 60 p.m. as wages, if production is in full swing.

Translation of Documents

2126. Shri Jadhav: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the arrangements for the translation of Government documents, office registers and forms from English into Hindi and Urdu by the Delhi Administration have been discontinued from October, 1957; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No special arrangements for the translation of Government documents, office registers and forms from English into Hindi and Urdu are understood to have been made by the local Administration in the past, except that one post of 'translator' was created in March 1954 for the translation of official and non-official Bills, Questions and supplementaries to Questions etc. circulated by the Legislative Assembly Department of the erstwhile Part C Delhi State. This post was abolished with effect from October 1, 1957.

(b) Does not arise.

Seminar on Examination and Evaluation Workshop

2127. Sardar Iqbal Singh: Will the Minister of Education be pleased to state the main features of the report on the Seminar on Examination and Evaluation Workshop held in Bhopal?

The Minister of Education (Dr. K. L. Shrimall): A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 96.]

Housing for Army Officers

2128. Sardar Iqbal Singh: Will the Minister of Defence be pleased to state:

(a) whether there is any plan to construct houses for Army Officers;

(b) the details of this plan and names of such places where these houses will be constructed; and

(c) number of units to be constructed at each place?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes.

(b) and (c). The quarters under construction or proposed to be constructed at various stations in India are/will be built having regard to requirements and availability of funds. It is not in the public interest to disclose information in regard to names of the stations and the number of houses constructed or to be constructed at those stations.

Re-Finance Corporation for Industry

2129. Sardar Iqbal Singh: Will the Minister of Finance be pleased to state the names of the institutions with their value of share who have subscribed to the share capital of the Re-finance Corporation for Industry (Private) Ltd.?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): The issued capital of the Re-finance Corporation for Industry Private Ltd. is Rs. 12.5 crores divided into 1,250 shares of Rs. 1 lakh each, of which 20 per cent. has been called. The value of shares allotted to the participating institutions is as follows:—

| S. No. | Name of institution | Value of shares (Rs. crores) |
|-------------------------------|---------------------|------------------------------|
| 1 | 2 | 3 |
| 1. Reserve Bank of India | . | 5.00 |
| 2. Life Insurance Corporation | . | 2.50 |
| 3. State Bank of India | . | 2.50 |
| 4. Central Bank of India | . | 0.25 |

1

2

3

| | | | | | | | |
|---|---|---|---|---|---|---|------|
| 5. Punjab National Bank | . | . | . | . | . | . | 0.25 |
| 6. Bank of India | . | . | . | . | . | . | 0.22 |
| 7. Bank of Baroda | . | . | . | . | . | . | 0.22 |
| 8. National Overseas and Grindlays Bank | . | . | . | . | . | . | 0.22 |
| 9. United Commercial Bank | . | . | . | . | . | . | 0.22 |
| 10. Lloyds Bank | . | . | . | . | . | . | 0.22 |
| 11. Allahabad Bank | . | . | . | . | . | . | 0.20 |
| 12. Chartered Bank | . | . | . | . | . | . | 0.20 |
| 13. Indian Bank | . | . | . | . | . | . | 0.20 |
| 14. United Bank of India | . | . | . | . | . | . | 0.20 |
| 15. Mercantile Bank | . | . | . | . | . | . | 0.10 |
| 16. Devkaran Nanjee Banking Co. | . | . | . | . | . | . | 0.10 |
| 17. State Bank of Hyderabad | . | . | . | . | . | . | 0.10 |

Crimes by Pakistani Nationals

2130. Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased to state the number of Pakistani nationals who committed crimes during their stay in India in the years 1956, 1957 and 1958 so far in each State?

The Minister of State in the Ministry of Home Affairs (Shri Datar): A statement containing the requisite information is placed on the Table of the Lok Sabha. [See Appendix V, annexure No. 97.]

Minerals

2131. Sardar Iqbal Singh: Will the Minister of Steel, Mines and Fuel be pleased to lay a statement on the Table showing the production and value of each mineral produced during 1956 and 1957 (year-wise)?

The Minister of Mines and Oil (Shri K. D. Malaviya): A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 98.]

Police Posts and Stations

2132. Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased

to lay a statement on the Table showing:

- (a) the location of police stations and police posts in Delhi;
- (b) whether there is any proposal to upgrade some police posts to police stations;
- (c) if so, names of such police posts;
- (d) whether there is any proposal to set up new police posts; and
- (e) if so, names of such places?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) A statement containing the requisite information is placed on the Table of the Lok Sabha. [See Appendix V, annexure No. 99.]

- (b) No.
- (c) Does not arise.
- (d) No.
- (e) Does not arise.

U.S. Visit of General Thimmayya

2133. Sardar Iqbal Singh: Will the Minister of Defence be pleased to state:

- (a) whether General K. S. Thimmayya, Chief of the Army Staff is visiting U.S.A.; and

(b) if so, the purpose of his visit?

The Minister of Defence (Shri Krishna Menon): (a) Yes, Sir, from the 18th to the 28th September 1958.

(b) The visit is in response to an invitation from the Chief of the U.S. Army Staff who had visited India in January, 1958.

"Arrest of a Swiss National"

2134. Sardar Iqbal Singh: Will the Minister of Finance be pleased to state:

(a) whether a Swiss national named Tom Rovland Zulling was arrested recently with smuggled gold worth one lakh of rupees;

(b) whether he is one of the members of an international smugglers gang; and

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

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) Yes, Sir. A Swiss national named Tom Rolland Zulling was arrested at Palam Airport on the 29th May, 1958, for smuggling gold worth Rs. 84,307.

(b) No, Sir.

(c) Does not arise.

Election Petitions

2135. Shri Hem Raj: Will the Minister of Home Affairs be pleased to state:

(a) the total number of election petitions filed against the elections held in 1957 for the Territorial Councils in the Union Territories; and

(b) the number of election petitions pending in the courts of District Judges?

The Minister of Home Affairs (Pandit G. B. Pant): (a) The following election petitions were filed against elections held in 1957 for the Territorial Councils in the various Union Territories:—

Himachal Pradesh—6

Manipur—3

Tripura—1

(b) Two petitions (including one remanded on appeal) are pending in Himachal Pradesh.

"Seizure of Smuggled Goods in Manipur"

2136. Shri L. Achaw Singh: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that certain undeclared goods were seized by the Customs authorities from the jeep car of an Assistant Engineer of the Manipur P.W.D. on the 6th July, 1958; and

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

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):

(a) Yes, Sir. It is a fact that undeclared goods worth Rs. 190-50 n.P. (including duty) were seized from the jeep car of an Assistant Engineer of the Manipur P.W.D. on the 6th July, 1958. The jeep was also seized.

(b) The case is under Departmental adjudication.

Sale of Land in Tripura

2137. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to lay a statement showing:

(a) the number of cases of sale of land by tribals to non-tribals that took place in Tripura, division-wise since 1949;

(b) the reason for such transfer of lands from tribals to non-tribals; and

(c) the steps Government propose to take to protect the backward tribes of Tripura in this respect?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) A statement containing the required information is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 100.]

(b) For some time past, the demand for agricultural land in the area has increased considerably, resulting in an

abnormal increase in its price. This appears to have lured the tribals to dispose of their lands in the plains, and to shift to unclaimed areas or the hills where they are occupying Government land, or have purchased private land at much lower prices. Some of the tribals have also taken to shifting cultivation.

(c) Restrictions are already in force on the alienation of land within tribal reserves by tribals to non-tribals. As a further step, loans are also given by the Local Administration to the tribals liberally to keep the latter to establish themselves economically, and thereby eliminate the incentive for their selling land to non-tribals.

Steel Import

2138. Shri Pangarkar: Will the Minister of Steel, Mines and Fuel be pleased to state the total quantity of steel imported into India during 1958-59 so far?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): 497,361 tons from April to July, 1958, which includes 54,474 tons purchased direct by the Railways.

Juvenile Delinquency

2139. Shri Hem Barua: Will the Minister of Home Affairs be pleased to state what are the allotments made

so far State-wise under the "CARE" programmes of the Second Plan to the States for the purpose of combatting juvenile delinquency?

The Deputy Minister of Home Affairs (Shrimati Alva): A statement containing the State-wise allocation for the Second Plan period of the amount of Central assistance under the 'Care' programme for the purpose of combating Juvenile Delinquency is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 101.] So far, only Juvenile Delinquency schemes of Madras have been approved and the allotment made to the State during the current year for their Care programme, which includes Juvenile Delinquency schemes is Rs. 2 lakhs. Some schemes from Bihar and Madhya Pradesh have been received and are being examined. No other State has yet approached this Ministry with specific schemes for Juvenile Delinquency.

Foreign Capital Investments

2140. Shri Warior: Will the Minister of Finance be pleased to state the investment income remittances (on private account) from India to foreign countries during the years 1956-57 and 1957-58?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): A statement giving the required information is laid on the Table.

Statement

Investment Income Remittances (on Private account) during 1956-57 and 1957-58

Payments

(Rs. Lakhs)

| Year | U. K. | U. S. A. | Switzer- land | Other countries | Total |
|--------------------|-------|----------|------------------|--------------------|-------|
| 1956-57 | 13,78 | 2,63 | 54 | 1,97 | 18,92 |
| 1957-58* | 13,75 | 4,31 | 56 | 1,82 | 20,44 |

*Provisional.

Tourist Train

2141. Shri Kunhan: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a tourist train from South had been burgled by a gang of thieves at the Delhi Main Station on the morning of 1st August, 1958;

(b) whether the police made any enquiries into it; and

(c) if so, with what result?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) There was a minor theft in two compartments of a train carrying pilgrims from South India. The carriage reserves for these pilgrims was detached at the Delhi Main Station on the afternoon of the 28th July, and it appears that soon after, the pilgrims went sight-seeing without informing anybody and leaving the carriage in the yard unattended for 3 days.

(b) A case under Section 379 I.P.C. was registered by the Police and its investigation was entrusted to a special staff.

(c) The case is under investigation.

प्रनुसूचित जातियों और भूतपूर्व अपराधी जातियों के लिये घर

2142. श्री गणपति राम: क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) १९५६-५७ और १९५७-५८ में अनुसूचित जातियों और भूतपूर्व अपराधी जातियों के लिए घर बनाने के हेतु प्रत्येक राज्य को कितनी अनराशी दी गयी;

(ख) उत्तर प्रदेश के प्रत्येक जिले में अनुसूचित जातियों और भूतपूर्व अपराधी जातियों के लिये पृथक पृथक उपरोक्त सहायता से कितने घर और बस्तियां बनायी गयीं;

(ग) क्या यह सच है कि १९५७-५८ में उत्तर प्रदेश में कुछ अनराशी व्यपगत हो गयी थी; और

(घ) यदि हाँ, तो इस बात का ध्यान रखने के लिये कि भविष्य में कोई अनराशी व्यपगत न हो, क्या कार्यवाही की जा रही है?

गृह-कार्य उपमंत्री (श्रीमती शास्त्रा): (क) तथा (ख). एक विवरण सभा-पटल पर रख दिया गया है जिसमें हर राज्य के लिए मंजूर की गई रकम और उत्तर प्रदेश सरकार द्वारा बनाए गए मकान कालेनियों की संख्या दी गई है। [वेस्त्रिये परिविष्ट ५ अनुबन्ध संख्या १०२]

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

Training of Librarians

2143. Sardar Iqbal Singh: Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 1149 on the 30th August, 1958 and state:

(a) the main outlines of composition, management, administration and finance of the Institute for Training of Librarians finalised; and

(b) the qualifications prescribed for the trainees and the duration of the training course?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 103.]

Seizure of Smuggled Gold

2144. Sardar Iqbal Singh: Will the Minister of Finance be pleased to state:

(a) whether smuggled gold was seized at Jullundur, during July, 1958;

(b) if so, the number of persons arrested in this connection; and

(c) the total quantity of gold seized?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):

(a) Yes, Sir.

(b) Six persons were arrested in this connection.

(c) The total quantity of gold seized is 1,112 tolas, 3 mashes and 1½ rattis.

Secondary Education

2145. Sardar Iqbal Singh: Will the Minister of Education be pleased to state the amount actually utilised by each State Government out of the grant given by the Government of India for the expansion of Secondary education during 1957-58?

The Minister of Education (Dr. K. L. Shrimall): The information is being collected and will be placed on the Table of the Sabha in due course.

कन्टेम्पोरेरी इंडियन लिटरेचर

2146. श्री क० भ० मालवीय: क्या वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कन्टेम्पोरेरी इंडियन लिटरेचर नाम की पुस्तक के हिन्दी संस्करण का मूल्य अंग्रेजी संस्करण से लगभग तिगुना है ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री (श्री हुमायून कबिर): (क) जी हां।

(ख) इसके कारण हैं :—

(१) इसको एक प्राइवेट फर्म ने आपा है (यद्यपि साहित्य अकादमी की ओर से) और बाजार के चालू दर के मुताबिक है।

(२) इस में गते की जिल्द चढ़ी है।

(३) यह संस्करण संशोधित और बड़ा है, और अंग्रेजी के संस्करण

से इसमें पहले भी ज्यादा है।

(४) बाद में जब कागज की कीमत बढ़ी हुई थी, तब यह छपा था।

भारतीय सांस्कृतिक सम्बन्ध परिषद्

२१४७. श्री क० भ० मालवीय: क्या वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय सांस्कृतिक सम्बन्ध परिषद् ने हिन्दी के माध्यम से कितना काम किया है ; और

(ख) क्या भविष्य के लिये इस सम्बन्ध में कोई योजना बनायी गयी है ?

वैज्ञानिक गवेषणा और सांस्कृतिक-कार्य मंत्री (श्री हुमायून कबिर): (क) प्र० (ख) परिषद् का काम खास तौर पर उन देशों में है जहां लोग आम तौर पर हिन्दी नहीं जानते, जहां मुमकिन होता है यह परिषद् हिन्दी सिखाने की व्यवस्था करती है। इसके प्रलापा उपयुक्त भाषा या भाषाओं द्वारा भारतीय संस्कृत को अच्छी तौर पर समझाने का काम करती है। विदेशों में हिन्दी सीखने वालों की परीक्षा लेने के लिए परिषद् एक योजना पर विचार कर रही है। परिषद् आशा करती है कि आचार्य कालेलकर उप-प्रधान के कैरियर लेने और अन्य जगहों के दौरे के बाद इन इलाकों में काम करने के लिए एक बड़ी योजना बना सकेगी।

Sugar Mills in Uttar Pradesh

2148. Shri Ramji Verma: Will the Minister of Finance be pleased to state:

(a) what are the Central Government dues outstanding from the different Sugar Mills of Gorakhpur Division (factory-wise);

(b) the names of such factories; and

(c) the steps taken by Government for the realisation of the said dues?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) to (c). The Central Government dues from sugar mills consist of Income-tax, Excess Profits Tax, Business Profits Tax, Wealth Tax and Central Excise duty. Two statements, giving the position separately in respect of (i) Income-tax, Excess Profits Tax, Business Profits Tax and Wealth Tax and (ii) Central Excise duty are laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 104].

Scholarships

2149. **Shri Tangamani:** Will the Minister of Education be pleased to lay a statement showing:

(a) what steps have been taken for early payment of scholarship dues to the post-matric students of Scheduled Castes, Scheduled Tribes and Other Backward Classes for the year 1958-59;

(b) how many applications have been received State-wise;

(c) whether Government propose to separate Scheduled Castes and Backward Classes for this purpose;

(d) what is the allotment for the current year under each category?

The Minister of Education (Dr. K. L. Shrimali): (a) to (d). A statement is laid on the Table of the Lok Sabha. [See Appendix V, annexure No. 105].

न्यायिक आयुक्तों के न्यायालयों में अपीलें

२१५०. { श्री पद्म देव :
श्री भक्त दर्शन :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५७-५८ में हिमाचल प्रदेश के न्यायिक आयुक्त के न्यायालय में कितनी अपीलें की गयीं; और

(ख) इनमें से कितनी अपीलों की सनवाइ हर्हि?

बूह-कार्य मंत्रालय में राष्ट्र मंडी (धी दातार) : (क). और (ख). १९५७ में ६४ और १९५८ में ५४ अपीलें दायर की जाने को रिपोर्ट मिली है। इन में से कमशः ५८ और १४ अपीलों को सनवाई हुई।

Committees under the Ministry of Defence

2151. Shri Daljit Singh: Will the Minister of Defence be pleased to state the names of various Committees set up under the Ministry of Defence during the period from 1st January to 31st July, 1958?

The Deputy Minister of Defence (Sardar Majithia):

Permanent Committees

1. Defence Research and Development Advisory Committee.

2. Standardisation Committee

Ad Hoc Committees

Committee to enquire into the management of public funds in the Air Force.

Educational Institutions in Punjab

2152. Shri Daljit Singh: Will the Minister of Education be pleased to state the number of educational institutions in Punjab to which financial assistance was given by the Ministry during 1957-58 and 1958-59 so far?

The Minister of Education (Dr. K. L. Shrimati): 1957-58 52
1958-59 so far 22

Test Relief and Dry Doles

2153. Shri Aurobindo Ghosal: Will the Minister of Finance be pleased to state:

(a) whether Government has any statistics to show which State has spent the highest amount in Test Relief and Dry Doles from 1954 to 1957; and

(b) what is the contribution of the Government of India in that connection?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) No, Sir. The Ministry of Finance have been receiving broad details of expenditure under specified items only, as classified in their letter No. F3(1)-P/53, dated 2nd February, 1955, a copy of which was laid on the Table of the House in reply to Unstarred Question No. 787, on 3rd March 1958. The letter does not make any specific mention of expenditure on "Dry Doles" or "Test Relief".

(b) The Government of India's contribution to the State Governments on account of natural calamities is given on the basis of the overall expenditure on the items qualifying for central grant, calculated on the pattern laid down in the letter referred to above.

Foreigners in Darjeeling

2154. Shri Aurobindo Ghosal: Will the Minister of Home Affairs be pleased to state the number of foreigners who have come to the district of Darjeeling, West Bengal during 1957?

The Minister of State in the Ministry of Home Affairs (Shri Datar): 10,693 foreigners (including 10,370 Tibetans) visited the district of Darjeeling during 1957.

Oil Refineries

2155. Shri Harish Chandra Mathur: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether refining capacity in India approximates to the current demand but there is an imbalance between the pattern of Indian consumption and the pattern of refinery output;

(b) if so, what are the reasons which account for this and whether Government propose to take any action in the matter; and

(c) what will be the position when the new refineries start production?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). The production from the refineries is not sufficient to meet the country's requirements of petroleum products. The pattern of production leaves a surplus in the case of motor spirit and furnace oil. The question of stepping up the production of deficit petroleum products is under consideration.

(c) When the two new refineries in the public sector go into production, the country's imports of deficit petroleum products will be considerably reduced.

Shamlat Lands in Kotla Mubarakpur

2156. Shrimati Sucheta Kripalani: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Government proposes to take over all the Shamlat (common) lands in Kotla Mubarakpur which are at present occupied by individuals and use them for community welfare works; and

(b) if so, the steps taken so far in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

Auditing of Public Undertakings

2157. Shrimati Renu Chakravarty: Will the Minister of Finance be pleased to state:

(a) whether any effort is made to impart commercial audit experience to those entrusted with this work of auditing of Industrial Undertakings and Corporations which are audited by Comptroller and Auditor-General; and

(b) if so, the nature thereof?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):

(a) Yes.

(b) The audit of the accounts of commercial undertakings is conducted by a specially constituted organisation consisting of Gazetted and non-Gazetted staff who are imparted training at the Institute of Cost and Works Accountants at Calcutta. The subordinate supervisory staff have to pass the Commercial S.A.S. Examination which includes subjects like advanced Book Keeping and Auditing Business Organisations. General Commercial Knowledge and Industrial and Mercantile Law, Cost Accounting and Factory Organisation. Before taking up the above examination they are required to undergo practical training in selected Government factories, Industrial and Commercial organisations (both Government and non-Government).

Scholarships

2158. Shri Subodh Hansda: Will the Minister of Education be pleased to state:

(a) total number of scholarships to be awarded by the Government of India to non-Indian students of Asian and African countries during 1959-60 under the General Cultural Scholarships Schemes; and

(b) whether applications have been invited from the students from those countries?

The Minister of Education (Dr. K. L. Shrimali): (a) 104.

(b) Yes, Sir.

Directorate General of Archaeology

2159. Shri M. B. Thakore: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total expenditure incurred by the Directorate General of Archaeology on purchase of miscellaneous contingencies, office equipment and furniture separately for the periods

(i) April, 1957 to January, 1958 and
(ii) February and March, 1958;

(b) whether money was utilised for the purpose for which it was sanctioned; and

(c) if not, the reasons therefor?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) (i) Expenditure incurred from April, 1957 to January, 1958:—

Miscellaneous

| | |
|------------------|------------------|
| contingencies | Rs. 20,073.00 |
| Office equipment | .. Rs. 68,757.00 |
| Furniture | .. Rs. 1,382.00 |

(ii) Expenditure incurred from February, 1958 to March, 1958:—

Miscellaneous

| | |
|------------------|------------------|
| contingencies | Rs. 12,474.00 |
| Office equipment | .. Rs. 38,674.00 |
| Furniture | .. Rs. 159.00 |

(b) Yes, Sir.

(c) Does not arise.

Closing of Schools due to Water Shortage

2160. Shri Daljit Singh: Will the Minister of Education be pleased to state:

(a) whether it is a fact that some schools were closed in Delhi owing to the shortage of water supply; and

(b) if so, names of the schools closed?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

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

Revision of Detenu Rules

2161. Shri Arjun Singh Bhaduria: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received representations from certain

detenus during the past three years for revision of detenu rules in Delhi and for introduction of uniform detenu rules in all the States; and

(b) if so, action taken thereon so far?

The Minister of Home Affairs (Pandit G. B. Pant): (a) and (b). One such representation was received; but it was not considered necessary to revise the rules.

Delhi Jail

2162. Shri Arjun Singh Bhaduria: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that under the provisions of the Punjab Jail Manual in force in Delhi Jail, only Muslim Detenus and B Class prisoners are entitled to have eggs in lieu of meat; and

(b) if so, the reasons for the continuance of this privilege exclusively for the Muslims since the coming into force of the Constitution?

The Minister of Home Affairs (Pandit G. B. Pant): (a) and (b). Yes. The provision for the supply of eggs in lieu of meat to Muslim prisoners was made in the Punjab Jail Manual due to non-availability of 'Halal' meat in the Punjab after the partition. In so far as Delhi is concerned the matter is now under examination.

Graduates and Post-Graduates in Government Employment

2163. Shri Jadhav: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the Government had ascertained the number of graduates and post-graduates employed as lower division clerks or in similar posts, in the various departments of the Central Government;

(b) if so, their number Ministry-wise and department-wise at present; and

(c) the action taken or proposed to be taken to improve their prospects.

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). In unstarred Question No. 411 answered in the Rajya Sabha on the 27th September, 1955, it was stated that there were 33 double Graduates and M.A.s. working as Lower Division Clerks under the Government of India for more than 5 years. Uptodate information regarding the number of Graduates and post-Graduates employed as Lower Division Clerks or in similar posts, Ministry/Department-wise, is not readily available.

(c) No action was taken or is proposed to be taken.

Exemption of Industrial Concerns from Income-tax

2164. Shri Daljit Singh: Will the Minister of Finance be pleased to state:

(a) the total number of industrial concerns and joint stock companies exempted from Income-tax in Delhi; and

(b) the reasons for exemptions?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) Five only.

(b) They have satisfied the conditions laid down for exemption under section 15C of the Indian Income-tax Act, 1922.

International Finance Corporation

2165. { Shrimati Ila Palchoudhuri:
{ Shri N. R. Munisamy:

Will the Minister of Finance be pleased to state:

(a) how many Indian firms have so far applied to the International

Finance Corporation for financial assistance; and

(b) the quantum of assistance sought?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): (a) and (b). As mentioned in reply to part (b) of the Starred Question No. 341 answered on the 21st August, 1958, the I.F.C. has the specific objective of dealing with private enterprise directly. In view of this, it is not possible for Government to give any information regarding the number of Indian firms who have applied to the I.F.C. and the quantum of assistance they have sought.

Central Social Welfare Board's Grants

2166. Shri Daljit Singh: Will the Minister of Education be pleased to state:

(a) whether the Central Social Welfare Board has allocated any amount to voluntary social welfare organisations for the libraries for children and women in Punjab and Himachal Pradesh; and

(b) if so, the amount allotted for the year 1958-59?

The Minister of Education (Dr. K. L. Shrimati): (a) Yes, Sir.

(b) A sum of Rs. 2,890 has been sanctioned to 8 institutions in the Punjab State during 1958-59 so far, for this purpose. No grant for this purpose has so far been sanctioned in Himachal Pradesh during 1958-59.

Staff in the Ministry of Steel, Mines and Fuel

2167. Shri Daljit Singh: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the number of Assistants and Clerks in the Ministry of Steel, Mines and Fuel; and

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

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) There are now 84 Assistants, 45 Upper Division Clerks and 144 Lower Division Clerks in the Ministry of Steel, Mines and Fuel.

(b) 6 Assistants, 2 Upper Division Clerks and 14 Lower Division Clerks belong to the Scheduled Castes and 1 Lower Division Clerk belongs to the Scheduled Tribes.

Training of Backward Classes in Cottage Industries in Punjab

2168. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to state:

(a) the number of persons who are proposed to be trained annually in the State of Punjab under the centrally sponsored schemes for training of Backward Classes in Cottage Industries;

(b) the number of persons who have been trained so far under this scheme; and

(c) the number of persons who are proposed to be trained during the remaining period of the Second Five Year Plan?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) to (c). The required information is being collected and will be laid on the Table of the House as soon as received from the State Government.

Income-tax Assessee in Punjab

2169. Shri Daljit Singh: Will the Minister of Finance be pleased to state the number of persons in Gurdaspur district of Punjab who pay income-tax?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): The number of persons in Gurdaspur

District of Punjab, who were on the register of income-tax assessees as on 1st April 1958, was 1192.

Temples in Himachal Pradesh

2170. Shri Daljit Singh: Will the Minister of Scientific Research and Cultural Affairs be pleased to state the steps that are being taken by Government for preservation and maintenance of temples declared to be of national importance in Himachal Pradesh?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): All such temples are properly maintained by the Union Department of Archaeology by carrying out annual as well as special repairs as and when necessary and by providing necessary watch and ward Staff.

C.I. Sheets for Punjab and Himachal Pradesh

2171. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to state the number of the tribal people who were supplied with C.I. sheets in Punjab and Himachal Pradesh during 1957-58 and 1958-59 so far under the tribal Housing Scheme?

The Deputy Minister of Home Affairs (Shrimati Alva): There is no housing scheme for Scheduled Tribes in Punjab. As for Himachal Pradesh, the required information is being collected and will be laid on the Table of the House as soon as received from the Administration.

Scheduled Castes Section Officers

2172. { Shri B. K. Gaikwad:
 { Shri H. N. Sonule:
 { Shri Balasaheb Salunke:
 { Shri Dige:

Will the Minister of Home Affairs be pleased to state:

(a) the total number of Scheduled Castes who were promoted as Section

Officers in the Central Government during the last three years; and

(b) how many of them have been reverted subsequently?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) 44, apart from purely short-term officiating arrangements.

(b) None of these 44.

Life Insurance Corporation of India

2173. Shri Anirudh Sinha: Will the Minister of Finance be pleased to state the time by which the report of the Life Insurance Corporation of India under Section 27 of the Life Insurance Corporation Act, 1956 for the period 1957-58 would be placed on the Table?

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): The First Report of the Life Insurance Corporation for the period 1st September, 1956 to 31st December, 1957 has not yet been received by Government. It would be laid on the Table of the House as soon as may be after it is received.

Coal Despatches to Pakistan

2174. Shrimati Ila Palchoudhuri: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) the total tonnage of coal despatched to Pakistan during the months of April, May, June and July, 1958 separately as compared to the despatches made during the corresponding months in 1957;

(b) the total monthly allotment of wagons for loading of coal to be despatched to both wings of Pakistan during the months of April, May, June and July 1958; and

(c) the total number of wagon actually loaded and despatched during the same period?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a)

Total despatches (in tons) to both wings of Pakistan :

| Month | 1957 | 1958 |
|-------|--------|----------|
| April | 76,951 | 90,538 |
| May | 75,849 | 106,888 |
| June | 83,489 | 62,058 |
| July | 87,906 | 101,009* |

(*based on allocation)

(b) and (c).

| Month | Wagons allotted | Wagons loaded** |
|--------------|-----------------|-----------------|
| April, 1958 | 4355 | 4315 |
| May, 1958 | 4621 | 4731 |
| June, 1958 | 3280 | 3195 |
| July, 1958 | 4505 | 4504 |
| TOTAL | 16761 | 16745 |

**(1) Figures are based on the actual weight of coal loaded at pit-heads, the average loading capacity of a wagon being 22 tons.

(2) All coal loaded at pit-heads does not move straight to Pakistan. Some moves by all-rail route, some by rail-cum-river route and some by rail-cum-sea route. In the case of the latter two routes, the coal moves from the pit-head to the docks and is dumped there till steamers or flats are available to move it. Hence the total figures of loading under (c) will not tally with despatches under (a).

Supreme Court

2175. Shri Arjun Singh Bhaduria: Will the Minister of Home Affairs be pleased to state:

(a) the total number of petitions for enforcement of fundamental rights (other than those for the issue of writs of *Habeas Corpus*) which have been pending hearing in the Supreme Court for over six months, nine months, a

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year, and two years respectively on the 15th August, 1958; and

(b) the reasons therefor?

The Minister of Home Affairs (Pandit G. B. Pant): (a) The number of petitions for the enforcement of fundamental rights (other than those for the issue of writs of *Habeas Corpus*) pending in the Supreme Court on the 15th August, 1958, was as follows:—

| | |
|--|-----|
| (1) for over 6 months but less than 9 months .. | 31 |
| (2) for over 9 months but less than one year .. | 13 |
| (3) for over one year but less than two years .. | 81 |
| (4) for over two years .. | 203 |

(b) The reasons for the pendency of these petitions are:—

The Constitution Bench before which these matters have to be posted has been busy hearing more urgent matters. Consistent with the other work of the Court due priority is always given to writ petitions.

Some of these petitions have to be heard along with appeals involving similar questions. Out of the 203 petitions pending for over two years, 140 are group petitions which are likely to be disposed of shortly.

The parties themselves ask for the adjournments of their cases.

Assistants' Grade Examination

2176. Shri U. L. Patil: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that concession in age limit is granted to certain classes of employees for being

eligible to appear for the Assistants' Grade Examination and such other examinations held by the U.P.S.C.;

(b) if so, whether it is a fact that the employees of the attached offices are not given concession in the age limit for such examinations; and

(c) if so, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). In the examination for recruitment to various grades of the Central Secretariat Services, an age-concession is given to the employees serving in the Secretariat and such of the offices as draw their staff from these Services. Appointments in other attached offices are generally not made on the basis of these examinations. In cases where these offices also recruit staff through these examinations, their employees can be given a similar age-concession if proposed by these offices. The discretion in this matter vests in the recruiting authorities.

Criminal Procedure Code, and was produced in court for trial."

I have also to inform the House that I have received the following letter dated the 12th September, 1958 from the Magistrate, First Class, Barabanki:

"Sir, I have the honour to inform you that I have found it my duty in the exercise of my powers as Magistrate, First Class, under section 480 of the Criminal Procedure Code, to direct that Shri Ram Sevak Yadav, Member of the Lok Sabha, be arrested for contempt of court for interrupting me while I was sitting in a stage of judicial proceeding.

He was accordingly arrested at 3-30 P.M. today. Shri Ram Sevak Yadav, Member of the Lok Sabha, was tried by me on a charge under section 228 of the Indian Penal Code. After a trial lasting for half an hour I found him guilty of contempt of court and sentenced him to pay a fine of Rs. 200 only or, in default, to undergo one month's simple imprisonment."

12.08 hrs.

ARREST OF TWO MEMBERS

Mr. Speaker: I have to inform the House that I have received the following telegram dated the 15th September, 1958, from the District Magistrate, Gonda:

"For breach of order, under section 144, Criminal Procedure Code, Shri Atal Behari Vajpayee, Member, Lok Sabha, arrested at Gonda District Courts, today, about 11 a.m., under sections 188, Indian Penal Code and 107/117,

12.09 hrs.

PAPERS LAID ON THE TABLE

DECLARATION OF EXEMPTION UNDER REGISTRATION OF FOREIGNERS ACT

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to lay on the Table, under the proviso to Section 6 of the Registration of Foreigners Act, 1939, a copy of each of the following Declarations of Exemption:

- (i) No. 1/21/58-F. 1, dated the 12th April, 1958.
- (ii) No. 1/23/58-F. 1, dated the 19th April, 1958.
- (iii) No. 1/25/58-F. 1, dated the 30th April, 1958.

(6 declarations)

(1 declaration)

(1 declaration)

- (iv) No. 1/28/58-F. 1, dated the 29th May, 1958. (5 declarations)
- (v) No. 1/32/58-F. 1, dated the 27th June, 1958. (2 declarations)
- (vi) No. 1/36/58-F. 1, dated the 9th August, 1958. (1 declaration)
- (vii) No. 1/35/58-F. 1, dated the 18th August, 1958. (1 declaration)
- (viii) No. 23/20/58-F. 1, dated the 27th August, 1958. (1 declaration)

[Placed in Library, See No. LT-921/58.]

NOTIFICATIONS UNDER SEA CUSTOMS ACT

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, a copy of each of the following notifications:

- (i) G.S.R. No. 741 dated the 30th August, 1958.
- (ii) G.S.R. No. 742 dated the 30th August, 1958.

making certain amendment to tea Customs Duties Drawback (Ivory products.) Rules, 1957. [Placed in Library. See No. LT-922/58]

CUSTOMS AND CENTRAL EXCISE DUTIES DRAWBACK (PYRETHRUM EXTRACT) RULES

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to lay on the Table under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises and Salt Act, 1944, a copy of Customs and Central Excise Duties Drawback (Pyrethrum Extract) Rules, 1958 published in Notification No. G.S.R. 743 dated the 30th August, 1958. [Placed in Library. See No. LT-934/58]

to the following matter of urgent public importance and I request that he may make a statement thereon:—

“Reduction in commission payable to insurance agents and its effect upon new business secured for the Life Insurance Corporation”.

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): The Sabha is aware that certain sections of the Insurance Act, 1938 have been applied to the Life Insurance Corporation with or without modification in pursuance of the provisions of sub-section 2 of section 43 of the Life Insurance Corporation Act, 1958 by a notification and while laying the notification on the Table of the Sabha a statement was also made before the Sabha some days back. One of the sections of the Insurance Act, 1938 applied to the Life Insurance Corporation is 40A which deals with the Commission or Remuneration payable to the Agents in respect of any policy of life insurance issued in India by an insurer. This section enjoins that “no person shall pay or contract to pay to an Insurance Agent or no Insurance Agent shall receive by way of commission or remuneration in any form in respect of any policy of life insurance issued in India, through an Insurance Agent, an amount exceeding...., thirty five per cent. of the first year's premium, seven and a half per cent. of the second and third years' renewal premium, and thereafter 5 per cent. of each renewal premium payable on

12-10 hrs.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

REDUCTION IN COMMISSION TO INSURANCE AGENTS

Shri Keshava (Bangalore City): Under Rule 197, I beg to call the attention of the Minister of Finance

Matter of Urgent Public

Importance

[Dr. B. Gopala Reddi]

the Policy". One of the cardinal principles on which prosperity of insurance business and safety of the policy-holders' money depends is that the expense ratio is maintained as low as possible and the aforesaid provisions of the Insurance Act are in consonance with this principle.

The Life Insurance Corporation also, acting in conformity with the letter and spirit of this provision, pays, in all, approximately 35 per cent. of the first year's premium as commission though in different forms; 25 per cent. of it has been named as commission and about 5 to 10 per cent. as new-business-bonus depending upon the quota of new business secured. The payment in the form of bonus has been considered necessary so that the agents do not lose proper incentive. Even before Life Insurance Corporation most of the leading insurers had followed a similar practice of paying commission on sliding scale related to the amount of business brought in by individual agents. It is therefore not correct to say that the commission payable to the Insurance Agents has been reduced by the Life Insurance Corporation.

There is, of course, a proviso to the above provision of the Insurance Act which says that "an insurer during the first ten years of the business may pay to an insurance agent and an insurance agent may receive from such an insurer, forty per cent. of the first year's premium payable on the policy". This proviso was meant to help the new companies to stabilise their business in the early stages, in the face of competition from well established big insurers. In the case of the Life Insurance Corporation which is the sole insurer in respect of the controlled business, such a situation does not arise. Nor has it been felt necessary to take recourse to this proviso.

There is also no basis for the allegation that the commission paid by the

Life Insurance Corporation has affected its new business adversely. Though there may have been a slight set back in the initial stages of the setting up of Life Insurance Corporation owing to changes in its set up, the recent figures have shown an upward trend compared to previous years. Figures for the period 1st January, 1958 to 25th August, 1958 show that far from registering a fall, the new business completed by the Life Insurance Corporation has shown a definite increase as compared to the business completed during the corresponding period last year as well as previous years. In fact, the total new business this year upto the 25th August, 1958 has exceeded last year's by 5.3 crores.

In view of the position explained, it will be appreciated that the Life Insurance Corporation has in effect made no reduction in the commission payable to the Insurance Agents nor has the new business of the Corporation been adversely affected.

12-14 hrs.

MERCHANT SHIPPING BILL—contd.

Mr. Speaker: The House will now resume further discussion of the motion for consideration of the Merchant Shipping Bill, as reported by the Joint Committee, moved on the 12th September 1958, and also the amendment recommending that the Bill be recommitted to the Joint Committee moved by Shri Tridib Kumar Chaudhuri on that day.

Out of 5 hours agreed to for the general discussion, 2 hours now remain. After the general discussion is over, clause by clause discussion will take place.

Pandit Thakur Das Bhargava may kindly continue his speech

Shri Naushir Bharucha (East Khandesh): May I know if the time allotted

for general discussion will be extended?

Mr. Speaker: Originally 5 hours were allotted for the Bill, then it was raised to 7 hours.

Shri Tangamani (Madurai): 7 hours were fixed for the whole Bill. Then the time was increased to 8 hours with your discretion to make it 9 hours. So instead of 5 hours, it may be 8 hours.

Shri Naushir Bharucha: May I suggest that the general discussion continues till 3 p.m.?

Mr. Speaker: Yes. Is that the intention? How many hon. Members want to participate in the general discussion....? I see a good number of hon. Members rising in their seats. I will extend it till 3 p.m.; but even then all hon. Members will not be accommodated, unless hon. Members restrict their speeches to 15 minutes. Whoever does not get an opportunity at this stage will be called upon during the clause by clause discussion. Let there be no hon. Member who feels that he has not been called upon at some stage. I am appealing to hon. Members to have that in mind.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): We also require some time.

Mr. Speaker: How long does the hon. Minister want?

Shri Raj Bahadur: About half an hour.

Mr. Speaker: Therefore, he will be called upon at 2-30 p.m.

An Hon. Member: At 3 p.m.

Mr. Speaker: No, no. The whole thing is included there. We cannot go on eternally increasing the time. I increased it by one more hour in pursuance of the desire of the House. Two hours now remain. We will have

one more hour. That means the Minister will be called at 2-30 p.m.

Shri A. C. Guha (Barasat): It is now 12-15.

Mr. Speaker: The Minister will be called at 2-45 p.m.

पंडित ठाकुर दास भार्गव (हिसार) . जनाब स्पीकर साहब, कल जब हाउस एडजन दुधा तब मैं इंडियन शिपिंग बोर्ड का जिक्र कर रहा था । मैं इंडियन शिपिंग बोर्ड के बारे में दो तीन बातें अच्छं करना चाहता हूँ । अब्बल तो यह है कि जैसा श्री त्रिदिप कुमार चौधरी ने भौत श्री पटनायक ने इस हाउस में इस्तदुधा की कि कम से कम इस बिल में जो कि इस की शुरुआत की चीज़ है उस में नैशनल डिफेन्स का कोई जिक्र नहीं है । नैशनल डिफेन्स का जिक्र होना लाजिमी है । हर एक मेम्बर ने कहा कि मिनिस्टर साहब ने फरमाया है कि यह हमारी सेकेन्ड लाइन आफ डिफेन्स होगी । इसके बास्ते जरूरी है कि इस के प्रिएम्बल में इस का जिक्र किया जाय । नैशनल डिफेन्स का इस के अन्दर स्थाल रखना जाना चाहरी है । मैं जनाब की इजाजत से अमरीका के मर्चेन्ट मैरीन एक्ट, १९३६ का जो प्रिएम्बल था उस के अन्दर अल्फाज़ पढ़ कर सुनाना चाहता हूँ । उस में यह दर्ज था :

“It is necessary.....”

पहली लाइन में यह दर्ज है :

“It is necessary for the national defence and development of its foreign and domestic commerce that the United States shall have a mercantile marine—

(a) sufficient to carry its domestic water-borne commerce and a substantial portion of the water-borne export and import of the United States and to provide shipping services on all routes essential for maintaining the flow of

[Pandit Thakur Das Bhargava]

such domestic and foreign water-borne trade at all times;

(b) capable to serve as a naval and military auxiliary in times of war or national emergency;

(c) owned and operated under the United States' flag by citizens of the United States in so far as may be practicable; and

(d) composed of the best quality of the safest and the most suitable types of vessels constructed in the United States and manned with the trained and efficient citizen personnel.

It is hereby declared that the policy of the United States is to foster the development and encourage the maintenance of such a mercantile marine".

हम अपने प्रिएम्बल में क्या देखते हैं कि इस में न तो नैशनल डिफेन्स का जिक्र है और न ही इसके अन्दर जो सब से ज़रूरी चीज़ है वह ही लिखी गई है कि यह मैन्ड होगा इंडियन परमिल से । मैं अर्ज करना चाहता हूँ कि इस को प्रिएम्बल में दर्ज करना चाहिये और जो प्रिएम्बल से भी ज्यादा ज़रूरी है, यानी बाड़ी, उस के अन्दर भी इस के बारे में कोई प्राविजन होना चाहिये था । नैशनल डिफेन्स के बास्ते प्रगर कोई प्राविजन है तो उन शिप्स का क्या स्ट्रक्चर होगा, उन शिप्स की क्या इयूटी होगी, उन को किस तरह से बनाया जायगा और क्या किया जायगा ।

दूसरी चीज़ उस में यह ज़रूर होनी चाहिये थी, जैसे कि उस के अन्दर कैपिटल के बारे में है, डाइरेक्टर्स के बारे में है, मैनेजिंग एजेंसी के बारे में है, उसी तरह से जिक्र होना चाहिये था कि जहां तक मुम्किन होगा उन को हम इंडियन स्टिटिजेन्स से मैन करेंगे । मैं अर्ज करना चाहता हूँ कि अभी हम एक नया बिल जाये हैं, यह पहली कोशिश है, इस में दर्ज होना चाहिये कि इन शिप्स का स्ट्रक्चर ऐसा होगा, कम से कम कुछ परसेन्टजे

आफ शिप्स का कि प्रगर कभी नैशनल इम-जैन्सी का भौका भाये तो उन को थोड़े ही असें में इस तरह रिफिट कर दिया जाय कि वह बार के काम में आ सके जिस से कि नैशनल डिफेन्स को मदद मिले । लेकिन इस बिल में इस का कोई जिक्र नहीं है ।

इस हाउस के अन्दर मैंने बहुत बहस मुनी और बहुत अभी मुननी बाकी है, जिन के अन्दर शेषर बर्गरह का जिक्र आयेगा और ४० परसेन्ट, ६० परसेन्ट, २५ परसेन्ट बर्गरह की बात कही जायेगी । लेकिन मैंने अब तक इस हाउस में नहीं सुना कि उन का मैनिंग किस तरह में होगा । मुझे मालूम है कि मरकार ने ऐसे शिप्स तैयार कराये हैं जिन में ट्रैनिंग बर्गरह दी जाती है, लेकिन वह बहुत थोड़े हैं और उस का प्राविजन इस में नहीं है । दफा २१ के मातहत जो कहा गया है कि जो सीमेन हैं, जो आफिसर्स हैं, जहां तक हमारे इमाकान में होगा, हम इंडियन्स रक्खेंगे, उस से मेरी राय में इंडियन शिपिंग बोर्ड का काम पूरा नहीं हो गया । इंडियन शिपिंग बोर्ड की पहली ड्यूटी यह होनी चाहिये थी कि आइन्डा के बास्ते जितने भी शिपिंग के आफिसर्स बनायें, वह सब के सब हिन्दुस्तानी होने चाहिये । बिना इस के आप का यह द्वीप कभी पूरा नहीं होगा कि यह हमारी सेकेन्ड लाइन आफ डिफेन्स होगी । आज, परमात्मा न करे, प्रगर पाकिस्तान से जगड़ा हो जाय तो जो २० हजार सीमेन पाकिस्तान के हैं वह क्या करेंगे मुझे नहीं मालूम । प्रगर आप इस को सेकेन्ड लाइन आफ डिफेन्स बनाना चाहते हैं तो शेषर कैपिटल के पहले आप का फर्ज है कि आप इस चीज़ को रखें कि इस का पर्सोनेल इंडियन होना चाहिये । इससे अनेम्प्लायमेंट भी कम होगा । लोगों को एम्प्लायमेंट मिलेगा और उस का जो पर्सोनेल है वह दुनियां में जा कर अपना नाम पैदा करेगा और उस को काविलियत हासिल होवी,

जिसका फायदा भूलक को होगा। इस लिये निहायत जरूरी है कि परसोनल इंडियन हो। मैंने अमरीका का मैर्केट मैरीन एक्ट, १९३६ पढ़ कर सुनाया। उन्होंने प्रिएम्बल में ही लिखा है। आप प्रिएम्बल में लिखें या न लिखें, लेकिन बाबी में इस का आना निहायत लाजिमी है। स्टूचर के बारे में कुछ प्रोविजन इस बिल में नहीं है, उसे होना चाहिये। जिसे हम सेकेन्ड लाइन आफ डिफेन्स कहते हैं, उस का इस के अन्दर कोई प्राविजन नहीं है। अगर आप पंद्रह दिन के बास्ते भी परसोनल को ट्रेन करने का इन्तजाम न करेंगे तो वह किस तरह से लड़ाई के बास्ते काम कर सकेंगे? क्या जिस दिन जरूरत होगी उस दिन उन को दैयार कर लिया जायगा? मैं जानता हूं कि सेकेन्ड लाइन आफ डिफेन्स का मतलब असली यह होता है कि हमारी कम्प्यूनिकेशन फी रहे, दुनिया के अन्दर वह तेजी से जा सके और अपना काम पूरा करें, लेकिन मान लीजिये कि काश्मीर आपरेशन के समय आप ने सारे एरोप्लेन्स को बुला लिया, लेकिन उब समय तो यह भूमिकिन नहीं हो सकता। इस लिये यह जरूरी है कि जितने शिर्पिंग के लोग हैं उन को किसी न किसी तरह की भिस्टिटी द्वेनिंग दी जाय ताकि हमारा सेकेन्ड लाइन आफ डिफेन्स का मतलब पूरा हो सके। जब मैं बिल देखता हूं तो उस के अन्दर मैं कोई ऐसा प्रोविजन नहीं देखता। जहां तक हिन्दुस्तान के प्राइवेट शिप्स का सवाल है, उन में और गवर्नमेंट के शिप्स में कोई तमीज नहीं होनी चाहिये। अगर गवर्नमेंट शिप्स प्राइवेट काम के बारे एम्स्लाय हो जायें, या प्राइवेट शिप्स गवर्नमेंट के काम के लिये एम्स्लाय हो जायें तो मैं समझता हूं कि डिफेन्स हो सकता है। लेकिन जो यह सोचा गया है कि प्राइवेट शिप्स अपने आप कम्प्यूटीशन में आयें और उन के लिये जो यह उसका रखता गया है कि किसी किस्म की उन में तमीज न हो, उस का इस बिल के अन्दर दर्ज होना जरूरी है।

इसी तरह मैं चाहता हूं कि अगर गवर्नमेंट किसी शिपिंग कंसर्न को कर्जा दे और उस के अन्दर जो बहुत जरूरी शरायतें हैं जैसे यह कि डाइरेक्टर गवर्नमेंट हो, जैसे सब इंडस्ट्रीज में रखते हैं, तो उस में कोई नुकसान नहीं है। लेकिन ऐसी शरायतें न रखते कि आटिट जी आप का और अकाउंटिंग भी आप का। ऐसी शरायत लगाने से देश के लोग उसे ठीक नहीं समझ सकेंगे। साथ ही उस में इस किस्म का एलिमेंट भी जायगा जिस से कम्पनियां पूरी तरह से काम नहीं कर सकेंगी।

अभी मैंने आप की खिदमत में यह अर्ज किया था कि इस बिल के अन्दर जो भेन चैज है वह बोर्डर कैपिटल का सवाल है। मैंने अर्ज किया कि अच्छा होता कि इस में हमारे देश का ही कैपिटल होता, और इस में बाहर के किसी आदमी का हिस्सा न आए, लेकिन चूंकि हमारे पास रकम नहीं है, इंडस्ट्री के पास पैसा नहीं है, इससिले माजिमी है कि हमें बाहर की तरफ जाना पड़ेगा सन् १९४७ के स्टेटमेंट में और बायोंट कमेटी को रिपोर्ट में २५ परसेन्ट का विकल्प है, पटनायक साहब ने इससे बेहों की बात पढ़ कर सुनाई। पढ़ कर ही नहीं जबानी जी बतलाया कि अमरीका के अन्दर फोरन कैपिटल लगाने की इच्छा जल्द नहीं है। फिलवाक्या यह दुरस्त नहीं है। और अगर दुरस्त भी हो तब भी अपनी हालत में हम इस को कोलो नहीं कर सकते। मैंने अमरीका के मैर्केट मैरीन एक्ट, १९३६ को पढ़ कर सुनाया, जिस में लिखा गया है:

"owned and operated under the United States Flag by citizens of the United States in so far as may be practicable."

यह तो उन के प्रिएम्बल में लिखा गया है और इस के बारे में जो अहकाम है वे इस तरह

[पंचित ठाकुर बास भार्गव]

से दर्ज हैं सफा १८८ पर :

"Laws concerning nationality of ships: Corporations, partnerships or associations are citizens within the meaning of this Chapter...."

यह दर्ज है। यहां तक अमरीका का सवाल है। प्राइवेट सिटिजेन्स के बारे में भी लिखा गया कि अमरीका में भी यह है कि जो सिटिजेन्स हैं, वह औने कर सकते हैं। लेकिन यहां जो लिखा गया है वह यह नहीं है जैसा कि हम सफा १८८ पर पाते हैं :

"No corporation, partnership or association shall be deemed a citizen of the United States unless the controlling interest therein is owned by citizens of the United States, and, in the case of a Corporation unless the President and the Managing Directors are citizens of the United States."

जैसा कि हमारे यहां दफा २५ में दर्ज है। जब तारीफ की गई कि कंट्रोलिंग इंटरेस्ट क्या होता है तो उन्होंने पार्ट बी में लिखा :

"The controlling interest in a corporation shall not be deemed to be owned by citizens of the United States—

(a) if the title to the majority of the stocks thereof is not vested in such citizens free from any trust or fiduciary obligation in favour of a person not a citizen of the United States;

(b) if the majority of voting power in a Corporation is not vested in the citizens of the United States."

में धर्ज करूंगा कि युनाइटेड स्टेट्स में जो स्ल है कि मैजारिटी हिस्ते उस के होंगे जो ४६ और ५१ हैं, इसके लिये यह कहना बल्कि है कि उस से कैपिटल का कारेन पार्टि-

सेपेशन नहीं होता। इसी तरह से आप विलायत में मुलाहजा फरमायें कि सेंट पर सेंट रक्खा दृग्मा है कि कारेन कैपिटल को इस्तेमाल कर सकते हैं। आप जापान को लीजिये जो बड़ा भारी हिस्सा शिपिंग में रखता है और जहाजरानी व जहाज बनाने में अब दर्जे का मुल्क बनता जा रहा है। उस में यह तो जहर लिखा है कि डाइरेक्टर वहां का होगा लेकिन कैपिटल के बास्ते कोई कड़ी शर्त नहीं है। हमारे सामने सवाल यह था कि हम किस तरफ को जा रहे हैं। जब मैंनिंग हमारा है तो यह कहना कि एक्स्क्लूसिवली इंडियन कैपिटल हो, वह मुनासिब नहीं मालूम होता। सवाल यह रह जाता है कि क्या लोन्स के जरिये हम रुपया हासिल करें या ईक्विटी कैपिटल के जरिये। रिप्रेल क्रक्ष आफ दि क्वेड्चन यह बन जाता है। इस में कोई शक नहीं कि जैसे मैं ने पहले फिरार्स दिये, उन की रु से हम जो अपनी पालिमी बनायें वह ज्यादा लोन्स लेने पर इन्हेसौर न करे बल्कि ईक्विटी कैपिटल पर तबज्जह दें। भले ही हम ६० और ४० का रेशियो रखें। इसके अन्दर कई सवाल पैदा होते हैं.....

श्री राजेन्द्र सिंह (छपरा) : क्या माननीय सदस्य यह बतलाने की कृपा करेंगे कि विदेशी पंजी का अनुपात अमरीका और विलायत में क्या है ?

पंचित ठाकुर बास भार्गव : दरअसल यह सवाल पैदा नहीं होता क्योंकि किस का कैपिटल कितना ही यह हमारे अल्ट्यार की बात नहीं है यह तो इसरों के अल्ट्यार की बात है। सवाल तो यह है कि जहाजरानी के व्यापार में कारेन पार्टिसिपेशन हो कि नहीं, उसकी इलाज हो कि नहीं और मैं समझता हूँ कि हमें कारेन कैपिटल के पार्टिसिपेशन की इजाजत देनी चाहिये और उसको हमें यहां से मिले लेना चाहिये। अमीरा में,

विलायत में और दूसरे तकरीबन ३६ मुद्दों में फ़ारेन कैपिटल के पार्टिसिपेशन की जाहाजत है। वहां पर जो शर्त है वह इस कदर है कि उनके कितने डाइरेक्टर्स रखते जायें। हमारे डाइरेक्टर्स का परसेंटेज ७५ परसेंट है। यह जंका की गई है अब अगर कोई ब्रिटिश डाइरेक्टर अंगर हमारे डाइरेक्टर्स में आ कर बैठ जायगा तो हम उस के सामने यह नहीं कह सकेंगे कि हम क्या करना चाहते हैं, कम से कम भेरा एस्ट्रेंग्ट इंडियन कैरेक्टर के बारे में यह नहीं है। मैं जानता हूँ कि जब से इस देश में स्वराज्य आया है, “ऐन इंडियन इव सेल्फ इस्टिंग”। “वी विल हैव अवर ओन वे।” अगर ७५ परसेंट या ६५ परसेंट डाइरेक्टर्स हमको नहीं बचा सकते तो मेरे खयाल में फिर आपको कोई भी नहीं बचा सकता। अगर ६० परसेंट जो हमारा इसके अन्दर शेयर कैपिटल है और इस कदर हमारी भेजार्टी है और यह सब होते हुये भी अगर “वी कैनाट होल्ड अवर ओन” तो मुझे डर है कि किसी सूरत में भी हम इस जहाजरानी के व्यवसाय को अपने काबू में नहीं रख सकेंगे। इस बास्ते में घदव से अर्जन करना चाहता हूँ कि हमारी यह हरगिज तजबीज नहीं है कि जितना फ़ारेन कैपिटल का पार्टिसिपेशन हो उस मुताबिक उनको डाइरेक्टर्स दे दिये जायें, प्रोतोरशनली एक परसेंटेज उनको दे दिया जाय। मैं तो सिफ़र कैपिटल के बास्ते कहता हूँ। कैपिटल इस देश के अन्दर बहुत शाई है और उसका इस देश में मिलना मुश्किल है। इसके अन्दर मैं चाहता हूँ कि ६० और ४० का परसेंटेज हो जाय। मैं कल यह मर्ज़ कर रहा था कि यह शौटर साइटेट विज़न नहीं रखता चाहिये। मुझे शब्दहा नहीं है आन-रेविल मिनिस्टर ने ६ लाख का जो टार्गेट बताया है वह पूरा हो जायेगा और उसमें बहुत देर नहीं लगेगी। सन् १९६१ में ६ लाख का शिपिंग का टार्गेट हमारा पूरा हो जायगा। लेकिन हम सन् १९६६ तक वर्ड फ़ाइब इयर प्लान के आंतरिक तक.

यह २० लाख का टार्गेट जो हमने अपने सामने रखा है उसको अगर सन् ६६ तक पूरा करना है तो सिवाय इसके कि फ़ारेन कैपिटल को हम यहां पर बुलायें और कोई दूसरा आरा नहीं है। फ़ारेन कैपिटल को यहां बुलाकर उससे फ़ायदा उठायें और अपने जहाजरानी व्यवसाय की तरक्की करें। अब आप अंदाजा लगाइये कि ११ लाख टन सन् १९६१ से ६६ तक हमें बढ़ाना है और उसके लिये यह अंदाज लगाया गया है कि १५० करोड़ रुपये की आपको ज़रूरत होगी। उसके बिना आप यह ११ लाख टन सन् १९६१ से ६६ तक नहीं बढ़ा सकते जिसके कि मानी यह हुये कि हर साल ३० करोड़ रुपये की हमको ज़रूरत होगी। गवर्नर्मेंट ने इस फ़ाइब इयर प्लान में ४५ करोड़ का क़र्ज़ा शिपिंग कंसन्स्ट को दिया है लेकिन मैं उम्मीद करता हूँ कि गवर्नर्मेंट चूंकि खुद अपनी गवर्नर्मेंट है और नेशनल गवर्नर्मेंट है इसलिये यह आपसे वर्ड फ़ाइब इयर प्लान में अगर ज्यादा नहीं तो ५० करोड़ रुपया शिपिंग कंसन्स्ट को दे देगी लेकिन फिर भी यह जो १०० करोड़ रुपया बाकी रह जाता है उसको यह हिन्दुस्तान के कैपिटेलिस्ट कैसे पूरा करेंगे। हिन्दुस्तान के कैपिटेलिस्ट के मैं करखिलाफ़ नहीं हूँ। मैं उनके सहयोग की क़द करता हूँ और पैटरेम्पाटिक फ़ील्ड में रह कर उन्होंने बहुत सफ़र किया है और मैं उनकी इसके लिये तारीफ़ करता हूँ। उन्होंने पैटरेम्पाटिक फ़ील्ड में जितना सफ़र किया है कि उसका कोई ठिकाना नहीं। उनको पूरा मोक्का और दावत है और उनके लिये खुली फ़ील्ड है कि वे इसमें आयें और अपना कैपिटल लगायें। वे लोग जितना चाहें कैरिट्स लगायें, लेकिन साथ ही मैं यह नहीं चाहता कि महज इस बजह से कि वह इंडियन कैपिटल है, उसको सैक्सेंट समझा जाय और वह चीज़ साफ़ तौर पर समझ लेनी चाहिये कि देश की प्रायेस सब चीज़ों से ऊँची है। मैं उन की इस पैटरेम्पाटिक की तो ज़रूर

[पंडित डाकुर दास भाग्यव]

कह करता हूँ कि वह चाहते हैं कि जहाज-रानी में इंडियन कैपिटल हो और उनका यह कहना ठीक भी है लेकिन ताहम में रिएलटीज को देखते हुये यह कहने में डरा भी ताम्मुल नहीं करता कि उनको इसकी इजाजत नहीं होनी चाहिये कि वे इस तरह का बहाना ले कर देश की प्रोग्रेस में बाधा डालें। सबाल असली जो पैदा होता है वह यह है कि आया यह करीब १०० करोड़ रुपये भी हमें हिन्दु-स्तानी कैपिटल मिल सकता है या नहीं। वह यहां इंडिया में हमें मिल सकता हो तो फिर हमें यहां पर किसी भी फ़ारेन कैपिटल के पार्टिसिपेशन की ज़रूरत नहीं है लेकिन मुझे यह डर है कि वह यहां हमें नहीं मिल सकेगा। इस जहाजरानी के बंधे में हमारे देश ने किस स्नेह पेस से तरक्की की है इसको हर कोई जानता है। मुझे पूरा यहीन है कि आयन्दा हम और ज्यादा तेजी से तरक्की करेंगे लेकिन इतने ज़ोर से हम तरक्की नहीं कर सकते कि यह १०० करोड़ की बड़ी रकम हम इन ५ सालों के अन्दर पूरी कर सकें। अब सबाल यह उठता है कि ५० करोड़ तो गवर्नरेंट दे देंगी लोन के तौर पर तब भी १०० करोड़ रुपये की और ज़रूरत रहती है। जिनता शिपिंग में फ़ारेन एक्सचेंज में भुनाफ़ा होता है वह सारा का सारा भी यदि इसमें प्लाऊ बैंक कर दिया जाय तो भी काम पूरा नहीं हो सकेगा। मैंने उस बारे में फ़ीगर्स देखे जिससे मालूम होता है कि ७ करोड़ रुपये साल से ज्यादा हम इसके अन्दर प्लाऊ बैंक नहीं कर सकेंगे और जिसके कि मानी यह हुये कि ३५ करोड़ रुपये का हम इस तौर पर बंदोवस्त कर सकेंगे लेकिन उसके बाद भी तो ६५ करोड़ रुपये का सबाल काको रहता है। मुझे तो सिवाय इसके कि फ़ारेन कैपिटल को शामिल किया जाय और कोई अन्य तरीका नज़र नहीं आता। अब इसके बातें कई भेरे दोस्त यह कहते हैं कि उतना फ़ारेन कैपिटल आयेगा ही नहीं। अब अगर फ़ारेन कैपिटल जिनता

हमें चाहिये उतना नहीं आयेगा तो उसके लिये हम दूसरे देशों को नज़र तो नहीं कर सकते कि वह अधिक बन जाएँ। लेकिन मैं अपने उन दोस्तों से यह ज़रूर पूछता चाहूँगा कि जब ऐसी बात है तो वे यह क्यों कहते हैं कि फ़ारेन कैपिटल इनवाइट न किया जाय और उस हालत में तो उनको इसके लिये फ़िक्र करने को कोई ज़रूरत नहीं है। लेकिन मुझे उम्मीद है कि वह ज़रूर आयेगा। हमारे सामने सबाल यह है कि यह जो फ़ारेन कैपिटल आयेगा वह ६ परसेंट इंटरेस्ट से कम पर नहीं आयेगा और हमें यह देखना होगा कि उस लोन को इंटरेस्ट के साथ पांच, सात साल के असे में पैसों (Pay off) करने की हमारे भुक्त के अन्दर कहां तक गुंजाइश होगी। मुझे यह डर है कि इस तरह लोन पर लिया हुआ कैपिटल हमको मज़बूर कर देगा और हम अपने काम को अच्छे तरीके से नहीं चला सकेंगे और जैसी कि हमारे भुक्त की रिसोर्सें हैं उनको देखते हुये इस पांच, सात साल के असे में हम उनको लोन का रुपया वापिस नहीं कर सकेंगे और जिसका कि नलीजा यह होगा कि कितने ही हमारे शिप्स डिस्ट्रेष्ण सेल हो जायेंगे। अब लोन के अन्दर होता क्या है? आज अमरीका से हमें ट्रैक्टर्स के बास्ते लोन की शक्ति में रुपया मिलता है और बाद में होता यह है जो लोन देता है वह उसके साथ अपनी पहले कुछ कंडिशन्स रखता है कि मेरी बीड़ मेरी शरायत पर लारीदो। मैं लोन लेने के बर-खिलाफ़ नहीं लेकिन मुझे यह दिलाई देता है कि यह लोन हमको तबाह कर देगा। अगर इक्विटी कैपिटल होगा तो इसमें कुछ नहीं कि वे उसमें से फ़ोरेनर्ज मुनाफ़ा ले लेंगे लेकिन हम उनके रुपये को शामिल करके ज्यादा रुपया कमायेंगे

में निहायत अवधि के साथ अर्ज करना चाहता हूँ कि हमें ऐरिटाइम कंट्री बनने के लिये और दुनिया के मूल्कों में हिंदुस्तान के स्टेट्स को उम लिहाज से अंता करने के लिये और यह २० साल टन का टार्गेट पूरा करने के लिये जिसके कि बाद हमारा मूल्क एक ऐरिटाइम पावर हो जाय, उसके बास्ते हमें क्रूर्ज की ज़रूरत पड़ती है और सें पूँछता हूँ कि कौन ऐसा अनडेवलपमेंट मूल्क है जिसने कि क्रूर्ज नहीं लिया। हमारी गवर्नमेंट सावरन बोडी है और आज हमको यह अखत्यार है कि जब चाहें हम फोरन कैपिटल को कम कर दें और जब चाहें उद्यादा कर दें। लड़ाई के जमाने में हमने देखा है कि सारी जितनी भी विदेशी जायदाद होती है वह सारी की सारी गवर्नमेंट अपने कब्जे में कर लेती है और उनके आदियों को पकड़ लेती है। जब हमें यह अखत्यार हासिल है तो मैं समझता हूँ कि गवर्नमेंट वह ६० और ४० के रेशियों को रखते। कई मेंबरों ने इस रेशियों को ७५ और २५ पर रखने का सुझाव दिया है। लेकिन मेरा कहना है कि यह ६० और ४० का रेशियो रक्खा जाय और गवर्नमेंट को अखत्यार दिया जाए कि वह जो मुनासिब समझे कर सके और ज़रूरत समझे तो उसको बढ़ा दे। मैं तो आगे चल कर कहने के लिये तैयार हूँ कि किसी इमरजेंसी में उसको बढ़ा देना भी नुकसानदेह है। आखिर गवर्नमेंट हमारी अपनी है और इस गवर्नमेंट से ज्यादा और किसी को इस मूल्क की हिंफाज़त की फ़िक्र नहीं हो सकती। इसलिये अगर हमें तरक्की करती है तो यह ६० और ४० का रेशियो ही मुनासिब है और इसके अलावा दूसरी कोई चीज़ मुनासिब नहीं है। लेकिन इसके अन्दर मैं इस तरमीम को ज़रूर बनाने को तैयार हूँ कि अगर आप इसको

इतना पलस्सेदून रखना चाहें और गवर्नमेंट को यह अखत्यार देना चाहें तो मुझे इसमें कोई ऐतराज़ नहीं है। गवर्नमेंट जब अस्त अपने नव उसको बढ़ा देगी।

असली सवाल जो कि हमारे सामने है वह कौन का सवाल है और उसकी वजह से मुझे बहुत परेशानी होती है क्योंकि गवर्नमेंट के कामों का कोई ठिकाना नहीं है। जब मैं उन तमाम क़ज़ाओं की तरफ देखता हूँ जो कि हमारी गवर्नमेंट ने मुख्तलिक कामों के लिये फ़ारेन कंट्रीज़ से लिये हैं तो मेरा दिल दब सा जाता है। फूड के बास्ते जो हमारी गवर्नमेंट करोड़ों रुपये का क्रूर्ज ले रही है उसको देख कर मुझे तो डर सगता है कि यह गवर्नमेंट इन क़ज़ाओं में हमको इतना रेहत कर देगी कि पता नहीं आने वाली नस्बे उन क़ज़ाओं को कब पूरा कर सकेंगी। मैं सब कहता हूँ कि मेरे दिल के ऊपर यह असर होता है कि व मालूम हम कितने क्रूर्जे के रहे हैं और आया यह कि हम कभी इनके भार से उभर भी सकेंगे या नहीं। हम आज क़ज़ाओं के बोझ से दब जूके हैं और हम इस क्रूर्ज के भार को और ज्यादा नहीं बढ़ाना चाहते। यह अस्त्वा है कि इक्विटी कैपिटल में से वे बोडा सा मुनाफ़ा सूद से ज्यादा ले जावेंगी। लेकिन उस हालत में आपको कैपिटल को ज्यादा और कम करने का सारा अस्तियार रहेगा। आप चाहें तो उसको बढ़ाने की इजाजत दें या ब दें। सब चीजें आपके अस्तियार में रहेंगी। इन सब हालात को देख कर मैं अदब से अर्ज करना चाहता हूँ कि मेरी राय में मुनासिब होगा अगर गवर्नमेंट इस बबत ६० और ४० की रेशियो को मान ले। और अगर वह ऐसा नहीं करना चाहती तो दूसरे प्रमेंटमेंट को मान ले और २५ और ७५ की रेशियो रहने दे और गवर्नमेंट को यह पावर्स दे दी जायें कि जिनकी रक्षा

[पंडित ठाकर दास भार्गव]

से गवर्नरमेंट जब मुनासिब समझे तो इस रेशियो को कम ज्यादा कर सके।

इन अल्फाज के साथ मैं आनंदेलिल मिनिस्टर साहिबान को फिर मुबारकबाद देता हूँ कि वे इस बिल के जरिये से हिन्दुस्तान की दुनिया की दूसरी मेरीटाइम पावर्स के बराबर लाना चाहते हैं। परमात्मा करे कि हम फिर उतने ही बड़े मेरीटाइम पावर हो जायें जैसे कि किसी जमाने में थे और उससे भी आगे बढ़ जायें और दुनिया में बड़ा नाम और जगह हासिल करें।

Mr. Speaker: I will call one or two hon. Members and then come again to this side. Shri Mahanty wants to go away early. I will then call Shri Tangamani and then come to this side, Shri Barman and then the others. The hon. Minister also wants to intervene in the debate. I will call the hon. Minister, Shri Raj Bahadur, at about 2-30 and thereafter I will allow one or two other hon. Members also.

Shri Naushir Bharucha: The time should be extended, then.

Mr. Speaker: I shall extend it.

Shri Rajendra Singh: There are persons who have appended some minutes of dissent and they should be allowed to speak.

Shri A. C. Guha: The time should be further extended.

Mr. Speaker: I am extending the time.

Shri Satyendra Narayan Sinha (Aurangabad—Bihar): The time-limit may be fixed as most of the arguments are now confined to only one point.

Mr. Speaker: I have fixed fifteen minutes. The hon. Members may confine themselves to ten minutes if possible.

Shri Warior (Trichur): Sir, we should have a quorum.

Mr. Speaker: No quorum is necessary now.

Shri Warior: But that is only after 1 o'clock.

Mr. Speaker: There is enough quorum.

Shri Mahanty (Dhenkanal): Sir, Indian shipping has a very chaotic background which is well worth remembering in considering this Bill. It is neither in the public sector nor in the private sector. It is somewhere in between—no-man's sector, if I may say so and it is high time that the Government makes up its mind as to what attitude it is going to take towards Indian shipping which has a key and vital role to play in our national economy. Before I come to offer my propositions for what they are worth, I would like to invite the attention of this House to certain basic facts about Indian shipping. There are thirty shipping companies owning in between them a total of 5·8 lakhs GRT out of which two in the public sector own only 60,522 GRT. The rest 28 are owned by private capitalists, and having a tonnage ranging between 2·34 lakhs tons GRT by the Scindias and about 180 GRT owned by a small shipping company in Bombay.

The following profits have been made by these Indian shipping companies. Even though Indian shipping might not have been well developed, still, the profits which the Indian shipowners are deriving are something very disturbing. Thus, the Scindias have derived last year, after making provision for their depreciation and other taxes etc. a profit of Rs. 22·57 lakhs. The Indian Steamships have made a profit of worth about Rs. 80·23 lakhs. The Great Eastern Shipping Co. has made a profit of Rs. 43·38 lakhs, and the Bharat Line Ltd. Rs. 30·87 lakhs. As for the Eastern Shipping Corporation which is in the public sector, even though it was much pampered by Government by way of loans and other aids, it has made only a profit of Rs. 63·67 lakhs, even though the

Scindias have made a profit of Rs. 220.57 lakhs.

The condition of Indian shipping is really deplorable. At the end of the First Five Year Plan the Indian mercantile navy consisted of 4.79 lakhs tons GRT or 0.5 per cent of the world's tonnage. Therefore, my humble submission is that today we have to consider this Bill against this dismal, cheerless and frustrated background where the Indian mercantile navy constitutes only 0.5 per cent of the world's total tonnage. And what has been our achievement during the First Five Year Plan? Before the First Five Year Plan, the Indian mercantile navy had consisted of 3.90 lakhs tons, GRT, and after five years, after all perorations, exhortations and oratories, we got 4.79 lakh tons GRT. Any hon. Member may calculate and can find out from this how this Government have been wide awake to the necessity of improving the condition of Indian shipping. In this context, we have to consider this measure solely from one point of view, namely to what extent this measure is capable of fulfilling our national objective of building up a strong powerful and far-flung merchant navy.

The hon. Minister, if I remember correctly, made a very touching appeal bordering on emotional effervescence that we must have a far-flung mercantile navy, whose flags will be flown on the high seas all round the world. But I would like to remind the House that the target he has fixed is only 9 lakhs tons GRT, whereas countries like Liberia have got more than 7 million GRT, and Italy has got more than 8 million GRT. So, it is ludicrous that with a target of 9 lakhs tons GRT, the hon. Minister gives us an inspiring picture of the flags of Indian ships flying on the high seas all over the world. I would beg of him to consider this Bill and the observations which I am going to submit, solely from this point of view and not from any narrow or

parochial or limited patriotic point of view.

I would like to clarify also that so far as I am concerned, all capitalists are the same to me. There is no distinction whatever between black and white. We can discriminate between white and black so far as politics is concerned. It is true that the interests of white are always opposed to the interests of black, when it comes to power politics, over the international arena. But when it comes to exploitation and to making profits, I see absolutely no distinction whatsoever between white capital and black capital, between indigenous capital and foreign capital.

Shri D. C. Sharma (Gurdaspur):
What about grey capital?

An Hon. Member: What about red capital?

Shri Mahanty: I have no time to attend to these interruptions.

The hon. Minister has said that the Indian shippers have borne the brunt of foreign shipping during the dismal years before India became free, but soon after also, there are many others who have borne many other brunts. Therefore, bearing the brunt should not be the only criterion to throw open the flood-gates of monopoly over a very lucrative sector of our economy. Therefore, I would beg of him to disabuse his mind of all these considerations which are absolutely subjective and which are not objective.

It is a pity that not much attention was paid, in our planning towards shipping. The record of the private sector in this direction also is a record of failure and negligence. If I may quote the observations of the Second Five Year Plan at page 480:

“..The growth of Indian tonnage has been a slow process and the opportunity offered to India of building up her tonnage in the immediate post-war period has not been fully availed of.”

This is the record of the Indian private capital, so far as shipping is con-

[**Shri Mahanty**]

cerned. Now that they have found out that shipping is a gold mine, everybody is rushing forward to make the best of it. But this has been their record, and we have to consider it in the public interest as well as in the national interest whether we can leave this vital Indian shipping industry to the hands of these persons who have neither the resources nor the technical know-how and who merely depend for all their profits on the loans of the Government of India, which in the ultimate analysis, are the money of the tax-payers of India.

In the First Five Year Plan, the plan allocation originally was Rs. 18 crores, which was subsequently raised to Rs. 26.3 crores. Though Government were prepared to give loans up to 85 to 90 per cent of the total cost of a ship, repayable in fifteen to twenty years and at the most lenient terms of interest, the private sector did not take much advantage of it. As a result, a sum of about Rs. 20 crores was spilled over. This is the record of the private capital. Again, even though certain shipping companies are operating as monopolies in overseas trade, yet they have neither the resources nor the technical know-how to be left in sole charge of shipping. In this context, my submission is that there is need today to consider very seriously whether Indian shipping should not be nationalised. For what do we find? We find that rail transport is nationalised; we find also that air transport has been nationalised. We find also that even bus transport or road transport is nationalised today. I would like to know from the hon. Minister why he is so chary of nationalising Indian shipping. If road transport could be nationalised, what stops him from nationalising Indian shipping? And my reasons are these. In the first place, as I have said earlier, air, rail and road transports have already been nationalised. Secondly, a strong merchant navy is essential for our

sea power. In this connection, I would like to quote what Vice-Admiral R. D. Katari said the other day at the University. According to a published report, this is what he said:

"What was meant by sea power today, Vice-Admiral R. D. Katari said, was not only the existence of a strong fighting force but also the existence of a powerful and efficient merchant navy. Sea-power, in the comprehensive sense, the Admiral said, implied the existence of a 'balanced force'. This meant the possession of naval stations, ports and berthing facilities, dry docks, shipyards, and vital and growing ship-building industry. Last but not the least, there had to be a cadre of properly trained and disciplined personnel and a fighting force which would ensure the safe conduct and carriage of our sea-borne trade both in times of peace and of war."

These are not my observations. These are the observations of our Vice-Admiral who is the highest authority so far as the Indian Navy is concerned. Therefore, apart from the reason that we have nationalised other transports, there is this other reason of defence, the reason of our national security, which must impel us to consider the need for nationalising Indian shipping. The third reason is that the private sector, with its existing resources and unwillingness for foreign participation is patently incapable of the efforts necessary to achieve even the modest target of 9 lakhs tons GRT.

Mr. Speaker: The hon. Member should conclude now.

Shri Mahanty: Sir, I will take only five minutes more.

Mr. Speaker: I have already given him 15 minutes. He may take one-minute more.

Shri Mahanty: I will finish in five minutes.

As I was saying, Sir, we have to ask the hon. Minister to explain whether under the pattern that has been set in the Joint Committee's Report—75 per cent Indian capital and 25 per cent foreign capital—foreign capital will be willing to participate in our Indian shipping industry in the light of experience that we have already had. In 1947 resolution, also foreign capital was permitted to participate to the extent of 25 per cent. We would like to know from the hon. Minister, if in 1947 the foreign capital was chary of participating with Indian capital on the basis of 25 per cent participation, whether any other circumstances have cropped up in the meantime to persuade them to come and participate in the Indian shipping industry in the given context of today. Secondly, if Indian capital is going to be left in sole charge of Indian shipping, I would like to know how they are going to attain the target that we have fixed under the self-financing scheme of which so much has been said and on which so much reliance is made by the private sector. It is well-worth remembering that that has not been very successful, and we might have only added to our tonnage on account of the self-financing scheme to the extent of 50,000 GRT or little more than that.

Shri Raj Bahadur: In the course of ten months.

Shri Mahanty: In the course of ten months; that is right. If I may quote the hon. Minister's reply that he gave on the floor of the House—I have no time, otherwise I could have given his own reply—wherein he has admitted that due to foreign exchange shortage, we have not been able to take full advantage of the self-financing scheme.

Shri Raj Bahadur: Of course, 'full advantage'.

Shri Mahanty: You can have either the cake or eat it; you cannot have both. Therefore, I would like to know from the hon. Minister how he is

going to get over the foreign exchange shortage.

The third thing is the Shipping Development Fund. Sir, the Shipping Development Fund is like the savings bank account of a petty town clerk, which is always opened with hopes but which ends in disappointment. When we require Rs. 45 crores more, apart from the Rs. 45 crores sanctioned during the Second Five Year Plan, to attain the target that we have set up, what can the Shipping Development Fund do? The Shipping Development Fund will consist of Rs. 7 crores,—which will be repayments of loans and interests which is highly problematic—and annual contribution which will be made from the general revenue. I would like to know why they are tinkering with this problem. You have neither the resources, nor the technical know-how, nor the foreign exchange, and yet you are coming with a clouded mind, with a confused mind and raising all these propositions which really do not commend themselves.

In conclusion, since I have no time to go into these matters in detail, I would once again urge upon this House to consider their allergy towards foreign capital. Sir, it has to be remembered that Australia, Canada and even United States of America are products of foreign capital. When we have our national Government which is there to protect our rights and dignity, which is the watchman of our interests, I do not think foreign capital can play any havoc with any sector of our national or economic life. It is well worth remembering that even today in Australia, even though it is a highly industrialised country due to lack of industrialised capital it is reconsidering its laws so as to permit increasing participation of foreign capital. Even though Canada is a highly industrialised country today, it is welcoming foreign capital with wide open arms. We have welcomed foreign capital in less important sectors like oil, wherein we have

[Shri Mahanty]

given 51·49, and we have given them a guarantee that they will be free from nationalisation during a period of 25 years.

I consider shipping is more important than oil, and if in oil our patriotic sentiments could not rise up to that emotional height, there is no reason whatsoever why in the case of Indian shipping we should be chary of allowing foreign capital to participate for the ultimate objective of building a powerful, far-flung merchantile Indian navy.

With these words, Sir, my only opposition will be to the extent of foreign participation, and I would like to make further observations when we take up the clause concerned.

Shri Barman (Cooch-Bihar-Reserv.-ed-Sch. Castes): Mr. Speaker, Sir, before entering into the controversies which are contained in this Bill, I beg to submit one thing before the House, and that is about the representation given to the two Houses—the House of the People and the Council of States. I have tabled an amendment which says that the representation of Parliament be raised to 6 instead of 5 on the principle that this House should get double the representation that the other House gets. In order to support my amendment I may just mention to the House and to the hon. Minister that in the Statement of Objects and Reasons of the Raighat Samadhi (Amendment) Bill the Government have mentioned this very argument. There it is said:

"In order to conform to the existing convention of Parliamentary representation on statutory Committees in the ratio of 2:1 for the House of the People and the Council of States, the number of representatives of Parliament on the Committee is proposed to be increased from two to three."

In that case it was done. I submit, Sir, that this long established practice of

having for this House double the representation as compared to the other House should not be deviated from in the case of this Bill wherein you have proposed the constitution of the National Shipping Board.

Sir, Shri Tridib Kumar Chaudhuri, even though he was a member of the Joint Committee, has raised the point that instead of giving executive powers to one person, the D.G. of Shipping, the National Shipping Board should be invested with all executive powers. That point was thoroughly discussed and the decision is given in the report of the Joint Committee. The majority thought, and I also think in that way, that the Executive is always responsible to Parliament according to the Constitution that we have devised. This National Shipping Board consists of—I cannot envisage the exact number at this moment—five or six Members from this Parliament, and there will be representatives of ship-owners and seamen. If such a Board be invested with the execution of our shipping policy, I do not know, how the executive can be responsible to this House. Therefore, it is a proposition which may seem very good, but in my opinion it is impracticable. He has compared it with the Railway Board, but Shri Chaudhuri forgets that the Railway Board consists of only officials and there is no non-official in the personnel of the Railway Board.

I do not know about the constitution of the Federal Maritime Commission of the United States of America, but I suppose that that country's economic structure is a bit different from ours. Though we are a federal government in a sense, there is unitary control in most of the important matters, and I think in America private industry is not absolutely under the unified control of the centre.

Sir, the policy decision of 1947 has been the bone of contention in the

Committee, and I find that that contention remains very vehement here in the House also.

13 hrs.

It has been said by some hon. Members that the 1947 policy has failed. I submit that such a sweeping conclusion is nothing but a misreading of the policy. The policy statement never said that by the definition of national shipping they were expecting any foreign participation in a substantial measure. Rather it was the opposite of it. I have not much time at my disposal; otherwise, I would have cited from documents. I would however like to read from the evidence tendered before the Joint Committee. Shri Ramaswami Mudaliar, one of the witnesses who appeared before the Committee said:

"The two or three main companies existing at the time of Independence had Burmese and Pakistanis as shareholders, and one or two of them even had them as directors. We could not split up the organisation. We could not make them sell their shares and therefore you find the Policy Resolution making reference to this. And they say, while the ideal is to have 100 per cent. Indian-owned managed and controlled shipping, for the time being let us fix it at 75 per cent. The ideal will be that. But we are willing at present to accept the past and to go ahead on that basis. That is what I would say as far as this particular matter is concerned."

So it was a historical necessity. After the partition there were many shareholders of shipping companies who became nationals of Pakistan and it was not possible for India to say that Indian shipping will be out and out owned by Indian nationals. Therefore, out of this historical necessity 25 per cent was allowed to be owned by foreign nationals.

186(A) L.S.D.—5.

At page 38, report of the Sub-Committee on Shipping says:

"Indian shipping should denote shipping owned and controlled by Indian nationals. We are of the opinion that this is a matter of vital importance and the definition we recommend has been arrived at after giving very careful consideration and thought to India's economic needs, security requirements and strategic position."

Now, Sir, this is the considered opinion of a committee which had thoroughly gone into the matter and have given their opinion. In their Policy Resolution of 1947 the Government of India agreed that "the definition of Indian shipping as ship-owned, controlled and managed by Indian nationals, as recommended by the majority of the members of the committee would be the ideal one and should be the ultimate objective. A rigid application of this definition however is not possible at present. It will rather be causing some hardship to those who are becoming non-nationals and therefore it is being modified."

Therefore the Policy Committee of 1947 and the Government Resolution never expected that by making this 75 : 25 proportion in foreign participation a large amount of foreign capital would come towards increasing Indian shipping. Now, Sir, that being the case, it is not correct to say that that policy has not succeeded. Apart from that while the Joint Committee went into all those matters, they have modified that policy to a certain extent. Under the 1947 policy and Government Resolution there could be no director at all even if there were 25 per cent participation of foreign capital. In our report we have made it possible for foreign nationals, if they contribute up to 25 per cent, to have proportionate representation. So, there is some opening of the door in one sense.

Shri Bawaj Singh: There will be wider opening now.

Shri Barman: There is another objection which has been raised and on the basis of which our present report has been criticised.

Some hon. Members advocated that if the Bill had been modified to the extent of giving foreign capital 40 per cent. representation keeping 60 per cent. for ourselves, the objective would have been served, namely, our national shipping would have been protected and at the same time we would have got foreign capital. May I submit most humbly that this is a proposition which was never supported by those who advocated foreign participation before the Joint Committee. Certain prominent representatives of the All-India Manufacturers' Organisation appeared before us twice on two successive days and all their connection was in favour of 51:49. One of the witnesses, representing this organisation, who appeared before the Joint Committee, said (page 6 of Evidence):

"That is why we are saying that if we give 49 per cent. and some representation in the Board, they would be willing. I have given you the names of the countries, and others might be willing to come and join us."

Later on he gave the names of these countries as America, U.K., Arabia, Belgium, Switzerland and Japan. At present there is vast tonnage lying idle because of slump in America and because of the Indonesian market being closed to the Dutch. Their contention was that if we allowed 49:51 by our act, foreign participation would be possible.

The same representative said later on (page 9):

"I expect them to come with 49 per cent. because I am giving them more or less proportionate representation. I am giving them

the facility that somebody would get from Government, if required for expansion. They will get the cargo from Government."

This is a very important matter which this House has to consider. The advocates of foreign participation not only wanted 49 per cent, but at the same time they wanted other advantages which were so long reserved exclusively for pure Indian shipping.

In clause 21 the Joint Committee has laid down that the proportion shall not exceed 25 per cent. There are also certain restrictions laid down in sub-clause (b). One is that the principal place of business of the company is in India; another is at least seventy-five per cent. of the share capital of the company is held by citizens of India; the third is that not less than three-fourths of the total number of directors of the company are citizens of India; the fourth is that the Chairman of the Board of Directors and the Managing Director, if any, of the company are citizens of India; and the fifth is that the managing agents, if any, of the company are citizens of India; the managing agents should also conform to the same standards, that is 75 per cent. of them must be Indian shareholders.

Besides these, there are certain other advantages which we at present have reserved for pure Indian shipping. One of these is the coastal trade. We have reserved under the 1947 Policy Resolution that coastal trade will be absolutely given to Indian ships.

Then there are the promotional aspects of the industry. Government are now giving loans at a very low percentage of interest. These advances and loans by way of help should be extended only to pure Indian shipping. According to the representatives of the Organisation, all this help should go to all companies, whatever might be the percentage. That was

their contention. I may also read from other pages of the report to confirm what I have said. At page 106, the hon. Minister asks:

"Government give loans at concessional rates of interest; there is reservation of cargo for Indian shipping; and there are other matters such as the provision of foreign exchange, etc., for buying new equipment."

The representative of the Organisation says:

"The whole of my approach is based on this. Once a ship becomes an Indian ship, whether it is 25 per cent. Indian capital or 75 per cent. Indian capital, it becomes vested with Indian nationality; and it won't be correct to differentiate between them in treatment."

So, the position comes to this. You will not only have to concede 49 per cent. foreign capital but, at the same time, if you concede also all the advantages that are at present reserved for the pure Indian shipping, then, it becomes the case of the Organisation that foreign capital may come from many countries.

I would, in this connection, humbly ask this House to consider whether, if we concede such concessions, that is, give foreign capital up to 49 per cent. shares and give all other advantages equally or proportionately to pure Indian shipping as well as to the combined enterprises, in this unequal fight between the giant and the dwarf whether the dwarf can exist at all. I for one would say, though at present we may ask for help for our Indian shipping from outside, the policy should be directed in such a way that the industry gradually grows so that some time hereafter it may become purely Indian shipping which all of us agree is the second line of defence.

So, that is the position. There are other objections also, but all these have been thoroughly discussed in the report that we have submitted before the House and also in the evidence that has also been submitted. One of the objections from the other side was that if you grant 49 per cent. to foreign capital that would be a block capital, whereas our Indian capital will be split capital. Practically, then, this 51 per cent. would be entirely dominated by foreign investment, when they speak of the block capital. All these arguments have been gone into, but ultimately the Committee came to the conclusion that has been incorporated in the report.

I beg to submit one or two other points if you will kindly permit me some time. One point which has been very much objected to is this: this loan from other countries in order to increase our shipping, is a kind of T. B. germ as my hon. friend Shri Raghunath Singh puts it. I do not know how the Government considers it, but practically you are taking loan in many spheres.

Mr. Speaker: The hon. Member will have three minutes more.

Shri Barman: I beg to submit that shipping is not really like other industrial enterprises. We have it on our evidence that from the very day a ship is commissioned, it earns.

Mr. Speaker: Was he the Chairman of the Joint Committee?

Several Hon. Members: Yes.

Mr. Speaker: Then let him have some more time.

Shri Naushir Bhavnani: Perhaps the time may be extended.

Mr. Speaker: I extended it by one hour.

Shri Naushir Bhavnani: New developments came.

Shri Raghunath Singh (Varanasi): This is a new Bill and we should have more time. There are 461 clauses.

Mr. Speaker: Many hon. Members took part in it before it was sent to the Joint Committee.

Shri Barman: I may submit that it is because of your favour that the Joint Committee had an opportunity to have an on-the-spot study.

Mr. Speaker: Has it helped the hon. Members?

Shri Tangamani (Madurai): Very much.

Shri Nath Pal (Rajapur): Considerably.

Shri Barman: Otherwise, it was quite Latin and Greek to us. It was because of your kind permission, and the help of the hon. Ministers by way of all those arrangements that we got some light on the matter. I may say that the Committee deliberated on the matter with much more insight than it was possible for them to do, and they could not have done it had they not got this opportunity offered by you.

As regards the foreign loans, I need not emphasize it too much, because we are getting much of it. My own opinion is that this shipping industry is quite a different industry from the rest, for, from the very day a ship is commissioned, it begins to earn.

Mr. Speaker: If the hon. Members will finish the clause-by-clause consideration in a couple of hours . . .

Shri Raghunath Singh: No, Sir. There are 461 clauses.

Mr. Speaker: Therefore, three hours have been allotted.

Shri Prabhat Kar (Hooghly): Let the discussion continue upto 5 o'clock.

Mr. Speaker: We shall carry on till 4 o'clock. Originally we said that the

general discussion could go on till 1 o'clock and then it became 3 o'clock. We will go on till 4 o'clock, and then start clause-by-clause consideration. And then two more hours are left.

Shri Braj Raj Singh (Ferozabad): We will have 2½ hours on Friday.

Shri Prabhat Kar: If you will kindly allow the discussion to be extended up to 5 o'clock . . .

Shri Nath Pal: For the general discussion, because, we generally may not have much to say on the clauses. If you extend the time for general discussion by one hour, the discussion may be complete.

Mr. Speaker: Then, on clause-by-clause consideration also they will go on discussing.

Shri Raghunath Singh: No, Sir.

Shri Braj Raj Singh: On Friday we can finish.

Mr. Speaker: The hon. Minister also will reply today?

The Minister of Transport and Communications (Shri S. K. Patil): Yes; if it is 5 o'clock we can finish our reply, and tomorrow we can take up the clause-by-clause consideration.

Mr. Speaker: If more hon. Members want to speak and if a quorum is guaranteed, let them carry on even till 5-30. I have no objection.

Shri S. K. Patil: I am suggesting 5 o'clock; not after that, so that we shall reply earlier than that.

Mr. Speaker: General discussion will go on till 5 o'clock, and we will conclude it then. Tomorrow, we take up clause-by-clause consideration.

Shri Barman: I was saying that this shipping industry is rather different from other industries. Other industries may remain unremunerative for

a long time or for some years together in some cases, and then they may yield an income. In the case of shipping, from the day a ship is commissioned it earns. It not only earns, but it earns at a faster pace. We have it on our evidence. I may just refer to page 8 of the evidence of the Joint Committee. I find from the evidence that has been tendered by those organisations who wanted foreign participation upto 49 per cent., that if a ship is purchased, say, at 20 to 25 per cent., cash down, the remaining 75 per cent. can be paid up within five or seven years, not from any other source but from the very earnings on the basic of pay-as-you-earn terms; apart from meeting the running expenses of the concern, it earns an additional income by way of profit by which the 75 per cent. can be paid up within five to seven years, according to that gentleman who gave evidence. So, if in such industries we invest money by way of loan, my argument is that we can pay up that loan within eight years or so. It is not possible in any other industry. So, why should we fear much about taking foreign loan in order to develop our shipping?

As regards foreign loan, we should not hesitate to go in for it if it helps in any way our foreign exchange position. If we do not produce any goods in India and for that purpose we establish an industry here which can produce those goods, it is saving of foreign exchange. If we can get foreign loan by which we can instal factories and other things, the products of which after a few years can be sold in outside market, our loan can be paid back. In such cases, we should not hesitate to take foreign loan. So, there is no case against taking foreign loan where the loan is productive. In the case of shipping, as the hon. Minister has already indicated in his speech, if he can get loan and if out of that loan he can get Indian ships entirely managed and owned by Indian nationals, there should be no hesitation in doing that with the approval of this House.

Another argument has been advanced that while in other industries we have not hesitated to allow foreign participation of much more than 50 per cent, sometimes even 100 per cent. why should there be objection to giving 49 per cent. participation in the case of Indian shipping? I humbly submit that the shipping industry is entirely different from other industries in many respects. I split our proposal to amend clause 21 into two: One is the 75 per cent.—25 per cent proportion and the other is the restriction as regards the Board of Directors, management, Chairman of the Board being Indian national, etc. Does it happen in any other industry? In the case of any other industry, the Companies Act is quite sufficient. But what was the necessity to bring forward this Merchant Shipping Bill? Not only here, but in other countries also, they have separate Merchant Shipping Acts. The main reason for this is that the shipping industry is not the same as other industries are. May I ask those hon. friends who advocate having no restrictions regarding foreign participation and who cite the instance of oil refineries or other industries where there is large participation of foreign capital, do they come to our land and instal their factories if we imposed on them the limitations that the Manager must be an Indian, the Board of Directors must consist of at least 75 per cent. Indian nationals, etc. They would have never come. So, while we are not opposed to the restrictions contained in that very clause 21, they should not draw that analogy and criticise the proportion, from the analogy of other industries. Other industries are quite different. In the Merchant Shipping Bill, we practically ignore the Companies Act. We are controlling and regulating each and every action of this industry.

13.24 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

We control who should be the seamen, what should be the training,

[**Shri Barman**]

who should be the Master, what should be the qualification of surveyors, how the Master of the ship should behave with the seamen, etc. Can you ever imagine in the oil refinery you can dictate to the foreign interests there that they must behave with their subordinates in such and such way? It is entirely different; there is no comparison at all between shipping and other industries. That being so, we should have some deep thinking in this matter.

As has been mentioned by some hon. Members also, merchant shipping is the second line of defence.

Shri Raghunath Singh: There is no soldier.

Shri Tangamani: Soldiers will come.

Shri Barman: My hon. friend was also a Member of the Committee and he has visited several institutions for training of surveyors, engineers, seamen, etc. In all those places, we practically received the same reception as is generally given by the military. Even the seaboys were just in the military form. Does it happen in any other industry? It does not. So, I humbly submit that it will not be fair to draw an analogy between other industries and this vital industry.

An hon. Member has just now mentioned that in the Delhi University the other day, Vice-Admiral Katari had used very strong words about this matter. After that, what more do we want? My whole submission is that in the year 1947, a committee had thoroughly investigated into this matter. We also find from the evidence that was tendered before the Joint Committee that we should not deviate from it unless we find that there are some special reasons or special advantages by deviating from that policy. The hon. Minister has said in his speech that Government have no doubt in their mind that this target of 9 lakh tons will be reached

within the second Five Year Plan period. So, we do not worry. As regards the 20 lakh tons, the future will see.

Shri Tangamani: Mr. Deputy-Speaker, Sir, I was one of the fortunate few who worked in the Joint Committee and as a result of the deliberations of that Committee, we were able to get an insight into the working of the seamen, the shipping industry and several other connected factories also. Several hon. Members have directed attention to clause 21 of this new Bill, which corresponds to clause 12 of the original Bill. As everybody knows, there is lot of difference between this clause and the original clause.

I would like to make it quite clear that so far as we are concerned, we are never for any foreign participation in such a key industry. As was very ably explained by Shri Barman, the 1947 resolution was intended to provide for those Indian nationals who were cut off as a result of partition. Even now, this 25 per cent should be utilised only for those nationals who are in Burma, Ceylon and other countries or nations of Indian descent. It should not be utilised for foreigners like people from U.K. or the U.S.A. or Dutch or Japanese. I will be happy if the amendment moved by some hon. Members that we must strictly conform to the 1947 Resolution by not allowing any managing agency or any director in the actual company, is accepted by Government.

I am really surprised that when there are so many other things in this particular Bill, pointed attention is paid to foreign participation. I have a suspicion that there are certain interested parties who are being let loose to canvass for effective foreign participation. I am very sorry that if that sort of thing is to happen, it will be a very sad day. We have to really consider it from the realistic point of view. The hon. Minister has

clearly stated that we are not going to have any foreign participation in this key industry. If foreign participation is going to come, then certainly the matter must be referred to this august House.

Having said this, I will refer to three or four other aspects. Now a new definition has come, so far as "home trade shipping" is concerned. When we were in the Joint Committee certain representations were made to us in this matter. Now a certain amendment has been made to clause 456, which seeks to give exemption to those home trade officers. My submission is that the exemption clause will not meet the ends of justice. So, I have tabled my amendments Nos. 52 and 53 to clause 3. Amendment No. 52 says:

"Explanation.—Notwithstanding anything contained in this sub-clause, vessels of any tonnage so employed may continue to be manned by officers holding Home Trade Certificates of Competency obtained between 1952 and the date of this Act, after the passing of which such holders can serve on a vessel below three thousand tons only."

In the definition of the word "masters" my amendment seeks to add the words:

"and also officers holding Home Trade Certificates of Competency plying Home Trade or Foreign-going ship".

I would like to elaborate these points. Clause 456 seeks to vest with the executive the power to exempt individual officers from holding home trade officers' certificates in certain cases. This is offered as a guarantee by the hon. Minister. But the moment a ship is transferred to the foreign-going articles, due to her tonnage, it would become necessary that a foreign-going certificate has to be

obtained before the ship would become seaworthy. Now individual exemptions are offered under this clause. Probably they are under the impression that there are only 10 ships, affecting about 30 officers. This does not give a correct picture. These 30 officers are drawn from a pool of nearly 300 people. So, this will work hardship not on 30 people but on 300 people. As these men are technically qualified to man ships by virtue of holding a certificate of competency issued by the Ministry of Transport after being duly tested by the Mercantile Marine Department, they should not be subjected to any further tests, though the certificate of competency is no longer valid. Because of the introduction of modern means of electronics and navigation, the syllabus for examination for the various courses was revised in 1952. So the holders of certificates issued since 1952 should be exempted, and this power should not be left to the executive, as it is sought to be done by a suitable amendment in clause 456. So, this principle of having exemption will not meet the ends of justice. I hope the hon. Minister will pay special attention to this.

Then I come to the question of seamen. An argument is advanced that our seamen are engaged mostly in the foreign-going ships and foreign-owned ships. I would like to clarify one point, because one of the hon. Members stated that we should not engage foreign nationals at all in our shipping. Now the seamen that we are recruiting are engaged not only in our ships but in the foreign-owned ships also. Out of the 60,000 seamen 40,000 are now employed in those foreign ships. We are really adopting suitable methods to see that this recruitment is properly done and there is a guarantee about the working conditions of these men. I would like the hon. Minister to tell us in his reply: will the foreign ships refuse to take our men if we insist upon certain conditions of service? Because, nowhere

(Shri Tangamani)

as it stated as to what would be the hours of work. In the British ships, if Britishers are engaged, the hours of work are specified; overtime wage is specified. Probably they will be clearing from Rs. 300 to Rs. 400, or nearly £30 a month, whereas our seamen will be able to clear only £10 a month. So the wage that our people get is only one-third. Why not we make a bargain with the foreign ship-owners who are engaging our seamen? Will they have the courage to say that they will not recruit our men? That is the point. Because, when our men work as seamen in foreign-owned ships we should not allow them to be treated as slaves. There was a report in the Reuters the other day that in one of the British ships, Brothelmore, two of our seamen were killed. I do not know how they were killed. Another man has been arrested. It may be due to a fight. Anyhow, it is a very sickly thing. Two men who were sent abroad have been killed without any protection. That is the very reason why I say that we should not allow slave labour. We should not allow our men to be treated as slaves, when the word "laskar" has already been changed into "seaman".

Clause 150 relates to disputes between seamen and employers. Under this clause the industrial dispute will be referred to a tribunal, and the tribunal will give its verdict. After the verdict is given, Government seeks to have extra power to modify the award, if they think fit. I submit that that proviso, that extra power, must be deleted, because in the Industrial Disputes Act you do not find such a provision.

About the officers, I would like to invite your attention to Starred Question No. 1248 dated 27th March 1958. The question relates to the training of shipping masters and shipping engineers. It was stated:

"It is not considered feasible to provide training facilities in India

at present for extra masters' and extra first-class engineers' certificate courses due to paucity of suitable qualified training personnel or instructors for courses. It is also a fact that sufficient number of officers have not started coming for taking these first class certificates of competency."

We must consider whether we should not provide adequate facilities for training these men. So far as the deck officers are concerned, we were fortunate enough to go and visit Dufferin which is engaged in providing two-year course of training to up-deck officers, whose number was raised from 50 to 60 from August 1956. It is proposed to increase it further to 75 in the 1958 academic year. Of course, these men will have to go as apprentices for 1½ years and then undergo a test. Then they will have an apprenticeship of 1½ years and again another test. Then, after 5-6 years we get such excellent men. Shri Raghunath Singh wanted to know whether fine soldiers are being recruited in the Dufferin. As time passes, more and more men will be there to man our ships and by the time we reach the end of the Third Five Year Plan, when we have the target of 2 million tons, we will produce enough men to man them also.

So far as engineering officers are concerned, there is an institute in Calcutta. At present 50 boys are taken every year. They will have a four year course of training in marine engineering. It is proposed to increase the intake to 65 per annum from 1958 academic year. The Bombay Port Trust has been planning training for others. Here I would like to submit that first-class intermediate graduates, who are drawn from all over the country, must be provided with adequate scholarships. A request should be made to the various State Governments to provide scholarships for these people. I find that all students from Assam, 2 from Bengal and 1 from

Madras get scholarships. So, the State Governments must also be addressed in this matter.

So far as rating seamen are concerned, training is provided in three institutions, namely, Mekhala in Vizag, Bhadra in Calcutta and Nau Lakshi in Navlakhi. 140 boys are undergoing a three-month course there. A proposal is under consideration to increase its intake to 180 a month. Now I would make an appeal not only to speed up the training and increase the number of trainees but also to allow healthy trade unionism in these places.

In Bombay the complaint that we received was that a minority trade union has been recognised. The majority of the workers are in another trade union and that trade union is never given any recognition at all. In Calcutta, a similar representation was made. A union has been recognised and the union is adopting very questionable tactics. Goondaism is let loose.

Now, a person when he is commissioned to go on board the ship has to pay Rs. 70 or so before he goes on board. Some collection is made which is a forcible collection. Such a collection should not be allowed. The shipping masters must be suitably instructed to see that free trade unionism is allowed to grow.

The next point is the question of sailing vessels. There is a special section regarding sailing vessels. We must also give special attention to sailing vessels. When we remember of sailing vessels I am reminded of how people from the South were excellent sailors in the past. There have been instances of sailors, who went from Kalinga and travelled not only in South-East Asia but also in Western countries. Tamil literature abounds with several such instances. *Silappadikaram*, which was written probably three or four thousand years

ago mentions about the seafaring character of our nation. Puhar and Musri are the two harbours which are mentioned in that. It is not only that in Ajanta and some temple in Bhubaneswar we have painting of ships and boats. So, the sailing vessels had a tradition and had a past also, breaking through the Britishers. We had even as early as 1807 Velutambi from Kerala fighting the Britishers. Early in this century V. Chidambaram Pillai of Tamilnad was fighting the Britishers and he was one of those who thought that our Indian ships must get the monopoly in coastal shipping. That is why Mahatmaji said that our Indian ships had to perish so that British ships will flourish. Are we going to be a party to the Indian ships perishing? We must have these sailing vessels also.

The last point that I would like to mention is regarding the question of unberthed passengers. They are generally known as deck passengers. The deck passenger system is still prevalent from Madras to Singapore and from Calcutta to Port Blair. The deck passenger system is really making a mockery of the human race. Our Indian nationals, who are men belonging to this free country, are huddled together like sheep and there are absolutely no facilities. There are no facilities even for answering the ordinary calls of nature.

We found that there is a pilgrim ship which goes for haj. In the pilgrim ship the deck space has now been converted into small bunks. Small bunks are provided there. Why can't we provide such bunks for these unberthed passengers. The unberthed passenger system must go. The sooner it goes the better because so far as unberthed passengers are concerned, there is a welfare board and its recommendations may be attended to by the Government also. In one of these Committees Shrimati Ila Palchoudhuri was also there.

[**Shri Tangamani**]

In conclusion, I would like the hon. Minister to direct his attention to some of the points which I have raised and bring suitable amendments also, if necessary.

Mr. Deputy-Speaker: Pandit Krishna Chandra Sharma.

Ch. Ranbir Singh (Rohtak): He is not ready. I may start.

Mr. Deputy-Speaker: Perhaps he never expected it.

Pandit K. C. Sharma (Hapur): Sir, with regard to shipping the basic fact is that merchant shipping in the world, as it exists today, cannot be allocated solely on the basis of economic doctrine of comparative advantage. Every merchant fleet is a part of the economic and military strength of the nation whose flag it flies or whose nationals control it and no country which understands this will willingly permit its merchant shipping to be completely outside its control. We have therefore to seek a workable compromise between undue restrictions on world trade and shipping and the complete abandonment of our merchant fleet to the vagaries of economic forces.

Taking this view there are two aspects of the question. One is the requirements of the national economy at the present moment and in the ensuing decades. The second is the criteria that should be fulfilled to build up a healthy truly national shipping ready to serve the interests of India in any circumstances. That has to be a part of the economic structure of a country and has to be the important factor in the military strength of the nation.

With regard to the first point I may submit that it is not basically sound to say that if we have not got the wherewithal to build up our merchant shipping, we should wait and let the trade

be carried on by foreign ships on our shores and our goods be taken therein to the foreign countries. Seas are no better or no less important in building up the economy of a country than the land or the capital itself. What does happen if the man who owns the land cannot plough it? He lets it out to the tenant. That tantamounts to allow foreign ships to ply in our waters and take the profits like rent for the use of the land. Then he resorts to what is called sharing or having a partner, i.e., he will give a part of the equipment and capital and would allow the partner to have a part of the equipment and the capital to plough the land and share the profits equally, but have the final control, the final say in the management and in the profits of the land. I have yet to see a man who will not let out the land and who will not get the land used in any of the ways that economic processes permit him to utilise it.

Take the case of capital. A man is not wise enough to use his capital. He invests the capital in a company which is managed by other persons and thereby gets a profit on account of the use of the capital. Economic forces cannot be allowed to remain idle simply for sentiment.

What is true of land, what is true of capital is equally true of the sea. Coastal trade builds the economy of the country. Our goods being carried to the foreign countries adds to the economic advancement of our nation. So, my point is that taking this view of the question we cannot allow overseas advantages to remain idle and unused simply because we have not got the necessary capital or we have not got the capacity or the credit to raise the necessary loans outside. Somehow or other we shall have to share the use and advantage of our seas by taking foreign co-operation. It is a simple economic proposition. It should be subject to the second consideration, i.e., the "building" of

healthy truly national shipping ready to serve the interests of the country in any circumstances. For this, as Shri Barman pointed out, there is para 21 which says:

....the following description applies:—

(a) a citizen of India...."
i.e., a person who owns the ship,

(b) a company which satisfies the following requirements

the principal place of business of the company is in India;...."

"at least seventy-five per cent of the share capital of the company is held by citizens of India;

not less than three-fourths of the total number of directors of the company are citizens of India;

the Chairman of the Board of Directors and the Managing Director, if any, of the company are citizens of India;"

My humble submission is that the most important factor about shipping or any economic concern is, who is the Director, who is the Managing Director. It is not the capital which is important. It is not the share which is important. It is the directorate, the controlling force that is important. Even if 75 per cent is British capital, if an Indian is the Director, if an Indian is the Managing Director, the ship belongs to India and is to be governed by the law of the land. The British shareholders cannot do anything.

Shri Goray (Poona): Why don't you move an amendment to the effect that 75 per cent may be British capital?

Pandit K. C. Sharma: I have moved an amendment that it should be left to the discretion of the Government to change it if the situation so demands. My simple proposition in

moving this amendment is, after the law of relativity has been accepted as a mathematical truth, you cannot be certain about anything, that what is true today would equally be true tomorrow. Human experience changes. Economic and social factors change the situation. Therefore, as situations change, the law of probability itself demands that judgment should be changed from time to time. It is a simple mathematical proposition. If you can understand it....

Shri Goray: This is relativity applied to shipping.

Pandit K. C. Sharma: Shipping is not outside human ingenuity. It is within human control. It is a human proposition.

So, this proposition of shares is not very important in itself. What I say is that the Government may change the ratio according to its judgment as the situation changes. In 1947, it was 75 per cent and 25 per cent. Later on, when this Bill came, it was cent per cent foreign share capital and the company could be registered under the Indian law. Then, many proposals came: 51:49, 60:40. I think every gentleman who thinks in this matter, 60:40 or 51:49 has the interests of India as dear to his heart and has a sound proposition according to his mind, as any other gentleman. I deprecate the attempt to decry any opinion simply because one differs from the other. It is a bad case. It shows a sense of demoralisation. That is, I beg to submit that those who have come to decry simply because one differs from the other on the basis that some capitalist interests from outside are working behind have not grown enough....

Shri Rajendra Singh: He is doing precisely the same thing while he is decrying others.

Pandit K. C. Sharma: You do not understand.

Mr. Deputy-Speaker: Order, order.

Pandit K. C. Sharma: He will wait to understand.

Mr. Deputy-Speaker: When there is no difference of opinion, why should there be a cry?

Shri Rajendra Singh: Simply because he has grey hairs, he cannot presume all wisdom to himself.

Pandit K. C. Sharma: With relation to some items.

Mr. Deputy-Speaker: Let us share with each other.

Pandit K. C. Sharma: What I beg to submit is that opinions differ when the point of view, angle of judgment is different.

What I was submitting regarding allegations was that there is a profiteer and there is a capitalist. The profiteer is too anxious to pocket the money and has neither decency nor a code of conduct. A capitalist wants profit all right. He has a code of conduct. What I mean to say is that cheap allegations or frivolous remarks from whichever quarters they come are an indication of a profiteering mind and not the judgment of a capitalist.

With regard to shipping, I refer to clause 406 which says:

"No Indian ship and no other ship chartered by a citizen of India or a company shall be taken to sea from a port or place within or outside India except under a licence granted by the Director General under this section."

I beg to submit that this is the controlling section regarding the working of a ship. Whether the shares, a majority or a minority are foreign or national or Indian shares, the control is in the hands of the Director General of Shipping and the ship is to be worked under the law of the land. Therefore, I beg to submit that this question of majority

or minority share whether belonging to Indian capital or belonging to foreign capital should not figure so significantly as it is made out to be.

Shri Braj Raj Singh: We can have 75 per cent foreign capital.

Pandit K. C. Sharma: Another aspect of the question is that so much emphasis is laid on the question of its being the second line of defence. My respectful submission is that, situated as we are, for at least 20 years, there is no fear of war. The index is, you have seen the Suez Canal; you have seen the Middle East conflict; we are seeing the Far Eastern conflict. Both on the European continent as also here in India, nobody thinks in terms of war. People are going to court imprisonment simply on the point whether wheat should be 2 seers or 3 seers per rupee. There is a lot of agitation. People want food. People do not think of war anywhere. So, situated as the world today is, for 20 years to come, there is no fear of war. War is an impossibility within two decades. Therefore, this question of a fear of a second line of defence or otherwise....

Shri Rajendra Singh: Is this based on the law of relativity or probability?

Mr. Deputy-Speaker: If war is an impossibility outside, it should not be made a possibility here. Order, order.

Pandit K. C. Sharma: Therefore, I do not attach much importance to this question because it is a remote possibility and not a very important factor. In 20 years, things will entirely change, because atomic energy will play a significant part and would be the guiding force and the working force in all departments of life rather than the present conditions. Therefore, I beg to submit that this clause about 75:25 may have an additional proviso that the Government may change it whenever in its judgment it so desires.

24 hrs.

बी भुनक्षुनवाला (भागलपुर) : उपाध्यक्ष महोदय, मेरी इच्छा इति विल पर बोलने की तो नहीं थी लेकिन

उपाध्यक्ष महोदय : तब फिर आप माल करें ताकि मैं किसी और साहब को बोलने का भीका दे दूँ ।

बी भुनक्षुनवाला : मैं जो कुछ कहूँगा उससे मेरी इच्छा प्रकट हो जायेगी । मैं केवल बोलने के लिये नहीं बोल रहा हूँ । हमारी सरकार ने एक कनफ्यूजन सा पैदा कर दिया है । जिस तरह का बिल सरकार लाई है और बाद में जिस तरह से बीच भीच में बातें होती रही हैं, उससे एक प्रकार का मन में कनफ्यूजन पैदा हो गया है, जिसका मैं चाहता हूँ निवारण होना प्रावधारक है । इसी कनफ्यूजन की ओर मैं आपका ध्यान आवधित करना चाहता हूँ ।

हमारे माननीय मंत्री पाटिल साहब जब भी कोई बात कहते हैं, चाहे वह मंसद में कहते हों या अन्यत्र, बड़ी दृढ़ता के साथ कहते हैं । मैंने उनको यहां पर भी और बाहर भी मुना है । बहुत ही दृढ़ता से प्रपनी बात को कहते हैं और चाहते भी हैं कि वह होनी थी चाहिये । मैंने उनका व्याख्यान पका और उसमें उन्होंने कहा कि २५ और ७५ की रेशों जो मैं कर रहा हूँ यह तो केवल कम्प्रोमाइज के लिये ही कर रहा हूँ । परन्तु यह बहुत महत्व की बात है । उन्होंने इस तरह से कुछ बताया कि यह हमारी सेकिड लाइन आफ डिफेंस है । इस बास्ते में समझता हूँ कि इस चोड़ को बहुत दी व्यानपूर्वक करना होगा । पहली बात ये यह है कि यह सेकिड लाइन आफ डिफेंस है । दूसरी बात जो कि कम महत्व की नहीं है यह है कि भारतवर्ष की प्राचिक स्थिति जिस तरह की आज है उसमें यदि हम १५० दराह रप्या सालाना केट के रूप में आहर

बेचते रहे तो वह भी हमारे १५०० में नहीं होगा । हमारी इकोनोमिक पोजीशन दिनपर दिन बदल न होती जाये इसका भी हमें पूरा लायाल रखना है । तीसरी बात यह है कि उस बक्त जब कि किसी के दिमाग में शिर्पिंग का लायाल भी नहीं या और न ही कोई लायाल कर सकते थे, जिन लोगों ने इसका लायाल किया और इसमें पूंजी लगाई और जो कि रिस्क इनवाल्ट या उसकी भी परवाह नहीं की उनका भी हमें क्षाल रखना है । उस बक्त कोई भी रप्या लगाने के लिये राबी नहीं था । एक बात यह भी है कि उस बक्त बिटिंग सरकार थी जो कि हमारी शिर्पिंग इंडस्ट्री को मारना चाहती थी और इसको तरकी देने के लिलाफ थी । ऐसी हालत में आगे पा कर जिन लोगों ने इस काम को किया, उनका भी लायाल रखना हमारे लिये डर्हरी है । हमारे भाई जो उस तरफ बैठे हैं उनको उन लोगों का लायाल नहीं है । मैं समझता हूँ कि ग्रेटफ्लूनेस और अन्येटफ्लूनेस भी कोई चीज़ होती है । उस बक्त इन लोगों ने कितना अधिक रिस्क उठा कर काम किया और कितनी दिक्कतें इन लोगों के रास्ते में आईं, इन सभी बातों को हमें अपने सामने रखना होगा ।

ये जो तीन बार बातें मैंने बतलाई हैं ये बहुत डर्हरी बातें हैं और इन सब बातों को बदेनजर रखते हुये ही हमको इस बिल पर विचार करना होगा । भ्रस्त बात यह है कि फारेन पाटिसिपेशन होना चाहिये या नहीं होना चाहिये और इसी चोड़ पर मैं अपने विचार आपके सामने रखना चाहूँगा । जब शिर्पिंग की हमारी सेकिड लाइन आफ डिफेंस है तो हमें देखना होगा कि इसमें किसी प्रकार की भी त्रुटि न आने पावे । इस सम्बन्ध में हमारे दुजुर ठाकुर दास भागवंद जी ने बहुत प्रच्छी तरह से जो त्रुटियां आ सकती हैं उनकी तरफ आपका ध्यान लींचा है । उन्होंने बताया है कि जो लोग हमारे जहाजों पर काम करें, उनके बारे में हमें देखना होगा कि वे कौन सोग हैं । हमारे पटनायक साहब ने

[श्री बुनदामा]

कहा कि यह जो सेकिंड लाइन आफ डिफेंस है इसमें यदि कोई भी इस प्रकार के आदमी हों जो कि हमारी चीज़ को किसी भी बदल घबका लगाकर सेबोटज कर सकते हों, तो उनकी तरफ हमारा व्यान भी अवश्य जाना चाहिये। हमारे भाई ठाकुर दास जी ने कहा कि इसमें बहुत से फारेनर हैं, पाकिस्तानी हैं और अन्य अन्य लोग हैं जो कि हमको कभी भी खोला दे सकते हैं। मैं माननीय मंत्री महोदय से कहूँगा कि इस बिल में जो भी इससे सम्बन्ध रखने वाली कलाजिज हैं उनको ऐसा बना दिया जाय जिसमें इस प्रकार की घटनायें न हासके और उन लोगों का पूरा व्यान रखा जाये। यह भी देखा जाये कि जो भी आदमी काम करें, वे हमारे ही आदमी हों ताकि यह जो हमारी सेकिंड लाइन आफ डिफेंस है, इसमें किसी भी प्रकार की त्रुटि न आने पावे।

मेरी राय है कि यदि हम अपने रूपये से काम कर सकें तो उससे मुन्दर बात और कोई नहीं हो सकती है। लेकिन अगर ऐसा नहीं कर सकते हैं और हम लोन लेकर कर सकते हैं तो वैसा भी हमको करना चाहिये। लेकिन एक बात में अवश्य कहना चाहता हूँ कि चाहे आप कर्जा ले कर करें, चाहे अपने देसे से करें और चाहे किसी और तरीके से करें, लेकिन जिस तरह से आप दूसरे कीलडम में डिवेलपमेंट कर रहे हैं, उससे इसको किसी भी हालत में कम नहीं समझा जाना चाहिये। यह सेकिंड लाइन आफ डिफेंस है और यह हमारे लिये बहुत बहुरी है। केवल सेकिंड लाइन आफ डिफेंस की दृष्टि से ही नहीं बल्कि आर्थिक दृष्टि से भी इसका बहुत महत्व है। अतः सरकार को व्यान रखना चाहिये कि चाहे वह प्राइवेट सेक्टर हो, चाहे पब्लिक सेक्टर हो, इसको हमें बड़ा बड़ा है। हम यह सहन नहीं कर सकते हैं कि १५० करोड़ रुपया हर साल हम बाहर भेजते चले जायें। यह सरकार का ही काम है कि वह इन चीजों को देखें और देख करके अच्छी तरह से तोले

और फिर जो मुनासिब हो करे। सरकार के पास ही हर प्रकार के आंकड़े हैं तथा और यही इन सब चीजों को देख सकती है, और उसे देखना चाहिये।

प्राइवेट सेक्टर में जो इस कील में काम किया है, उसकी ओर भी हमारा व्यान जाना चाहिये। उनमें उस बदल यह काम किया है जब कि कोई दूसरा किसी किस्म का रिस्क इसके बारे में लेने के लिये तैयार नहीं था। उनको प्रोत्साहित करने के लिये हम लोग जो कुछ भी कर सकते हैं करें और इसके लिये यदि आवश्यक हो तो हम उनको रुपया भी दें लेकिन इतना होने पर भी यदि वे लोग काम ठीक से न करें तो उनके हाथ में इस चीज़ को छोड़ना, मेरी राय में, गलत होगा। अगर हम उनके द्वारा उनको लोन दे कर के या अन्य ज़रियों से उनकी महायता करके उनसे काम ले सकें और अपनी शिपिंग इंडस्ट्री को बढ़ा सकें, तब तो ठीक है लेकिन यदि वे इस काम को न बढ़ा सकें और कुछ न कर सकने की स्थिति में हों तो भी हम यहीं पीटते जायें कि वे पुराने लोग हैं और उस समय इन्होंने काम किया जब कि कोई भी आगे नहीं आता था तथा इन्हीं को इसलिये किसी भी तरह रहने दिया जाये तो यह गलत चीज़ होगी। ऐसी हालत में अगर हमारे पास रुपया है, अगर हम कर्ज़ ले कर रुपया लगा सकते हैं और कर्ज़ ले कर हम शिपिंग कर सकते हैं, और यदि प्राइवेट सेक्टर इस काम को अपने हाथ में न ले सके, तो मैं कहूँगा कि सरकार को इस काम को अपने हाथ में लेकर करना चाहिये। लोग इस चीज़ के ऊपर बहुत भरव देते हैं कि हमारे देश का जो बड़े सौ करोड़ रुपया बाहर जाता है, वह न जाए। उस को हमें किसी तरह बन्द करना है। हम उसे किस तरह से बन्द कर रहे हैं, यह सब बातें सरकार देखें। अतएव मैं यही कहूँगा कि और २५ और ७५ का रेसोर्स रखा गया है वह मेरी समझ में नहीं आता कि किस नीति से किया

वहा है। पाटिल साहब ने कहा कि हमने वह एक कम्प्रोमाइज कर लिया है। मेरी समझ में नहीं आया कि यहां कम्प्रोमाइज का क्या अतिव छोटा होता है। किस से कम्प्रोमाइज किया?

श्री बज्रराज सिंह : देशी विदेशी पूंजीपतियों से कम्प्रोमाइज।

श्री झुनझुनवाला : देशी विदेशी पूंजीपतियों से कम्प्रोमाइज कर के अगर उन्होंने २५ और ७५ का रेशः रवा, यानी ७५ देशी और २५ विदेशी, तो यह विदेशों से कम्प्रोमाइज क्या हुआ? मैं इम कम्प्रोमाइज के महत्व को नहीं समझता। मैं तो यह समझता हूं जैसा कि हमारे भाई कुण्ठ चन्द्र शर्मा ने कहा है कि यह कोई चीज़ नहीं है कि कौन पैसा दे और कितना दे। बोर्ड आफ डाइरेक्टर्स में जिनकी आवाज अधिक होगी उन्हीं की चलेगी। इसलिये मैं सरकार से यह कहूंगा कि आपने जिस प्रकार ७५ और २५ परसेंट रख कर उम्में फारेनस को पूरा अधिकार दे दिया है, उन्हें मैंनेजिम एजेंसी में भी २५ परसेंट दे दिया है, यदि उसी प्रकार से ४६ और ५१ रख कर उनना ही अधिकार दे देंगे फारेनस को, तो मैं नहीं चाहूंगा कि आप फारेनस को उन्हें अधिकार दें। ६० और ४० परसेंट रख कर भी आप उनको उतने ही अधिकार दें जिससे कि हमारे देशी भाइयों की आवाज वहां न रहे तो भी यह ठीक नहीं होगा। अतएव मैं यह कहना चाहता हूं कि जिस तरह से सरकार ने पहले बिल पेश किया और फिर जिस रूप में वह उसे यहां पर लाई है उससे तो मैं यही देखता हूं कि सरकार का माइन्ड किसी खास सिद्धान्त पर चल कर नहीं बना है। यद्यपि जब पाटिल साहब ने स्पीच दी तो ऐसा मालूम हुआ कि शायद उनके मन में कोई ठीक सिद्धान्त बैठा हुआ है इसीलिये उन्होंने यह चीज़ कही कि हम कम्प्रोमाइज की तरह पर यह चीज़ कर रहे हैं। तो मैं तो यही

सिफारिश करूंगा कि फारेन कैपिटल के रेशों के सवाल को कितना लिया जाय, कहां लिया जाय और किस समय लिया जाय, यह सरकार के ऊपर छोड़ देना चाहिये। बहुत से लोगों ने कहा कि बहुत से विदेशों में फारेन कैपिटल की कोई मनाही नहीं है, बहुत बड़ी लिस्ट पढ़ कर सुनाई, लेकिन इस देश की इस समय की स्थिति देखिये और उन देशों की उस समय की स्थिति को देखिये।

पूरी स्थिति को देख कर के हमें सोचना पड़ेगा, देखना पड़ेगा कि इस समय फारेन कैपिटल लेने से क्या नुकसान हो सकता है। कितना वह लोग हमें दबा सकते हैं और कहां तक मेंकिड लाइन आफ डिफेंस का हमारा नुकसान होता है। हमको सब चीज़ें विचारनी होंगी। यह सब चीज़ें विचारने के लिये अगर हम सरकार को पावर न दें, तो यह ठीक नहीं होगा। उसको नियंत्रण करना चाहिये कि कितना रेश, रवा जाय और कितना न रवा; जाय। मैं तो वह कहूंगा कि यह सब सरकार के हाथ में रहे कि जैसे देश की स्थिति हो उसके अनुसार गेजेट में नोटिफाई कर के इस काम को करे।

मैंने शुरू में ही कहा था कि मैं आपका बहुत समय नहीं लेना चाहता, इसलिये अब इतना ही कह कर मैं समाप्त करता हूं।

Shri Naushir Bharucha: Mr. Deputy-Speaker, Sir, this debate has largely concentrated on the definition of an Indian ship and has very lightly treated other important features of the Bill. The history of Indian shipping has been a story of steady neglect and deliberate suppression of the industry by the foreign powers for their own benefit. It is rather strange that even after the war when it was for the first time realised how very important the merchant navy was, no efforts were made, excepting the appointment of some committee and issuing of policy statements, to place shipping on a firm footing. It is very

[Shri Naushir Bharucha]

surprising that more than ten years back the target of 2 million tons was prescribed and still we are very far from that. It might perhaps interest the House to know that even at the commencement of the Plan, the tonnage of shipping was as low as 125,000 GRT or 1/4 per cent of the world's tonnage.

In discussing this Bill, the paramount consideration, to my mind, is that merchant shipping must form a second line of defence. It is not generally appreciated what a second line of defence can do, but if we remember the Dunkirk episode during the last world war when France collapsed and the British and Allied troops had to be withdrawn from the shores of France, we shall appreciate that it was not so much the British Navy which helped the withdrawal; it was the merchant navy including the fishing fleet which went to the rescue and saved the lives of nearly 330,000 British and Allied soldiers. I want this House to consider the role of a merchant shipping of a country capable of saving over 330,000 lives of soldiers from a hopeless situation! I want Indian shipping to be primarily looked at from this national point of view.

The Bill, apart from giving the definition of an Indian ship, provides for the constitution of a National Shipping Board and a Shipping Development Fund. The pivot of the administration will be the Director-General of Shipping and there are the usual provisions with regard to registration of ships, certification of registration with regard to the training and qualification of personnel, reference and determination of wage disputes and determination of wage disputes and so forth.

I come to the first important point, namely, what should be the concept of Indian shipping. Before we determine that, we have got to bear in mind the very tardy pace of shipping development, the lack of internal

resources, the fast growing coastal trade and overseas trade, the very great need to save foreign exchange on shipping and the need for developing a tanker fleet which has been very sadly neglected and which assumes importance in view of the two refineries we are going to establish. As against this, there has to be balanced the possibility of undue influence of foreign capital participation on national interests. That shipping development has been slow can be seen from the fact that notwithstanding what the hon. Minister in charge of the Bill has said that we will be able to achieve the Second Five Year Plan target, one is inclined to think that we will fall short of the target by nearly 100,000 tons. But it is not merely the Second Plan target of 900,000 tons that we have in view; the objective has been to cater fully for the needs of coastal trade, to secure increased share in overseas trade and also to build a tanker fleet. These are the triple objectives of the Second Plan so far as shipping is concerned.

By 1961, Indian shipping will have to carry nearly 8 million tons of coastal cargo and the quantum of overseas trade available then would be the neighbourhood of 18 million tons. It will, therefore, be seen that even if the objective of the Second Plan is attained, Indian shipping will only carry a fraction of the coastal trade and a microscopic fraction of the overseas trade. Therefore, our immediate objective should be a target of at least 2 million tons which, by no means, is an exaggerated target.

The question is whether the shipping companies or Government can provide the necessary development for attaining this target of 2 or 2½ million tons from internal resources or from government funds. The answer is a big 'no'. So far the Indian shipowners have urged that the target can be reached from internal sources. What are the internal sources they are talking of? It is a bare reserve of

Rs. 18 crores, which is not enough to acquire any adequate tonnage at all. It has to be borne in mind that if we are aiming at about 2 million tons, the entire investment would be round about Rs. 300 crores. The servicing of this fund, with debt charges and repayment of instalments will cost Rs. 25 crores a year. I doubt whether any combination of shipping companies can produce this amount.

Therefore, the position is only this: either we must have shipping development with foreign participation or no shipping development at all. I am aware of the fact that there might be some dangers, which can be adequately safeguarded by necessary legislation against the possibilities which have been mentioned, that foreign participation may prejudice our national interests. That remote possibility is there. But we have got to balance the advantages and disadvantages and I am firmly of the view that at least for the next 20 years, foreign participation should be slightly increased. I think the government formula at one time put forward, namely, on the basis of 1/3rd foreign and 2/3rd Indian, was a sound basis and we should revert to that, because 25 per cent participation has not so far induced sufficient investment of foreign capital in the shipping industry.

Therefore, this question is not to be looked at from a sentimental point of view. Those who say that foreign capital must be excluded for one reason or the other must also place before this House their suggestions as to what are the sources from which shipping can draw adequate capital to reach the desired target of 2 or 2½ million tons. Therefore looking at it purely from the point of view of economics, I am of the view that in the national interests of the country foreign participation for a certain number of years is inevitable and must be welcomed. I really fail to see why, when in the case of the Oil India Limited we are allowing foreign capital to the extent of 66 per cent—in a most important industry—we

should hesitate and fight shy of foreign capital participation, when we know that both the directorate as well as the registered office of the shipping companies will be within this country

Sir, one of the points which deserves consideration is the creation of the National Shipping Board, on which 5 members of this House and 16 members to be appointed by Government will be represented. I should like to know what powers are given to this National Shipping Board. The name is very big indeed. What is it supposed to do? It is supposed to give advice to the Government on such issues as are brought before it. It reminds me of one of our consultative committees where we spend a lot of time. I doubt whether Government receives any benefit from the advice we give or whether it agrees to adopt any suggestions we make. This National Shipping Board which is supposed to be the pivot of shipping is reduced to an important body. I, therefore, plead that the Bill should be so amended that the National Shipping Board might have two types of functions, advisory and administrative.

With regard to the administrative functions, the entire Part VI of the Bill, namely, qualifications, grades of competency of officers, holding of examinations and issue of certificates and all that must be entrusted to the National Shipping Board. In other words, the training of personnel and creating a pool of reserve of officers to man the growing tonnage which we are after, the question of the welfare of seamen, their engagement and discharge etc., all these matters must be entrusted to the National Shipping Board, for making rules and regulations and final disposal. It is no use creating a National Shipping Board and keeping it merely in the position of a consultative committee.

Coming to the Shipping Development Fund, Government sets up a Shipping Development Fund. The

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object would be naturally that it should be able to advance loans for purchase of ships, for furnishing guarantees for deferred payments, advances for construction of tankers and so forth. But what is the amount that is going to be there? Nobody knows. Government may contribute something; and such sums as they may receive—God knows from where. My hon. friend Shri Mahanty said it very nearly resembles the post office savings account of a poor clerk who opens an account with high hopes and there is disillusionment at the end. I, therefore suggest that if the Shipping Development Fund has to be a really effective force, sources must be provided for its revenue.

These resources should come from a part of the amount of the development rebate which should be diverted to the Shipping Development Fund. I am also prepared to say that a small surcharge on freight rate—after examination of the freight rate structure—might be imposed and that yield might be handed over to the Shipping Development Fund. I am even inclined to think that a small tourist tax on passenger fares might be imposed and the proceeds should be handed over to the Shipping Development Fund, because the Shipping Development Fund has many important functions to discharge and the sources of revenue placed at its disposal are next to nil.

One more important point which deserves consideration is the reference of disputes to tribunals. The Industrial Disputes Act is not made applicable and a new procedure is developed. I am told that nowhere in the world are disputes between seamen and the employers referred to a tribunal. The question here is that the procedure laid down is that the award of the tribunal might be modified by Government. Here we are accepting a new principle altogether, and the question should be whether this House is prepared to accept the principle

which might be extended further to other labour legislation in this country. It is very dangerous and yet there are two sides to the question.

The first side is that if Government is permitted to tamper with the awards of a judicial body, then the value of the award begins to lessen. But, at the same time, the position of Government has also got to be appreciated because a tribunal might make an award which might have far-flung repercussions on different industries which might not have been foreseen by the tribunal and which might not have been represented before it.

Therefore, to my mind it appears that before we accept this principle completely we shall have to think it over. I am of opinion that clauses 150 and 151 should be dropped altogether and the position should be maintained as it is because I am not prepared, at this stage, to say that Government should have unfettered power to modify the awards of judicial tribunals.

I think these are the important points which I have to raise. We shall have occasion to discuss them in greater detail during the clause by clause consideration when we hope the Government will pay attention to these aspects.

श्री आमर (रत्नागिरि) : उपाध्यक्ष महोदय, यद्यां इम मदन में कल से व्यापारिक जहाजरानी विधेयक पर चर्चा चल रही है और मैंने, जो स्पीचेज हुई है, उनको व्यापूर्वक सुना है।

मेरे बहुत द्रुत होता है कि सेलिंग वैसिल्म और कंट्रीकैफ्ट्स के बारे में कोई विचार नहीं हमारा है और उधर हमारा ध्यान नहीं गया है। हमारे देश के अन्दर यह शिपिंग की इंडस्ट्री बहुत महत्वपूर्ण है और करीब २ हजार से ३ हजार तक वह वैसिल्म

हमारे बेस्टन्स कोस्ट पर काम कर रहे हैं। उनकी हालत बहुत खराब है और उस और सरकार का ध्यान नहीं गया है और उनकी हालत को सुधारने के लिये इस बिल में कोई प्रयत्न नहीं किया गया है।

शिपिंग बैंसिल्स की स्थिति के सम्बन्ध में जांच करने के लिये एक कमेटी नियम की गई थी, शिपिंग बैंसिल्स कमेटी, १९४८। और उसने अपनी रिपोर्ट में जो कुछ सिफारिशें की हैं वह मैं पढ़ कर बतलाता हूँ। उन सिफारिशों पर सरकार ने अभी तक कोई अमल नहीं किया है। कमेटी ने अपनी रिपोर्ट में यह कहा है :

"The Committee, however, is of the opinion that setting up of an official controlling organisation to rationalise the movement of traffic and generally to organise the industry on economic lines, should be only as a last and unavoidable resort; the Government can, meantime, evolve an official machinery to direct and assist the industry in bringing about the desired result as early as possible, withdrawing official direction in proportion to the progress made by the industry in organising itself."

और इन लोगों ने दूसरी भी बात बताई है। हमारे कई आकिशियल्स की तरफ से यह बताया गया है कि स्टट गवर्नमेंट जो अपना कारगो लाना चाहे वह ज्यादातर इंडियन कम्पनियों को दिया जाये। परं यह काम करने के लिये हमारे यहाँ कोआडिनेशन और कोआपरेशन की ज़रूरत है जो कि नहीं रहता है। यह कोआडिनेशन की बात बहुत महत्व की है। गत साल यहाँ पाटिल साहब ने भाषण किया था और बताया था कि हमारी विभिन्न मिनिस्ट्रीज में कोआडिनेशन न होने के कारण बहुत मी बातों में हम प्रगति नहीं कर सकते। हमारे ट्रांसपोर्ट मिनिस्टर लाल बहादुर शास्त्री जी ने भी यहाँ बताया था कि मर्केट शिपिंग की प्रगति

हम कर सकते हैं लेकिन हमारे यहाँ पूरा कोआडिनेशन और कोआपरेशन महीं है। इसका कारण यह होता है कि फूड मिनिस्ट्री माल मंगारी है तो शिपिंग मिनिस्ट्री से कोई खास सहयोग नहीं लेना। इसका परिणाम यह होता है कि हमारे बहुत से बैंसिल्स खाली हो जाते हैं। तो महत्व की बात यह है कि हम अपने सेलिंग बैंसिल्स को संरक्षण देना चाहिये। उनकी हालत खराब हो गई है। १९४६ की रिपोर्ट में बताया गया है कि हालत यह है कि हमारे बहुत से बैंसिल्स खराब न होते हुए भी स्वदेशी व्यापार में काम में नहीं लाये जाते। इस बजाए से जो प्रगति हो सकती थी वह नहीं हो रही और यह इंडस्ट्री मर रही है।

यहाँ पर फारिन पारटिसिपेशन की विशेष रूप से चर्चा चल रही है। मैं स्पष्ट कहना चाहता हूँ कि हमारी इस इंडस्ट्री में कागिन पारटिसिपेशन नहीं होना चाहिये। इसका कारण यह है कि हम अपने मर्केट शिपिंग को मैकिंड लाइन आफ डिफेंस मानते हैं। जब हम इसको मैकिंड लाइन आफ डिफेंस मानते हैं तो इस इंडस्ट्री में किसी कागिनर को रखना गलत बात है। हमारे कई भाइयों ने कहा कि इसमें डाइरेक्टर तो हमारे ही गहेंगे और हमारा ही मैनेजमेंट रहेगा। लेकिन आप देखे कि ईस्ट इंडिया कम्पनी तो यहाँ केवल व्यापार करने ही आई थी लेकिन वह बाद में हमारे गजा बन गये। हमारा जो देश प्रेम है वह मध्ये ऊपर होना चाहिये। एक समय हमने स्वदेशी को ले कर प्रचार किया था, बहुत नारे लगाये थे। आज उम्मीद क्या हालत है। आज हम स्वदेशी लोगों को छोड़ कर विदेशी लोगों को यहाँ लाने की बात करते हैं। यह गलत है। मन्दार बल्लभ भाई पटेल ने अपने एक भाषण में कहा था :

"The definition of Swadeshi by the Congress has not been made by any irresponsible people but

[श्री आसर]

has been written in golden letters in Young India by Mahatma Gandhi and will remain enshrined for ever. India does not desire to capture or control anyone else's coast but she certainly and legitimately desires to reserve and control its own coastal traffic for its own national shipping. But there are persons in India who are prepared to defend the interests of foreigners for the sake of a little monetary reward."

तो यह सरदार बल्लभ भाई पटेल की राय थी जो कि हमारे देश के बड़े नेता थे। इसलिये मैं कहता हूं कि यहां पर फारिन पारटी-सिपेशन नहीं होना चाहिये।

दूसरी बात यह कही जाती है कि हमें अपने मर्ट्चेंट शिपिंग के लिये फारिन कैरीटल की आवश्यकता है। इस बारे में मैं एक मुक्ताव देना चाहता हूं। आज हमारे बहुत से भारतवासी भाई विदेशों में पड़े हैं। उन देशों में उनकी सम्पत्ति पड़ी है। मैं चाहता हूं कि ऐसा प्रयत्न किया जाये कि हम उनकी सम्पत्ति को यहां लासके और इस व्यवसाय में लगा सकें। ये लोग विदेशों में रहते हैं जहां इनकी सम्पत्ति है। इस सम्पत्ति को अपने देश में लाने का हमें कुछ प्रयत्न करना चाहिये। अगर ऐसा किया जा सके तो हमारी फारिन एक्सचेंज की कठिनाई भी दूर हो सकती है। इस तरफ ध्यान दिया जाये।

एक जमाना या जब कि हम स्वदेशी का नारा लगाते थे। उस समय हमारे देश की कुछ कम्पनियों ने नुकसान उठा कर भी शिपिंग का काम शुरू किया और परदेशी कम्पनियों के कम्पटीशन में खड़ी रहीं। पर आज हम उन लोगों को छोड़ रहे हैं। ऐसा हो रहा है कि जैसे कोई अच्छा खाना बनावे और जब वह बन जाये तो बन्दर आकर उसे उठा ले जाये। आज हम इन लोगों को छोड़ रहे हैं, जब कि यह इंडस्ट्री बढ़ रही है,

और विदेशियों को बुला रहे हैं कि आधों और यहां मुनाफा कमाओ। बहुत से भाइयों ने यहां बताया कि हम जो प्रबन्ध कर रहे हैं उसमें डाइरेक्टर हमारा होगा, और सारी सत्ता हमारे हाथ में रहेगी। लेकिन मैं पूछता हूं कि मुनाफे का क्या होगा। जो मुनाफा होगा वह तो विदेशों को चला जायेगा। तो इस तरफ भी ध्यान दिया जाये। हम इसीलिये फारिन पारटी-सिपेशन का विरोध करते हैं।

दूसरी बात कम्पनियों वे जो प्रगति की है वह अच्छी है। पर वह काफी नहीं है। लेकिन इन कम्पनियों ने बड़ी कठिनाइयों के मुकाबले में अपना काम किया है। और फिर भी प्रगति की है। आप देखें कि सन् १९३६ में हमारे यहां ५३ जहाज वे जिनका टनेज १,२६,५६८ था, फिर सन् १९४५ में हमारे पास ४२ जहाज हो गये जिनका टनेज ६६,२८६ था, फिर आप देखें कि १ अप्रैल, सन् १९५६ को हमारे पास १३७ जहाज हो गये जिनका टनेज ६,११,६५२ था, और अब ३१ मई सन् १९५८ को हमारे पास १४० जहाज हो गये जिनका टनेज ६,२३,५५४ है। और भी कुछ सैकिंड फाइबर इम्पर प्लान में हमको कुछ जहाज मिलने वाले हैं जिनको मिला कर हमारा टनेज ८,२२,००० के लगभग हो जायेगा। हम इस टनेज को और बढ़ाने का प्रयत्न कर सकते हैं। हमारे लोगों ने जो यह प्रगति की है यह अच्छी है और ऐसा करने में उनको बहुत कठिनाइयां उठानी पड़ीं। हमारी स्थिति ऐसी है कि हमें प्रगति करनी है और जल्दी करनी है। लेकिन इस प्रगति को करते समय हमें यह भी देखना होगा कि हमारे देश की अर्थिक स्थिति क्या है। हमारे पास पैसा नहीं है। इसलिये हम दूसरों से पैसा लेकर यह काम करना चाहते हैं। लेकिन इसमें देश के लिये खतरा हो सकता है। मैं यह कहना चाहता हूं कि आप इस पर भी विचार करें।

हमारे जो सेविंग बैंसिल हैं उनमें सीमेन की स्थिति बहुत खराब है। हमें इस स्थिति को सुधारने का प्रयत्न करना चाहिये। इस तरफ सरकार अच्छी तौर से ध्यान दे। अगर इस ओर ध्यान नहीं दिया गया तो आगे चल कर स्थिति बहुत खराब हो जायेगी। अच्छे सीमेन नहीं मिलते हैं और इस कारण यह बिजनेस मर रहा है।

दूसरी ओज में वही कहना चाहता हैं जो कि पंडित ठाकुर दास भार्गव ने कही है। जब हम इसको मैकिड लाइन आफ ट्रिफेंस मानते हैं तो हमको यह ख्याल रखना चाहिये कि इसमें विदेशी नौकर न रखा जाये। इससे देश को खतरा पैदा हो सकता है। हमारे यहां इस समय तीन लाख पाकिस्तानी इंडस्ट्री में नौकरी कर रहे हैं। और हमारे लोग दूसरे देशों में नौकरी कर रहे हैं। हमको चाहिये कि पहले इस काम पर अपने देश के लोगों को लगायें और बाद में अगर कमी रह जाये तो दूसरे देशों के लोगों को रखें। आज हमारे ४० हजार आदमी दूसरी विदेशी कम्पनियों में काम कर रहे हैं। इन लोगों को हमें अपने यहां लगाना चाहिये। इस ओर खास तौर से ध्यान दिया जाना चाहिये। जहां तक हो सके हमें अपने देश के आदमियों को रखना चाहिये और हमें विदेशियों को रखने की जरूरत नहीं होनी चाहिये। जो हमारे आदमी विदेशों में काम कर रहे हैं उनको उचित सुविधायें दी जायें ताकि वे यहां पर काम करना स्वीकार करें। यहीं भेरा कहना है।

Shri Dasappa (Bangalore): Sir, I only want to speak on one or two aspects of the question. The first will of course be regarding clause 21 of the Bill. This seems to have become the bone of contention but I have no hesitation in saying that having regard to the various safeguards provided in that very clause as well as in other parts of the Bill, we need not hesitate to give the power to the Government

to allow or permit an investment of more than 25 per cent. of foreign capital. I listened to the esteemed Chairman of the Joint Committee, Shri Barman. He said that Indian shipping stood on a different footing. I quite agree. While people have reconciled themselves to a share to the extent of 49 per cent. in the capital of any company that has to operate in India, they should not for a like reason advance the argument that in the case of Indian shipping we cannot go to the tune of 49 per cent. so far as foreign investments go. The very arguments that he put forward would lend support to the view that we can still stretch the point further in favour of foreign investor. He has said that those critics did not in any way object to the rest of the provisions in clause 21, namely, where the percentage of directorship should be as much as 75 per cent. in the hands of the Indians, where the chairmanship or the managing directorship, etc. should be with the Indians and so on. They only object to this rather high percentage of 75 per cent. to be reserved for Indians. Precisely because there are those safeguards—chairmanship or managing directorship and the majority of the directorship vest with Indians—why should there be any fear that increased investment in the company is going to jeopardise other interests of the Indian mercantile shipping or the national interests?

Shri Barman: In these cases, with these restrictions, no increased foreign capital will come. In these cases there was no such proposal. (Interruptions)

Shri Raghuban Singh: That, I have said. If the percentage is increased. (Interruptions.)

Mr. Deputy-Speaker: Order, order. I do say to the hon. Members that these disputes would not be settled in this manner.

Shri Raghuban Singh: He was the chairman of the Joint Committee, and my amendment in the Joint Committee was for 60 and 40. So, how

[**Shri Raghunath Singh]**

can he say 'No'? Here is the amendment which I had tabled. (Interruptions).

Mr. Deputy-Speaker: Order, order. The hon. Member Shri Dasappa might proceed with his speech.

Shri Dasappa: I was only trying to reinforce the argument of my hon. friend Shri Raghunath and others, that we need not feel shy with regard to foreign investment flowing in, provided the other safeguards are retained and are made operative. I ask any of my hon. friends, including the hon. Minister, to tell me whether there is going to be any difficulty in the stand that I have taken, and whether the interests of India or of individual companies will suffer if we allow more money to come in, while at the same time retaining the other safeguards.

Shri Basappa (Tiptur): Imaginary fear.

Shri Dasappa: My hon. friend Shri Tangamani was saying that there would be some risk in inviting foreign capital. I see no difficulty whatsoever in regard to that. But I would like to await the further argument and reasoning of my hon. friend the Minister, and so, I defer my judgment about the wisdom of this particular clause limiting foreign investment only to 25 per cent and not taking it beyond that even to the extent of 49 per cent. Therefore, I am prepared to agree with my hon. friend Shri Raghunath Singh in his suggestion that while this may act as a kind of a general direction, it should not bind the hands of Government completely, and it should not make it impossible for Government where there are reasonable chances of more money coming in to accept a circumstance like that. It may be that Shri Barman is right when he says that with the number of hedges and safeguards, the foreign companies would be reluctant to come forward. It may be so, but I would ask why when that is the fact we

should go to the extent of 75 per cent and 25 per cent. It sounds rather strange in a statute of this kind. So, I would very much like the hon. Minister to consider the amendment where Parliament wants to clothe Government with more powers than they themselves are eager to seek. Possibly, the hon. Minister felt that if he came forward with any such clause to clothe Government with extra powers, maybe, Parliament might think that Government were eager to grab at more powers. But this is a matter where I am prepared to invest and clothe Government with all the powers, provided they assure us of the increased tonnage that we have aimed at.

Shri Raghunath Singh: It is the second line of defence. So, they can take full powers.

Shri Dasappa: Somebody, I believe, my hon. friend Pandit K. C. Sharma seemed to talk lightly of the fact that the mercantile marine could ever be a second line of defence. That was rather a strange expression of opinion to come from an experienced legislator like Pandit K. C. Sharma. In every country, the mercantile marine is the second line of defence. Shri Naushir Bharucha also was referring to that. I do not envisage such a kind of contingency as Dunkirk in India, certainly not by any means. But in any case, the fact is there that the mercantile marine could certainly play a notable part in case of an emergent situation arising in the country.

After all, what is war? War is not necessarily a question of violence by one country against the other? We have got to wage war against so many things, against poverty, against disease, against ignorance and so on. I think these are the great battles which the under-developed countries have to fight hereafter, and I can conceive of nothing more helpful to fight these battles than the building up of our overseas trade, and the saving of the large amount of

money that is being depleted today and taken away year after year, as also the development of coastal trade.

I, therefore, have no hesitation in lending such support as my humble voice can give, not only in support of this Bill but also in support of clothing Government with additional powers to exercise their own discretion in suitable circumstances and enable as much of foreign capital as possible to come. I do not think it will in the least jeopardize the interests of this country.

Shri A. C. Guha: I think this Bill has been in general welcomed by every section of this House. This is the first attempt to consolidate a number of statutes and Acts regulating the merchant marine and allied subjects; some of them are more than centuries old. So, it is good that Government have taken this step to make the Bill up to date and also consolidate all the Acts into one Act. So, the Bill has become almost a marathon performance with 461 clauses. Anyhow, the subject deserves that much attention from this House.

Most of the hon. Members, who have spoken, have dealt with clause 21 relating to the definition of Indian shipping. I do not know why such a bone of contention has been created over this particular clause. I think in this matter we should be guided by the policy declaration made on 6th April, 1949, about participation of foreign capital in India, and I wish Government should have taken steps simply to guide them under that policy declaration without putting any rigid formula in this Bill. It may be relevant here to remind this House of the particular portion of that policy declaration on foreign participation:

"Indian capital needs to be supplemented by foreign capital not only because our national savings will not be enough for rapid development of the country but also because in many cases, scientific,

technical and industrial knowledge and capital equipment can best be secured along with foreign capital."

This is an aspect which should be borne in mind that it is with foreign participation, not through loans, that we can get capital equipment and industrial know-how and other things which we lack at present or which we do not possess in an adequate measure at present.

From this point of view, I think that there should have been wider scope for foreign participation. In that declaration, it has also been stated that "we have enough powers to see that the major interests in ownership and effective control of an undertaking should be in Indian hands." As long as we stick to this, namely that effective control and management should be in Indian hands, I do not mind how much share capital a foreigner may possess in a company. Moreover, we have got enough powers under the Companies Act as also under the Industries (Development and Regulation) Act. So, whenever there is any necessity, we can simply use those powers given by these two Acts to see that the shipping industry is run in the interests of the nation.

Yesterday, Shri U. C. Patnaik had mentioned that other industries were on *terra firma*—on solid ground, but a ship would be roaming over the liquid waters all over the world, and, therefore, there should be some special attention towards this industry. But that attention should be given not to the capital invested in the industry, but to the personnel who will be managing the ship on high seas.

Sir, I think we should have taken the utmost care about the seamen. I come from a port town, and I am sorry to say that about 80 per cent of the crew and seamen recruited in Calcutta are non-Indian nationals. I hope the hon. Minister, Shri Patil, will take due notice of this. I am

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sorry that this Bill has not provided anything for the Indianisation of seamen. In clause 95 there is some provision with regard to the employment of seamen. I do not know whether that clause would give any power to the Government to see that Indian nationals are recruited and foreign personnel are replaced as rapidly as possible. Moreover, there is the marine engineering college in Calcutta. Some young men are being trained there. But it often becomes very difficult for them to go out into the sea as seamen because those who are already engaged there do not allow anybody outside their own circle to come in. They make it impossible for new entrants, for our Indian nationals who are educated and trained in the Government institute, to stick to their jobs. Some cases like this must have been brought to the notice of the hon. Minister and I hope that he will take steps to see that such instances do not occur in future and a proper atmosphere is created for those who are trained to get themselves recruited and work properly in Indian ships. In Calcutta, recruitment of seamen is even now mostly done from among non-Indian nationals. I hope the hon. Minister would take care to see that gradually the number of non-Indian nationals is reduced and within five or six years there is complete Indianisation of seamen. He should fix a target date by which this should be completed in a very important sector of our industry. Sir, merchant navy has been called the second line of defence. That is an admitted thing. But unless the personnel who would be running the ships are also Indians, this second line of defence may be sabotaged at any time.

In this connection I would like to invite the attention of the hon. Minister to another important matter. Even though merchant navy is called a second line of defence, it cannot be an effective second line of defence unless we have also got a ship-building industry. In fact, the second

line of defence of the entire country from all points of view is the industrial development of the country. For the merchant navy to be a real maritime strength for the country, we should have our ship-building industry also.

The progress made during these years in merchant shipping cannot be said to be very satisfactory. Our target fixed in 1947 was two million tons. I think Government accepted that target, and that target was to be achieved within five or six years. That was also mentioned in the policy declaration of 1950. By the resolution of 1950 Government accepted the report of the Sub-Committee of 1947. We are now in 1958. We have passed eight years even after 1950. What is our achievement? I am very doubtful whether we have yet possessed the tonnage that was the target during the First Five Year Plan. During the First Five Year Plan we were to possess six lakh tons. I think by the end of the First Five Year Plan we could possess only about 4,80,000 tons and 1,20,000 tons had been ordered. I am not sure whether the tonnage that had been ordered have all been received by now.

Then, nine lakh tons is the target for the Second Five Year Plan. I do not know whether it would be possible for the Government to achieve this target. For that purpose also, foreign participation would be more helpful. We should not be so very nervous about foreign participation. We are an independent nation, and we can protect our interests. Therefore, even for the achievement of the target of nine lakh tons in the Second Five Year Plan, if necessary, we may consider whether further foreign participation should not be accepted and offers invited for that purpose. I would suggest that clause 21 of the Bill may be modified so as to give some flexibility to that clause so that in any national emergency Government can, for the interest of the nation, take advantage of foreign participation.

I do not know why Government have made this National Shipping Board such an innocuous and impotent body. That is the first operative clause of the whole Bill, clause 4, which proposes to establish the National Shipping Board with 21 members including five Members from this House. This Board, according to this Bill, has practically no authority, and it has got nothing to do. I do not know how often it will meet. It may even meet for some formal business once or twice a year without rendering any useful service either to the shipping industry or to the nation. Every power has been concentrated in the hands of the Director General. I do not mind that. But there should have been some liaison between the Director General and the Shipping Board; otherwise the Shipping Board would be completely unnecessary. It is no use having a Board without giving it any power—a Board of 21 members including five Members from this House. I may humbly suggest that it would not be worthwhile for the Members of this House to go to a Board which would not possess any real authority or power to help the Government, to help the interests of the nation.

I have also some objection with regard to the Shipping Development Fund. It is said that the expenses of the Shipping Development Fund Committee will be the first charge on the Fund. I would like the Minister to revise this provision. The Government should meet the expenses of this Committee. The Committee should not be allowed to draw upon the Fund which has been set apart for development of shipping, for meeting its own expenses. The Government should make a grant of a few thousand rupees to this Committee, instead of allow this Committee to draw its own expenses from a Fund which has been created for the development of shipping industry. I would like the Minister to revise this provision in such a way that it should not be within the competence of that Committee to spend that Fund for its own expenses.

There is another proviso here about the Passengers Welfare Excise. That is a good suggestion. I have nothing to say about the objects and aims of that suggestion. But the way in which so many cess funds are being utilised has not left a very satisfactory impression on the minds of the Members of this House who have looked into the working of the committees and boards that are handling such funds in different matters. I would like the hon. Minister to pay special attention to this aspect and see that the Passenger Welfare Excise Fund is properly utilised for the welfare of the passengers and it is not allowed to accumulate year after year as has been the case in respect of so many other funds. He should also see that it is not diverted for some other purposes which may not really tend to the amelioration of the conditions of passengers.

Lastly, I should like to mention about the sailing vessels. I am glad that this matter has been brought within this Bill. I think Shri Patil knows well how the Arab Dhows in the western coast have been engaged in coastal traffic and the Government has no power or authority to control that traffic. They have also been indulging in certain anti-social activities. Most of the smuggling and similar other things are done by Arab Dhows. I am glad that this Bill has brought sailing vessels within the control of this Act. I only wish that sailing vessels may be developed. Most of the sailing vessels, or at least a considerable portion of it, on the western coast belong to non-Indian nationals, they belong to Arabs. I wish that sailing vessels may be encouraged on all the coasts—eastern and western coasts. If necessary, the Government will set apart a separate Fund for the development of these sailing vessels to do some coastal sailing.

15 hrs.

The policy of Government envisages a tonnage of nine lakhs in Indian merchant shipping, and that would enable our shipping to handle only

[Shri A. C. Guha]

about 12 to 15 per cent of our overseas trade and about 50 per cent of our trade with adjacent countries. The 1950 policy declaration was that about 75 per cent of our trade with adjacent countries should be carried by Indian shipping and 50 per cent of our overseas trade should be done by Indian shipping. So, we are now limiting our target to only about 12 to 15 per cent of the overseas trade. I think that is a big climb down, and I hope the Minister will see that this is increased rapidly so that the annual drain of Rs. 150 crores as freight to different companies may be stopped.

With these few words, I support the Bill, and I hope the Government will see that the clause about foreign participation is so amended that the Government may have power and authority, in an emergency, to utilise that foreign participation.

Shri Raj Bahadur: Mr. Deputy-Speaker, Sir, while pleading for extension of time for the general discussion of the Bill, as reported by the Joint Committee, the hon. Member Shri Naushir Bharucha interjected and said that this Bill was a monumental one. It is indeed monumental and it is momentous also. It is momentous in the history of shipping and it is monumental also because it happens to entomb within its ambit so many other previous Acts. Not only because of its size but also because of its importance and the provisions that are incorporated in the Bill, we will call it monumental as well as momentous.

The hon. Member who opened this debate started with the preamble. I am referring to Shri Tridip Kumar Chaudhuri. I will start with what he said. He said that our preamble should have been more comprehensive; that it should have given an idea of what we proposed to do about our shipping in regard to its development and expansion, and that it should also reflect our national aspirations. We all know that our Bills do not have a

preamble. We have the Long Title and as such it is obvious that a preamble which can perhaps reflect in concrete terms or at least vaguely indicates the contents of a particular legislative measure is not found here and a long title may not go to that limit. But the long title that we have now got before us does contain a broad indication about our national objectives in regard to shipping and it is truly symbolic of our aspirations in this behalf.

In regard to the analogy that he tried to draw between our Bill and the US Act on shipping, he said that we should have taken a cue from them. It will further be noted that so far as the U.S. Government is concerned, they allow subsidies namely constructional, differential and other subsidies. Their law requires that certain types of cargoes shall be carried at least to an extent of 50 per cent in their own bottoms. I do not think we are in a position to allow these subsidies to that extent to our shipping as the Americans had given. That is another reason why we cannot follow their line.

The next point that he made was that the executive functions of the Director-General should be vested in the National Shipping Board. Another point was that the Director-General has got very extensive powers and perhaps some Members used the word "dictatorial". So far as these powers were concerned, we know that the functions of the Director-General with regard to this particular Bill will be mostly derived from the Government, because it is the Government which has been clothed with the authority or the power in this behalf.

I would refer the House to clause 7(2), where it is mentioned that is the Government which is clothed with the power to delegate. That would give us an idea about this:

"The Central Government may, by general or special order, direct

that any power, authority or jurisdiction exercisable by it under or in relation to any such provisions of this Act as may be specified in the order shall, subject to such conditions and restrictions as may be so specified, be exercisable also by the Director-General or by such other officer as may be specified in the order".

It is obvious that the Central Government will have to make up its mind, and in the exercise of its own discretion, will have to give and delegate certain powers to the Director-General. But apart from that, the powers of the Director-General, as such barring a few clauses in regard to certain technical matters, are not so wide and we cannot by any stretch of imagination or any process of reasoning say that they are dictatorial or that they are in the nature which might be considered to be repugnant to the spirit of this Act itself. Therefore, let us not be taken away by this impression that the Director-General has been clothed with undue authority under the provisions of the Bill.

The second point that we have to bear in mind is, that if we clothe the National Shipping Board with the executive and administrative functions, it would hardly be reasonable or possible, because, after all, in the day-to-day discharge of his duty, what has the Director-General to do? His constant functions, broadly speaking, can be divided into two categories. Firstly, commercial and developmental, and secondly, technical and administrative. Under technical and administrative functions, he has got to carry on the survey of the ships, the training and recruitment of seamen, and the training and recruitment of merchant navy officers. Then, in regard to these matters also, it is left to the Ministry of Transport to formulate its policies, and those policies are implemented by the Director-General and his colleagues of his department strictly within the terms and conditions which have been referred to in clause 7(2) and have been laid down

for him. So, we cannot say that these functions can be discharged by the National Shipping Board as such. After all, the National Shipping Board may also have to appoint somebody to discharge its executive functions. The Board and its members cannot carry on the survey of ships; they will have to employ somebody. They cannot provide or make all arrangements in respect of training and other things. So, let us consider and decide for ourselves whether we should leave to the National Shipping Board itself all these functions, these technical and administrative functions and several other questions that come up before the Director-General in the discharge of his duties.

There is another cogent reason why I think it is not possible for the National Shipping Board to take upon itself the functions, executive or technical, because, apart from these technical and executive functions, if we go a step further, we will find that in some matters, the Director-General has also to exercise, and the Government has to exercise, some judicial or quasi-judicial functions also. In this particular body which will come into being under this Act, namely, the National Shipping Board, we shall have three principal elements,—the shipowners, the seamen and Members of Parliament, and such other interests as have been referred to in sub-clause (2) of clause 4. There are representatives of shipping interests, representatives of seamen and Members of Parliament. The shipowners, of course, have got to have their ships surveyed by somebody, some executive and technical officers. Should that function be discharged under the policies or on the lines dictated by them whose own ships are to be surveyed. Then there are certain matters about training, certificates of competence and standards of efficiency so far as seamen are concerned. So, if both of them sit and decide about things pertaining to the training and the standards, it will become difficult.

Then comes another question of allocation of financial assistance, loans,

[**Shri Raj Bahadur**]

etc. In all these matters, it is obvious that we cannot make the person who comes to be judged the judge himself. After all, somebody else has to act as judge for him. In his capacity as member of this board, we would like him to exercise his discretion only in regard to functions described in the section as best as he can, without any consideration of the sector or section he represents. That is why we thought it would be much better if the executive functions are left to an executive officer.

A parallel was drawn again to the U.S. pattern and it was said they have got the U.S. Maritime Commission and the U.S. Maritime Board. In regard to that also, it is well-known that before 1946, the U.S. Maritime Commission exercised these functions and some judicial functions also. Then, after sometime, they also came to the conclusion that they must have some administrator. They did have an administrator and the functions of the Maritime Commission were given to him mostly. When the Maritime Board was set up, the administrator himself was made the Chairman. There also for executive functions, they have now got a separate officer and it is more or less on par with the Director-General of Shipping that we propose in this measure, so far as duties and responsibilities are concerned.

The next point that was made was that the Shipping Development Fund Committee is not effective and clause 16(2) will impose rather severe restrictions on its functions and duties. All that the said sub-clause says is:

"The Committee shall not grant any loan or give any financial assistance to any person referred to in sub-section (1) except on such terms and conditions as the Central Government may from time to time specify."

Of course, the function of formulation of policy keeping in view the financial

and other resources and other circumstances that obtain at a particular moment will have to be left to the Government and within the four corners of that policy, as reflected in the terms and conditions prescribed, we shall have to make this Shipping Development Fund Committee function. These terms and conditions will have to be prescribed by somebody and that somebody can only be the Government. Once these terms and conditions are laid down, I do not think there will be any limitation so far as the functioning of this particular committee is concerned.

Shri Goray: Will he tell us what will be the relationship between the Shipping Board, the Director General of Shipping etc.?

Shri Raj Bahadur: I can assure the hon. Member that there is going to be no overlapping or conflict between these various bodies and functionaries, because the functions of each one of these are definite.

Shri Guha said that the National Shipping Board is going to be an impotent and innocuous body. I beg to differ from him respectfully. (Interruptions). Impotency or otherwise of any being depends on his own strength and on his own way of thinking. Clause 5 says:

"The Board shall advise the Central Government—

(a) on matters relating to Indian shipping, including the development thereof; and

(b) on such other matters arising out of this Act as the Central Government may refer to it for advice."

So, there is nothing left here. So, there should be no fear on the score that we are going to make this body ineffective or we are not going to make full use of it. Otherwise, we should not have given the first place in the scheme of this Bill itself, unless

we wanted that this body should be effective and helpful in the development and expansion of Indian shipping.

The next point that was made was by Shri Patnaik that this Bill should have been drafted from the view-point of defence. Many hon. Members have placed a good deal of emphasis on this point that we should consider this as a second line of defence. I think some remarks were also made by my hon. colleague Shri Barman in this connection. I only want to say that we have consulted the Ministry of Defence in this and we have followed their advice. In fact, one of the provisions that a naval officer namely, who happens to come to Merchant Navy would be exempted from the examination has been adopted in the Bill on their advice. So, it cannot be said that we have not taken that view-point into consideration.

Let us not forget that this second line of defence depends for its effectiveness and efficiency on its operation and its size. What is needed by India's shipping is a larger size and tonnage. We are yet far too behind so far as actual tonnage is concerned. We would like to go much ahead and increase the tonnage, so that it may be very efficacious and effective.

Shri Parulekar said something about that disputed and controversial clause 12 of the previous Bill, which corresponds to clause 21 of the present Bill as it has emerged out of the Joint Committee. He used quite a plethora of epithets. He said it was an act of national betrayal, we have gone to the depth of degradation and all that. I will not repeat all those words nor reply to them in similar terms. But I will only give the background. We all know that the present law on shipping is the 1923 Act and that Act does not provide either for registration nor for extra-territorial application. It was silent on all those matters, and we had to follow the U.K. Act of 1894 and 1938 in all those matters. Soon after 1947, after the attainment of independence, it was decided without any hesitation that

we should have our own legislation for this purpose. As a matter of fact, he related that particular story. A big battle had to be fought all these years, since 1894 or perhaps even earlier than that, till 1947, to have a measure consolidating and revising the law in respect of shipping and we had failed. It was only after the advent of independence that we could do it, and we started it. It was not simple, because the various measures were scattered in so many Acts and so, the very act of consolidation and revision took time.

So far as this particular clause is concerned, it does not mean that we disown responsibility for the way it has been formulated. It was not by mere accident or design—to use the same phraseology he used—or otherwise that this came into being. We just followed the pattern that was laid in the U.K. Act. In the U.K. Act there were two provisions. The first was that any member of the Commonwealth could own its own ship; the ship may be 100 per cent owned by any Commonwealth country. The second was that it should be registered in U.K. and it should have its principal place of business in U.K. Even taking the definition in clause 12 of the original Bill, it says that at least 33 shares are held by Indian ship-owners. To that extent, it could have been considered an improvement on the parent British Act. So, it was nobody's purpose just to spite anybody or go out of the way to help foreign participation. The second condition was "the ship is owned by a company", such a company should be one as defined in the company law in our own country. There also we were on the same ground, but various interpretations were put on it and a good deal of heat was generated in the controversy, that could have been avoided. I am sure that but for this controversy, this particular provision in the Bill could have been considered in a calmer atmosphere, but I will not go into that. Even in regard to this particular provision contained in clause 12 of the original Bill,

[**Shri Raj Bahadur**]

let us consider what was the whole structure and have an analysis of the whole thing.

If we advert to the 1947 policy resolution, it has got four ingredients, so far as the essentials of an Indian ship are concerned.

It says:

"The Government of India have accordingly, come to the conclusion that in the present conditions the criteria to be satisfied by companies to be qualified for being treated as Indian shipping companies should be as follows:

(a) the steamers of the companies should be registered at the port or ports in British India; provided Government are satisfied that any company is prevented from complying with this condition for circumstances beyond its control, it may be modified suitably."

This was about registration. Then:

"(b) at least 75 per cent of the shares or debentures should be held by Indians;

"(c) all directors should be Indians; and

"(d) Managing Agents, if any, should be Indians."

Apart from that, it further says:

"The Government of India wish to add that any company which finds it difficult to comply with any of the points (a) to (d) may apply for Government's specific approval to its being treated as Indian ship. Such application will be considered by Government in the light of the reasons for which the company asks for special treatment and the circumstances which prevented it from complying with all or any of the conditions."

Even there, the Government was given discretion to allow foreign participation. That being so, let it be understood clearly that the first cri-

terion was in regard to registration. But the other three criteria were definitely for the sake of assistance, aiding Indian shipping companies, granting concessions, financial assistance, coastal trade reservation, advancing loans and so on. Otherwise, we could not find a Mugal line, which is hundred percent foreign owned, functioning here. So, it is obvious that clause 12 was the definition of an "Indian ship" only for the exclusive purpose of registration; nothing, so far as assistance is concerned.

It will be a very unkind cut, it will be, I should say, an act of grave injustice, may be due to certain reasons, if motives are attributed to drafters of the Bill, that they have something to do with some foreign interests. It is impossible to conceive that any Indian worth his salt can think of bartering away the interests of Indian shipping and assist any foreigner in that respect. So far as loans, assistance or any other concession are concerned, that could have been given only if the ship or shipping company has satisfied the rest of the three ingredients. So you can see that we have not the slightest fluctuation or hesitation in our policy. We have constantly followed the same policy in regard to assistance and loans and even in this particular clause there was nothing so intended so far as the assistance part or concessional part of shipping is concerned.

Shri Parulekar (Thana): May I ask a question?

Mr. Deputy-Speaker: He is not yielding.

Shri Raj Bahadur: There was another reason why they did so, and that reason also was a part of history. If a ship happens to carry Indian flag, it is in our control. That is one thing. It has to obey our laws. Secondly, it has to employ, if we so desire—and we have made a provision only our officers and our men. Thirdly, in times of emergency, if it is flying an Indian flag, without violating any foreign treaty obligation, we can

bring it under our control. It is these three obvious advantages that the framers of this particular clause kept in view. That is why they kept the registration aspect of the whole thing separate from the promotional aspect of it. The promotional aspect was completely kept separate. It would be unkind if we impute motives and say that they did so, because they were agents of foreign companies and they were assisting them. It is inconceivable. I am saying this, not because I happened to be there when it was drafted. In fact, I was not there when it was drafted. But I think it would be the height of injustice, if we say that.

Shri Raghunath Singh: Nobody in this House has suggested that.

Shri Raj Bahadur: Now I need hardly refer to that.

The next question was about the treatment of seamen in the new Bill. I will assure the hon. Shri Parulekar that it was far back in 1948 that we decided to implement the relevant convention in regard to improvement of accommodation for seamen in ships, and since 1948 all the new ships that we have got have provided accommodation to the crew according to the standards laid down in the Convention. Even in second-hand ships we are trying to effect improvement in regard to accommodation available for seamen. Therefore, he cannot say that we have been oblivious to their needs or to their welfare. The Bill also provides for inspection of crew accommodation by Government officers. The ships may even be detained if the accommodation is not up to the mark. I would refer the hon. Member to clause 168, where it has been provided. We have done all that, so far as accommodation is concerned.

He made a reference to the Royal Commission on Labour. The Commission's recommendations were accepted, and even implemented, most of them, long ago. We also know that there is

a National Welfare Board in existence, whose duty it is to be not only the guardian but also the protector and promoter of the welfare activities, so far as they relate to seamen. Then, apart from the National Welfare Board, there are so many committees which are appointed to look into the questions of health, insurance and other things about seamen.

Lastly, we have got the bipartite maritime board to deal with all such matters as may be referred to them in regard to the disputes between the seamen and the ship-owners etc. These are the various provisions that we have got in this Bill, and I think that all that could reasonably be expected from the Government today for seamen have been done, and any criticism on that score will have to be judged against the background of these hard facts.

A reference was made to the employment of a large number of Pakistani seamen that we have got in our country. Let it be recognized that our country is a very important, rather one of the most important, recruiting ground, so far as seamen are concerned, not only for our ships but also for foreign ships. Out of 60,000 odd seamen that we have got, our ships require only 5,000. The rest of the seamen have got to seek jobs on foreign ships. So, we have got to create and maintain conditions in which we do not lose this valuable right or valuable heritage that we have got, so far as recruitment is concerned.

Let it also be recognized that from year to year we have made progress, so far as training is concerned. We have got, as the House knows, three institutions—Mekhala, Nau Laksh and Bhadra—which are turning out trained people. We have already trained—I am speaking from memory—about 10,000 seamen. Then, 10,000 seamen have been recruited during this year.

Then, the hon. Shri Guha said that even today about 80 per cent of the

[Shri Raj Bahadur]

seamen that are recruited in Calcutta are foreigners. Perhaps he has referred to the Pakistanis. But I can assure him that at the time of independence their percentage was 90. 90 per cent of the seamen recruited in Calcutta were Pakistanis. Now that percentage has come down to 55. We are not satisfied with it. We would like to have our own seamen as much as we can. Then, of course, we shall have to deal with this question on a humanitarian basis. We shall have to take all necessary precautions so that we do not provoke people on this account.

I may perhaps be failing in my duty if I do not refer to one particular fact which is always paining us, and that is whereas we give all the facilities to the Pakistani seamen, our seamen sometimes are not treated with the same courtesy and with the same respect or with the same accommodation by Pakistan on the other side. In the case of inland water transport, we find that even for getting a visa they are put to a lot of difficulty and only by some negotiations at highest levels are these points settled.

So far as Bombay is concerned, I may say that now we are able to meet the demands for seamen for the deck and engine crews and for the saloon crews. So, we have taken good care to take some measures there also.

15.30 hrs.

[SHRI MOHAMMED IMAM in the Chair]

About unberthed passengers, a Deck Passenger Enquiry Committee was appointed in 1947, which made recommendations for improvement of travel conditions, including provision of bunkers for long voyages. Now I may tell the House that for all voyages extending over 120 hours it has been laid down as a rule that 100 per cent bunkers will have to be provided. That has been done. For voyages below 120 hours and more than 48 hours, bunkers for 25 per cent of the complement of the passengers will be provided. Four advisory com-

mittees have been set up to look to the comfort and convenience of the unberthed passengers at Bombay, Calcutta, Madras and Visakhapatnam.

Then, I come to the next point which is in regard to the Industrial Disputes Act and how its provisions have been incorporated in this particular Bill. I may say here that so far as this particular provision is concerned, we can say that there are three points of difference between the Industrial Disputes Act and the relevant clauses in the Merchant Shipping Bill. First is that the Industrial Disputes Act bans the appearance of advocates except with the consent of both the parties. There is no such provision in the Merchant Shipping Bill. The second is that the Industrial Disputes Act provides for an award to be enforced for a minimum period of twelve months in the first instance and thereafter indefinitely until two months, notice is given by both the parties. Both these provisions are now sought to be incorporated in this measure under amendments moved by me, i.e., amendments number 185 and 186.

The third point of difference is the provision in the Industrial Disputes Act that where the Government rejects or modifies the award the papers should be laid before the Parliament. This is not there in the Merchant Shipping Bill. But this is for valid reasons, one of these reasons being that we have got the National Maritime Board which is there for settling our disputes. Besides the Board, if the dispute is not settled, the DG's offices are used and conciliation is arrived at. We have got all this machinery. In these cases because we have to deal largely with foreign shipping interests it is not desirable that we should take the matter further for obvious reasons.

Then something has to be said about another important point which was raised in regard to home trade limits. In this respect I would like to invite the attention of the House to article

2(b) of the Seamen's Requisitioning Agreement Convention which has been ratified by us. This defines the home trade vessel as a vessel engaged in trade between a country and the ports of a neighbouring country which is geographically determined by the national law. It will be seen that this article gives only limited scope for national governments to go. We cannot go to Aden or to East Africa for that purpose but as the amendments would show we have proposed not only to include Burma—we have already included Burma in the clause—but also the whole of Malayan Peninsula. Apart from the above, the definition has been conceived primarily in the interest of the safety as large modern ships are provided with numerous additional equipment and it is considered that they should be manned by foreign-going officers.

I think, these are the more important points to which I thought I should make a reference and I hope that with the reception and the welcome that this Bill has received it will soon become law after such modifications and amendments as the House in its wisdom might choose to effect.

Shri Rajendra Singh: Mr. Chairman, Sir, after lucid explanation that the hon. Minister gave while opening the debate here and several wide grounds being covered by my hon. colleagues, I did not feel that I had any necessity of taking up the floor. But, as the hon. Minister has said that unnecessary heat and passions have been generated I feel called upon to make some replies to those impassioned arguments. Before I do that I would like to mention something about the explanations that the hon. Minister has just now made about the National Shipping Board.

He says that the DG, as he is today or as he has been defined in this Bill, and his office does not come in conflict with the functions that will devolve on the National Shipping Board. The very explanations that he has given contain that so long as there is DG and you have the Na-

tional Shipping Board they would never pull on smoothly. He has cited the instance of USA. In USA, he has said that the Chairman of the Maritime Board happens to be the chief executive. Now he says that even if there is no DG, the National Shipping Board shall have to appoint an officer to discharge the functions allotted to him. That is inevitable. Then in that case I do submit that the National Shipping Board can as well have a Secretary. What is the sense in having an officer from the All-India cadre? As soon as you have an officer from the pool of the All-India Services—when I say this I do not mean any disrespect or reflection on any person; I have high regard for many of our officers whose integrity, whose character and whose devotion for the country would not be challenged—nonetheless, the very climate and the very atmosphere of their being an All-India Service generates in one a sense of unnecessary elevation. When you have that naturally that comes in the way of democratic functioning. So, if at all we want to have an autonomous body, it should be charged with the responsibility of developing the shipping industry from the commercial angle. Then, surely you can have a full-fledged and full-blooded National Shipping Board with a Secretary. If that Secretary is imported from the All-India Services, then my objection lies there. You can have somebody from the business side itself. There are so many persons. I should not like to name anybody. In this country alone you will find a dozen people who have a long experience of this shipping industry. So far as our officers are concerned, they might be very intelligent. They might have strong commonsense. But to suppose that every officer who is an IAS or an ICS shall have all the wisdom in his head and can be depended upon to discharge all sorts of works, whether it is commercial, business administrative and all that, is a presumption of this Government to which, of course, I can never subscribe.

[**Shri Rajendra Singh**]

Now I come to the Shipping Development Fund. Shri Raj Bahadur has just now said that it is the function of the Government to lay down the terms and conditions. I do agree that the Government cannot absolve itself of the responsibilities of laying down the conditions and terms but then it can be put like that that conditions and terms laid down by the Shipping Development Board should have the approval of the Government. It can come round the other way. But if the conditions and the terms originate from the Government side, then again the whole atmosphere is vitiated. The same old horse is there. It will yield no results for which we are so much anxious.

The matter which has touched me most—I had occasion to be in the Joint Committee and mostly I was a silent participant . . .

Mr. Chairman: Silent?

Shri Rajendra Singh: . . . the thing that struck me most is the failure of the Planning Commission and of this Government. It is widely supposed and I was one of those who thought that our Planning Commission has a very comprehensive knowledge not only of our economy, but also of our social life and whatever policy they formulate and whatever allocation they make, they make on deep consideration. But, so far as the shipping industry is concerned, I feel with a real sense of regret that the Planning Commission could not comprehend—I have also given a minute of dissent—and could not properly appraise the situation. Many speakers have pointed out that every year we have to part with Rs. 150 crores of foreign exchange. The whole world knows in what crisis of foreign exchange we are. Just to plug this gap what was needed was to make very large allocations. From tea our earning is something like Rs. 130 crores of foreign exchange. If we divert one item of that foreign

exchange earnings, we can have here and now nearly 6 lakhs of tonnage. Six lakhs of tonnage will not simply meet the gap in our fulfilment of the Second Plan, but at the same time, we can acquire additional food lakhs of tonnage which will save 50 per cent of the foreign exchange that are frittered away every year. You can ask, where you will find it. I am just now quoting before you the criminal way in which this Government has wasted our foreign exchange. From 1954-55 to 1956-57, amounts to the tune of Rs. 100 crores have been wasted. Wasted in what? Wasted in fruits, vegetables, provisions, oilman stores, spices, oilseeds, tobacco, vegetable oils. When an industry, so vital not only for the second line of defence of the country, but for the very speedy development and sustenance of this nascent democracy, what do we do? A sum of Rs. 100 crores spoiled on fruits, and vegetables. That is the performance of Mr. Patil's Government. That is also my Government. Any way, that is the performance of the Treasury Benches.

Mr. Chairman: Peoples Government.

Shri Rajendra Singh: During this period Rs. 25 lakhs of foreign exchange have been dumped in sugar.

Mr. Chairman: The hon. Member will have to conclude in two or three minutes.

Shri Rajendra Singh: Before I conclude, I should like to tell a few words to my friends who have made fun of shipping as the national second line of defence. I feel and say with all sense of responsibility and restraint that those who do not subscribe to the view that merchant shipping is the second line of defence, of course, are trying, consciously or unconsciously I cannot say, to import in this country second line of subversion. With all due respect to them, I would urge upon the hon. Minister

that foreign participation should not be allowed at least in this industry. As there is no time,....

Mr. Chairman: There are a large number of speakers.

Shri Rajendra Singh: I conclude Sir.

Shri D. C. Sharma: Mr. Chairman I welcome the imaginative....

Mr. Chairman: I will have to call the hon. Minister to reply at 4-30. I think the hon. Member will continue himself to ten minutes.

Shri D. C. Sharma: Fifteen minutes.

Mr. Chairman: As far as possible.

Shri D. C. Sharma: Look at this big book.

Mr. Chairman: For want of time.

Shri D. C. Sharma: I congratulate the hon. Minister Shri Patil on his very very, imaginative and realistic approach to this problem. But, I wonder by what law enunciated by any sacred book it has become criminal to take vegetables, fruits, and by what law it has become criminal on the part of a Government to supply its inhabitants with vegetables and fruits. I think it is very legitimate for any human being to take vegetables and fruits and it is very legitimate on the part of any Government to supply the inhabitants of the country with as many vegetables and as much fruit as they need. I think, to say things like that shows a criminal intention on the part of the speaker.

I was submitting . . .

there must be an intention: not criminal.

Shri D. C. Sharma: I was submitting that this Bill has been called a monumental Bill. No Bill is monumental. The results only which are produced can be called monumental.

Shri Narayananarkutty Menon: On a point of order, Sir, the hon. Member has said that the speaker preceding him has got a criminal intention. Whether he meant it or not, I would like to know whether it is in order to say that an hon. Member has got a criminal intention in speaking whatever may be his original intention.

Shri D. C. Sharma: I think my friend is in an obstructive mood today. Therefore he should not be taken seriously.

Mr. Chairman: Anyhow, to use the word criminal rather casts a reflection on the Member. The use of such words may be avoided.

Shri D. C. Sharma: Sometimes I use the words with inverted commas.

The word criminal used with inverted commas loses the sting.

Shri Narayananarkutty Menon: The word criminal with inverted commas becomes more objectionable. Ordinarily criminal has got one meaning. It is more objectionable when a Professor uses it.

Shri D. C. Sharma: I am submitting when I use the words with inverted commas, they lose their sting. I do not accept his view.

What I was submitting was, this Bill has been described as monumental. Bills are not monumental. Only the results which they produce after some years can be described as monumental. I pray to God that this Bill should bring about such results as may be monumental. Therefore, I call this Bill a significant Bill. If has been called a momentous Bill. I think the beginning cannot be called momentous. The Bill is significant

Shri Narayananarkutty Menon (Mukundapuram): No, no. After all,

[Shri D. C. Sharma]

and I hope that a time passes, as we gather more strength this may become momentous. These are noble words. I hope the Bill will produce those noble results, which we all aim at.

I would say that much has been said about merchant shipping as the second line of defence. Much has been said of our country being a maritime power. I would submit very respectfully to my friends that before we learn to run, we must learn to walk. Before we call ourselves a power or before we can think that this is going to be the second line of defence, I wish that our merchant navy should be enough for the needs of our export trade, should be enough for the needs of our adjacent trade, and should be comparable with other countries so far as our overseas trade is concerned. That is the modest beginning which we are going to make. After we have got that, I will be very happy if our merchant shipping can also become a very good adjunct of our defence. I think we should not indulge in flights of imagination when we are discussing this Bill. Of course, I agree with the hon. Minister that we want our country to be a maritime country. I do not want to repeat what Shri Tanga-mani said, but as he said we had glorious maritime traditions, and all those traditions have suffered on account of neglect, attrition and so many other things. We want to revive our traditions.

The hon. Minister has been right in consulting the Defence Ministry, the Commerce Ministry and so many other Ministries, but I would also request him to consult the Education Ministry, because the maritime traditions of this country will not be produced by these Bills, but through education. Education must help us so that our country can become a maritime country in the real sense of the word. Mahatma Gandhi said that Indian shipping had to perish so that British shipping might live. I think

Indian shipping has got to live now so that maritime traditions may flourish again in this country. Unless we have maritime traditions, we cannot become a maritime power. People who think of power first and maritime traditions later are putting the cart before the horse. Therefore I want my country to become a maritime country. I know other things will follow. It will become in good time a maritime power and a solid adjunct of our defence forces.

Now I come to certain provisions of the Bill. I would respectfully submit that one National Shipping Board is not enough. There should be some subsidiaries at least of this Board, and there should be regional divisions. Unless we have that, the Shipping Board which is going to be advisory in its nature and which is going to look after the development of the shipping industry will not fulfil its purpose. After all, we are now attempting regional development in so many things, and I do not see any reason why we should not divide India into so many zones for the purpose of shipping, to attempt the regional development of this maritime industry.

There is a provision: "such other matters arising out of this Act as the Central Government will refer to it for advice". I think this sub-clause is very dangerous because it means that this National Shipping Board is not going to have any function in its own right. It is going to have only those functions which will be doled out to it. I would like the National Shipping Board with its regional branches to function in its own right as the custodian of the shipping policy and the shipping development and the shipping possibilities of this country.

We have been told about the development of shipping and the registration of Indian ships. I think what has been said in this Bill is a distinct

improvement on what has gone before. I believe it is a development in the right direction, and I submit that we should not quarrel about percentages. We know when we quarrel about percentages we get into trouble. What happened when we were fighting for the country's freedom? We started quarrelling about percentages and the result was disastrous for our country. In shipping we have started quarrelling about percentages, 60-40, 75-25 etc. This mathematical calculation will not lead to the development of the shipping industry. I would therefore submit that this should be left as flexible as possible. Government should decide it from time to time as the exigencies of the case require, as the necessities of the situation require. Government should be left free to decide it.

On the one hand there is the proposition that we should keep our shipping free from foreigners. Sentimentally I am with that proposition, but when I come to think of it in terms of practical politics, in terms of our own resources, I think we should not fetter the hands of the Government by saying that we should have this percentage or that. We should try to leave the hands of the Government free. I know the national Government representing national interests is going to do those very things which will promote our country's interests, and will not do anything which will lead to any kind of disaster or any kind of ignominy to our country.

We are going to appoint a Director-General of Shipping for the purpose of exercising or discharging the powers, authority and jurisdiction conferred or imposed upon him by this Act. I would have liked the hon. Minister to tell us definitely what the functions of this Director-General are going to be. We are going to have this great authority who is practically going to be responsible for the administration of this measure. Of course it is said it would be in the rules, but the rule-making power which is given to the executive is not always to the advantage of the country. In an im-

portant and vital matter like the appointment of the Director-General of Shipping we should have been told what exactly his functions are going to be, and if he is going to be assisted by a large army of subordinate officers how the functions are going to be divided between one officer and another. We should have liked to have a complete picture of that, and I hope the hon. Minister will give a complete picture when replying to the debate. That is because I believe that the Director-General is going to be the lynch-pin of the whole thing. The National Shipping Board and everything else will revolve around this personage, and I would like to know what kind of functions this gentleman is going to discharge and how he is going to be recruited, what kind of qualifications he is going to have etc. All these things should have been given to us.

I agree that we should try to have a man of experience who has also some technical qualifications. In India what we are doing today is that even for technical jobs we have only administrative personnel with administrative experience. There may be some advantage in that, but I think for a technical job of this kind, we must have a man who is at least 60 per cent technical and 40 per cent administrative.

Shri Raghunath Singh: Again he is at 60-40.

Shri D. C. Sharma: I would say this is very essential.

A lot has been said in this Bill about the Shipping Development Fund, but when one reads it, it does not inspire much hope in the mind of anybody. Of course, there are defined sources of revenue for the Fund, but the unknown factor is only this: "such other sums as may be received for being credited to the Fund". What are these sums? Again—

"the amount of such grants as the Central Government may make for being credited to the Fund".

[Shri D. C. Sharma]

16 hrs.

All these things are unpredictable; all these things are in the region of the possible. As some of my hon. friends have said, you cannot build a big merchant navy if all these things are left vague. We want to know—of course, it is given in the Planning Commission's Report—about the provision for these things. There should have been some definite allocation for this. There should also be some provision so that we can think that the provision of loans etc. can lead us to the enlargement of this Fund in order that we can think of the future more hopefully. From what is given in clause 14, I think the Shipping Development Fund will be a fund which will lead to the development of merchant shipping at a snail's pace, at a very slow pace; it will not lead to development at that pace which all of us want and all of us are eager about.

Again, there is the National Welfare Board for Seamen. I would say that this National Welfare Board for Seamen should be a Board in the real sense of the term, namely, for the welfare of seamen. I have some experience of welfare officers working in other places, and the only welfare they aim at is their own welfare. What they do is always to go on hanging round their officers.

Pandit K. C. Sharma: Charity begins at home.

Shri D. C. Sharma: I want that it should begin at your home also.

I think that the National Welfare Board for Seamen should not be a Welfare Board in name only, but it should be a Board which is going to make the life of the seamen very attractive and very comfortable.

In the end, I would say this much: no country's merchant shipping or any other kind of shipping is built as

a result of private efforts but as a result of government subsidy. We should be very clear in our minds about this. If we think that any private company or any set of private persons can build it, we are utterly mistaken. Therefore, I would say to the Government that they should be very generous in giving subsidy and help to the shipping industry. I want that Government should give bounties or cheap loans to ship-builders; they should give subsidies or loans to shipping companies; they should employ national ships for the carriage of government owned or government-controlled cargo; they should purchase ships on government account and sell them cheaply under some kind of hire purchase system; they should appeal to shippers to use national ships; they should offer—of course, something is being done in this direction—tax concession and depreciation allowance to shipping agencies; they should also reserve as much of the coastal trade, as much of adjacent trade and as much of overseas trade for our national ships as possible.

Unless this is done, this Bill will not achieve its objective. If all these things are done, I think this Bill will become both monumental and momentous.

Shri Harish Chandra Mathur (Pali): The hon. Minister of Shipping may feel that he is in a very comfortable position because he has been listening to conflicting views on the floor of this House, arguments which cut against each other. But I think he owes an explanation to this House for the greater conflict which has taken place within his own being. The Government have gone almost into a complete metamorphosis in particular with respect to the most vital part of this Bill, regarding foreign participation.

I can understand conflict between one Member and another, but we would certainly like to be enlightened

about this conflict which has gone within the Government themselves and the reasons responsible for this metamorphosis. In these days of scientific research, we know of certain biological changes which go to change a boy into a girl and a girl into a boy. But it appears to me that a similar interesting process has gone through and Government have completely changed their complexion. I hope Government will take us into confidence and tell us what prompted them to come with the Bill as they originally came to this House and what has happened since then which has persuaded them to completely change the policy in this particular respect.

Shri Morarka (Jhunjhunu): Joint Committee.

Shri Harish Chandra Mathur: I think it would be only legitimate for the Members of this House to presume that it is the Joint Committee. Of course, the Joint Committee was an absolutely independent body of the Members of this House and the other. They had their view, but it is obvious that the attitude of the Government has undergone a complete change in this respect and this complete change on the part of Government had to a very great extent, if I may be permitted to say so, influenced the decision of the Committee.

I am not, as a matter of fact, committed to any view in this respect. Also, I have not the least doubt in my mind that Government were all the time prompted by the best of national interest. It would be a cruel joke on the part of any Member of this House to say that they had sabotaged national interests and had opened the floodgates of foreign participation. Maybe, they had provided for such foreign participation, but even such foreign participation, I am sure, was with a view to help in the development of our national economy; the very best of the interests of the country was at their heart. Nobody on

the floor of this House will so presumptuous or unreasonable as to impute any motives to the Government in this respect. But certainly the Government owe an explanation to this House and we are entitled to know the story of this complete transformation.

As a matter of fact, we have listened in the Joint Committee to the evidence of very responsible persons for whom we have respect. I do not want to say anything which may be considered disparaging to the personality of the individuals who were good enough to appear before us. But having said that, I have also no doubt in my mind that, as in this House, the evidence is also very sharply divided. It is not a very happy thing that ever since this Bill was published and made known to all people a sort of vicious propaganda and, I am unhappy to have to say, undignified lobbying, started canvassing different viewpoints—though it must be said that everyone who talked was talking in the best national interest. Those who wanted foreign participation said that they wanted it because it was necessary in the best national interest; those who wanted to shut out foreign participation always made out a case that they were doing so in the best national interest, because foreign participation will not be in the interests of the country and it will bring the foreigner in a very basic industry and an industry of a special character. So many ghosts were raised before us about this foreign participation. Effort was made to frighten us about the situations which might develop in international conferences. We examined all these matters and have come to the definite conclusion that participation will have no such disadvantage and with the safeguards which we have provided in the Bill there is absolutely no danger to the national interests.

Of course, we would not like foreign participation to come until and unless it is very necessary or is wanted in the best interests of our country. I would like to understand from the hon. Minister how is it that he feels

[Shri Harish Chandra Mathur]

now that foreign participation is not necessary.

When we started discussing this Bill, our difficulty was about foreign exchange. But it is not only foreign exchange that is so very difficult but if we give any credence to the latest reports . . .

Mr. Chairman: The time is short and very limited and I would request the hon. Member to conclude soon.

Shri Harish Chandra Mathur: Sir, I will rush from point to point in 5 minutes' time.

Shri Nath Pai (Rajapur): That will be slippery.

Shri Harish Chandra Mathur: If we give any credence to the latest reports from the Planning Commission, it is about our internal resources that we are in difficulty. What about our internal resources so far as this industry is concerned? I am not interested in whether we are going to have any foreign participation or not; I am not interested in whether we are going to give authority to the private sector or not. But, it is of the utmost importance to every Member of this House to know, in view of the latest assessment of our internal resources by the Planning Commission, how we are going to fulfil not only the belated targets which ought to have been fulfilled much earlier, but going to have much more. Therefore, I wish some light is thrown on this subject.

I do not want to say anything against those people who are already in the trade. They have done their very best. We are prepared to give them credit; they have rendered some national service; pioneering work has been done. Of course, nobody will deny this—and they themselves will not deny this—that they did it for their own personal interests and for their personal profit as well.

We have already accepted mixed economy. We do not want to shut out

private enterprise altogether. I do not speak of nationalisation. I only wish that Government should take the opportunity which is before it now and have a sort of a Corporation in the public sector which will give a real fillip to this industry. I say this because of the context in which we find ourselves. There are very good reasons to permit foreign participation in a larger measure. But, if for any reason, we are not going to allow foreign participation, at least there should be no reason why we should not float a Corporation.

Again the question will be raised, what about our internal resources. But there are circumstances when we can get good loans, when we can get good credit and there is slump in the shipping and ship-building industry. We can take the best advantage of it.

I asked the witnesses who appeared before the Joint Committee two pertinent questions. One was, 'Can you tell me whether during these 5 years any new entrant has come in?' The answer was, 'No'. Further cross-examination brought out that it would not be possible for any new entrant to come in easily. So, the same situation will be continued and no new entrant will come in and we will have to depend entirely on those people who are already in the trade. But, if the Shipping Corporation comes in and gives a great fillip to this, we may take advantage of the situation which is at present available to us.

I will touch very briefly in one minute each on two other points. I would like to refer to them purposely because I have mentioned them in my short note of dissent. I will point out something about this Development Fund. This Development Fund is nothing very satisfactory as it is at present; but maybe we are in such a weak position that we cannot afford to do better and more. I wish that we can really make a much better

use of this Fund if we do something in the public sector.

I have tabled a small amendment under clause 60 asking for the reservation of 50 per cent. of the amount of this Fund to be utilised for the public sector.

I asked another question of those witnesses whether they can tell us if we can invest our amounts in any better enterprise in the public sector than in shipping because we are getting a ready profit and we have to provide little investment to get the ships and we have got the freight in our hands. You have not got to develop your business because Government business itself will give all that is required.

In the Joint Committee also I particularly raised a strong point regarding this Shipping Board. I was very emphatic that the Chairman of the Board should be a non-official. When I was so emphatic about it, my mind was absolutely clear that this Board has got no executive duties to perform. On the floor of this House certain friends have suggested that the Director-General of Shipping has got all the powers in his hands. When you are going to have a Director-General of Shipping, he will have all the powers. He is our creation and we must trust the Director-General of Shipping. The Shipping Board cannot take away the functions of the Director-General. This Shipping Board is a much higher body and I cannot understand how my friends suggested—even such a learned friend as Shri Guha—that it was absolutely infructuous. I think the vastest powers have been given to the Shipping Board to advise on all matters and to bring its pressure to bear. By its very constitution, the Shipping Board is such that it will guide the policy and give directions on which the Director-General of Shipping will function. I do not think the Ministry can be strong enough to ignore the advice of the Shipping Board. Let

us have a little confidence in ourselves.

How can non-officials take on themselves the executive responsibility? Immediately we take that responsibility, we completely change our character, our own position. We cannot take the responsibility.

Mr. Chairman: The hon. Member will please conclude now.

Shri Harish Chandra Mathur: Just one word about the non-official chairman. Since I was very emphatic then, I owe an explanation to this House because I have revised my opinion. When I strongly advocated a non-official as the chairman of the Shipping Board, I definitely had in my mind that we will be able to give a great status to this Board by having a non-official as the Chairman. I even said that the Minister need not be the Chairman and that we want some other non-official. But the more thought I have given to this matter, the more I have pursued developments, I feel that it would not be advisable for any Member of Parliament to be appointed as the Chairman of this Board. You will see the trend in this House has always been that even on statutory bodies even in the University Senates anybody who is going to represent this Parliament must be elected by Parliament and there should be no nominations by anybody. If you introduce this system of having Members of Parliament nominated as Chairman of the Board or particular bodies, I am afraid it is going to have a demoralising effect on those who are appointed and also on those who are not going to be appointed. It is the reason why I strongly suggest that no Member of Parliament should be appointed. If you change the character of this Board and if you say that there is an element of election, then, I will have no objection to a non-official being elected as the Chairman of the Board. But, I am strongly and stoutly opposed to any Member of Parliament being appointed as the Chairman of this body or that body.

[Shri Harish Chandra Mathur]

This House has got a sovereign character and that sovereign character will be materially affected by that.

Mr. Chairman: Shri Basappa. I will ask one more speaker to speak and then call on the hon. Minister.

Shri Nath Pai: There are so many of us.

Shri Braj Raj Singh (Firozabad): Nobody spoke from my party.

Shri Raghunath Singh: Three people have spoken from the Party.

Mr. Chairman: Order, order. After Sardar Iqbal Singh, I will request the hon. Minister to reply. Mr. Basappa will finish in ten minutes.

Shri Basappa: Sir, at the outset I may say that I am at a disadvantage. Firstly, there is this time restriction. The other disadvantage from which I suffer is that my name and the name of my hon. friend Shri Dasappa sound similar and because of that also, I am at a disadvantage. It does not matter. My senior friend has spoken much about what I wanted to say. I have also gone through the evidence tendered by these eminent men before the Joint Committee and the minutes of dissent of the hon. Members. I have also listened carefully to some of the speeches made here since yesterday. I see a lot of divergence of opinion on foreign participation and the House is considering that question very seriously. I will take up this question of foreign participation a little later.

Recently we passed the Navy Bill whereby the laws relating to our military ships were framed. It is only legitimate that the Merchant Shipping Bill should also come to regulate the laws relating to merchant ships. When we are discussing such an important Bill as this, our minds go to the past glory and the adventurous spirit that our people had in the past. I do not

want to indulge in that. Since, Mr. Chairman, you are coming from that part of the country, I touched upon it. After the reorganisation of the Mysore State, it has a coastline of about 200 miles. Once upon a time the Vijayanagara Empire carried on a lot of trade with Arabia and Egypt and the interest evinced in these things by the people there is well-known.

Shri Achar (Mangalore): You could have allowed a representative from that side to speak.

Shri Nath Pai: Very good. This is the best thing you said during the whole year.... (Interruptions.)

Shri Raj Bahadur: That is the best thing that you too said.

Shri Basappa: I am sorry my hon. friend Shri Achar does not know that I am representing his point also here. Recently, we were taken to some naval exercises in the Arabian Sea. The traditional people living in the coasts would go in their small boats to distant seas and catch fish. It shows the rich tradition behind them. This kind of past glory of our mercantile shipping was almost killed during the British regime. I do not want to go into the various reasons.

The present position is that we get only six per cent. of the overseas trade. About Rs. 160 crores is being spent on freight charges and other things. If we have our own ships, we have been told that we can earn about Rs. 160 crores by way of foreign exchange and all that. So, we have to develop our own shipping. There are difficulties of foreign exchange and capital has to be raised. But this is bound to come. According to our Plan, our trade is increasing and we have to carry the goods in our own ships. Some interest is evinced in the Vizag shipyard now. There is also the talk of the second shipyard. You know the West Coast is very much

suited to that and this will enable our mercantile shipping to prosper more. The hon. Minister told that we had taken note of the fact that it was our second line of Defence. But somehow, I could see that Shri Patnaik was not satisfied. What all he wants is not probably included in the Bill. He meant perhaps that the ships should be built in such a way that at the time of war we can make use of them for war purposes also. I have no doubt that the Minister has got this in view and that will be put into practice. When I say that the development of shipping has not progressed as much as we desire, I do not mean to say that the existing shipping interests have not played any part at all. Mr. Walchand Hirachand and others have played a glorious part. In spite of all the help given by the Government by way of a low rate of interest, 2½ per cent., loan of 80—85 per cent. of the capital for buying a ship, 40 per cent. development rebate, etc. the performance has not been satisfactory. We have a target of 20 lakhs for Third Plan and I do not know how far we will be able to reach that. In the Third Plan we will be requiring about Rs. 300 crores for shipping—about Rs. 60 crores every year. It is not easy.

When we talk of foreign participation, we must have all this in mind. People speak of national interest and all that. Do we lose the national interest? I have got here before me the evidence tendered by no less a person than Shri Ramaswami Mudaliar. He has been Dewan of my State and he could have spoken about the national interests a little earlier to 1947. (Interruptions.) Not that I decry him. He was asked a question while giving evidence as to whether he would be willing to have the new interests come in. The reply was that they had suffered in the past. That shows the vested interest or the selfish interest of the existing shipping industry. Now, about the loan, Government has to guarantee the loan. We borrow from other countries. There

may be ups and downs in the freight rates and so we cannot guarantee such loans at all. If loans are forthcoming, it can easily be done. But it is not desirable to take loans in a large measure when these things are not in the core of the Plan.

Mr. Chairman: He should please conclude now.

Shri Basappa: In a minute, I will conclude. So, there is this sort of a monopolistic tendency which we should not allow. We have the controlling interest. Only 25 per cent. will come. Why not welcome it? That is the point which I want to stress. In this happy affair, the communists and the capitalists seem to be going together. Perhaps one thinks: let this happen here and then we can nationalise while the other says: make hay while the Sun shines. Government cannot allow such things to go on. There must be the controlling interest and foreign capital can help. That way lies the economic prosperity of this country.

Shri Nath Pai: May we make a submission? This morning, the Speaker indicated that the debate might go on, if the House agrees, till 5.30 p.m.

Shri Raghunath Singh: No, no, only till 5 P.M.

Shri Nath Pai: We were present then.

Shri Raghunath Singh: There was a suggestion, but it was agreed to sit only till 5 P.M.

Shri Nath Pai: I do not know why my hon. friend Shri Raghunath Singh should develop a fear of my speaking. Is he afraid that his arguments will be demolished?

Mr. Chairman: The understanding was that the general discussion must conclude today, and the clause-by-clause consideration should be taken up tomorrow. So, the general discussion must be over today.

[Mr. Chairman]

I shall now call Sardar Iqbal Singh, and then I shall call the hon. Minister to reply.

Shri Braj Baj Singh: May I submit that nobody has been allowed to speak from the Socialist Party? This morning, the Speaker said that the time may be extended by half an hour.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): That would include the reply of the Minister of Transport and Communications also.

Shri Nath Pai: It can be extended by half an hour, and we can sit till 5.30 P.M.

सदरार इकबाल सिंह (फीरोजपुर) : साहिबेसदर, इस बिल पर बहुत से माननीय सदस्य अपने विचार प्रकट कर चुके हैं और जो कुछ उन्होंने कहा है उसको मैं दौहराना नहीं चाहता हूँ। मैं एक दो चीजों के बारे में ही अपने विचार आपके सामने रखूँगा।

सब से पहली बात जो मैं कहना चाहता हूँ वह नैशनल शिपिंग बोर्ड के सिलसिले में है। मैंने कुछ अमेंडमेंट्स मूव करने का नोटिस भी दिया है जिन को मैं बाद में मूव करूँगा। इसलिये उसके बारे में अधिक न कह करके दो तीन बातें ही कहूँगा। ये बातें मैं जनरल पालिसी के सिलसिले में ही कहूँगा। आप इस बिल में नैशनल शिपिंग बोर्ड बनाने जा रहे हैं। यह जो खायाल है यह बहुत प्रच्छा है। लेकिन जिस ढंग से आप कर रहे हैं, जिस तरह की पावर से आप इसको देने जा रहे हैं, उस में मैं समझता हूँ कि इसको बहुत कम पावर दी जा रही है। इस सूरत में मैं समझता हूँ कि यह कई एक ईंकेटिव बाड़ी नहीं होगी और न ही हो सकती है। इस बोर्ड की आपने डिवेलपमेंट के सिलसिले में अवश्य कुछ अखत्यारत दिये हैं। इसके साथ ही साथ आपने कहा कि इस बोर्ड को उन मामलात पर राख

देने का भी हक्क होगा जो कि इसको रेफर किये जायेंगे। मैं चाहता हूँ कि इस बोर्ड को ज्यादा ईंकेटिव बनाया जाय और इसको और ज्यादा पावर दी जायें ताकि यह अपना काम अच्छी तरह से कर सके। इसके जो अखत्यारत हैं उनको बसीह किया जाना चाहिये। हिन्दुस्तान में शिपिंग को सही रास्ते पर डालने के लिये इससे, मैं समझता हूँ, और कोई ईंकेटिव और बेहतरीन बाड़ी दूसरी नहीं हो सकती है। लेकिन सबाल यही है, कि इसके अखत्यारत को बसीह किया जाये।

आपने नैशनल डिवेलपमेंट फंड भी बनाया है। यह जो खायाल है यह ठीक है। लेकिन मैं कहना चाहता हूँ कि जिस तरह से बाकी फंड काम करते हैं उसी तरह से कहीं यह फंड भी काम न करे, इस तरफ आपका ध्यान जाना चाहिये। कहीं ऐसा न हो कि इसका वेयरमैन या इनचार्ज ही मुकर्रर न हो, और अगर वह मुकर्रर हो, तो कमेटी न बने और अगर कमेटी बने तो एक साल या दो सालों तक इसके रूल ही न बनें। मुझे शक है कि जिस तरह से दूसरे फंड चलते हैं उसी तरह से कहीं यह फंड न चले। इसमें कहा गया है कि आडिटर जनरल जिस वक्त चाहेगा, जितने सालों के लिये चाहेगा, और जितने सालों के बाद चाहेगा, रिपोर्ट देगा। हो सकता है कि पांच पांच साल के बाद रिपोर्ट आये। इस सिलसिले में मैंने अमेंडमेंट भी दी है और मैं आशा करता हूँ कि उस पर गौर किया जायेगा और उसमें मैंने चाहा है कि इस बोर्ड को ज्यादा ईंकेटिव बनाया जाये और हर साल बोर्ड की जो रिपोर्ट है, वह पार्लियामेंट के सामने आये ताकि हमको तथा देशवासियों को पता लगे सके कि शिपिंग के सिलसिले में क्या कुछ हो रहा है, कितनी प्रगति हो रही है और क्या कुछ किया जाना चाहिये।

हमारे मुल्क में एक तो डिवलेपमेंट का सबाल है और दूसरा सबाल यह है कि जो डिवलेपमेंट हो रही है वह बहुत धीमे हो रही है, बहुत आहिस्ता हो रही है। जो लोग इस प्लाइंट आफ व्यू से डिफर करते हैं उनके बारे में मैं कुछ नहीं कहना चाहता हूँ। हो सकता है कि उनका व्यू ठीक हो और यह भी हो सकता है कि जो दूसरों का व्यू प्लाइंट है वह दुर्लभ साबित हो। लेकिन एक बात जरूर है कि जो प्रगति हो रही है वह बहुत आहिस्ता आहिस्ता हो रही है। हमने देखा है कि पिछले सालों में शिपिंग इंडस्ट्री की डिवलेपमेंट बहुत ही कम हो पाई है। जो टारगेट सन् १९४७ के रेजोल्यूशन में मुकर्रर किये गये थे उनको पूरा नहीं किया जा सका। वे सब स्वाब बन कर रह गये। इसके बाद पहले प्लान में जो टारगेट रखे गये थे वे भी पूरे नहीं हो सके। दूसरे प्लान में शब्द जो टारगेट रखा गया है, उसमें भी शक है कि वह पूरा हो सकेगा। इस वास्ते सब से जरूरी बात यह है कि इस देश में ज्यादा से ज्यादा जहाज आयें और ज्यादा से ज्यादा फारेन ट्रेड हमारे जहाजों में हो। इस पालिसी के साथ और उस पालिसी के साथ जो कि इस बिल में रखी गई है अगर आप कले तो शायद आप टारगेट को प्रचीव कर लें। आपने बिल में कहा कि ७५ परसेंट इंडियन कैपिटल हो और २५ परसेंट बाहर का कैपिटल हो। मैं समझता हूँ कि इस स्कीम को लागू करके शायद आप कामयाब नहीं हो सकेंगे। यह मैं पिछली तारीख के आधार पर कह रहा हूँ। अगर आप यह देखें कि पिछले सालों में कितने जहाज खरीदे गये हैं और दूसरे लोगों ने कितना कैपिटल लगाया है तो इसकी पुष्टि हो जायेगी। आप जहाज खरीदने के लिये कर्जा लेने की भी बात करते हैं और इंडियन कैपिटल उनको लगाने की इजाजत भी देते हैं। कर्जे लेने की आपने कोशिश की है और कम से कम जहाज खरीदने के लिये तो हिन्दुस्तान को बाहर से कर्जा नहीं

मिल सका है। जहां तक इंडियन कैपिटी का संबंध है, इसको आप कम से कम आगर पर-सेटेज बेसिस पर करेंगे, तो शायद कुछ कैपिटल आपको मिल जाये और हो सकता है कि आपको उस सूरत में कम कर्जे की जरूरत पड़े। इस तरह से शायद आपकी जरूरत पूरी हो जाये। ऐसा करने से आपका जो ठेज का टारगेट है वह शायद पूरा हो जाये। अगर यह भी नहीं हुआ तो कम से कम एक ऐसा माहौल पैदा हो सकता है, ऐसा बायमंडल पैदा हो सकता है कि ज्यादा लोग हिन्दुस्तान में शिपिंग के फील्ड में इनवेस्ट करने के लिये तैयार हों।

अगर आपको कर्जा नहीं मिलता है तो आपके पास कौन सा चारा है, इस पर भी आपकी विचार करना है। कर्जे में आपको गारंटी भी करनी पड़ती है। शिंग एक इंटरनेशनल एंटरप्राइज है। इस पर गारंटी भी आसानी से नहीं की जा सकती है। एक जहाज जो आज बीस लाख का लिया जाता है उससे हो सकता है उतना ही प्राफिट कल न हमको मिले जितना आज मिलता है—फेट रेट्स कम हो सकते हैं, हिन्दुस्तान में ही नहीं बल्कि हुनिया के हालात के मुताबिक। हो सकता है कि जब प्राफिट ज्यादा न रहे तो आप लोन को रिटर्न न कर सकें। हिन्दुस्तान की जो फारेन ट्रेड है या जो कोस्टल ट्रेड है, हो सकता है वह टारगेट प्रचीव करने के बाद भी बहुत प्रधान न हो। इस वास्ते इन दोनों बातों में आपको कम्प्रोमाइज करना होगा। आपको देखना होगा कि हिन्दुस्तान में ही ज्यादा जहाज खरीद सकने की ताकत हो और साथ ही साथ लोंग को रिपे करने की ताकत हो। आपको इसे भी ध्यान में करना होगा कि जहाजरानी के कुछ बेहतरीन साल थे। एक साल तो वह या जब कोरिया की लड़ाई हुई थी। उसके बाद स्वेज का ब्लाकेड हुआ। ये दोनों साल जहाजरानी के प्लाइंट आफ व्यू से बेहतरीन साल थे। अब उसके बाद इंटरनेशनल मार्किट में डिप्रेशन

[सरदार इकबाल सिंह]

आया है। जो जहाज पहले ३७ साल में भिल सकता था आज वही २०-२५ साल में मिलता है। इंटरनेशनल ट्रेड में आज विशेषता आया है, इस लिये आप यह भी कह सकते हैं कि शायद आप को जहाज सस्ते मिल जायेंगे। लेकिन सस्ते जहाजों के साथ आप का बहुत कम्पिटीशन होगा। इसके साथ ही यह है कि हमने हिन्दुस्तान में तीन रिफाइनरीज लगाई हैं। उनके लिये आप को टेंकस की जरूरत होगी। शायद वह आप दूसरे देशों से न करीद सकें। एक धोर तो यह कम्पिटीशन की स्प्रिट पैदा होती है। पहले तो लोगों को लोन दिया जाता है, फिर कहा जाता है कि सस्ता लोन दिया जाय। कहा जाता है कि ट्रेड एंट्रीमेंट्स ठीक से किये जायें। यह ठीक है कि ट्रेड एंट्रीमेंट्स ठीक ढंग से किये जायें। लेकिन इस के बावजूद सबाल यह है कि अगर हमारे पास टेनेज नहीं होगा तो कारेन एक्स्चेंज नहीं आ सकेगा। फारेन एक्स्चेंज नहीं आ सकेगा तो हमारे लिये और भी बहुत तरह की दिक्कतें हो सकती हैं। मैं यह कहना चाहता हूँ कि अगर आप के पास रुपये की कमी है तो जहां से रुपया मिल सकता है, जिस इंडस्ट्री के पास सर्प्लाई रुपया है, उनसे रुपये लेकर आप जहाजों को क्यों नहीं लेते? आज सेकेंड फाइव इप्रर प्लैन में बहुत से ऐसे काम हैं जिन को हम रुपये की कमी के कारण नहीं कर रहे हैं। जहां से रुपया मिल सकता है वहां से हम रुपया नहीं लेना चाहते और जहां से नहीं मिल सकता है वहां से लेना चाहते हैं। यह भी कहा जाता है कि यह हमारा सेकेन्ड लाइन आफ डिफेंस है। मैं तो आप से पूछता चाहता हूँ कि जब जंग हुई तो कांस के पास कितने जहाज थे। यहां भी लोगों ने कहा है कि हमें जहाज ऐसे बनाने चाहियें कि उनको हम बहुत पढ़ने पर जंगी जहाजों में तब्दील कर सकें। यह चीज जंग के नक्से के मुखालिफ है उस के माहोल के मुखालिफ है। हम इस को सेकेन्ड लाइन आफ डिफेंस

तो कहते हैं, यहां पर भी हम ने इस को सुना लेकिन आज के जमाने में नेबी बिस्तुत आम्सोलीट हो चुकी है। आज जो भी व्हाइट आफ ब्यू सामने रखता जाय लेकिन यह ठीक है कि मर्केन्ट नेबी के अलावा जो दूसरी नेबी है वह भी आम्सोलीट साबित हो सकती है।

Shri Naushir Bharucha: Are we sitting till 5.30 p.m.?

Shri Braj Raj Singh: May I submit a word? We have been discussing this Bill for about eight hours or so, and nobody has been allowed to speak on behalf of my party, namely the Socialist Party. We have got a definite point of view to place before the House, and it is there in the minute of dissent also. Therefore, I would request that I should be allowed to speak for about ten minutes. This morning, the Speaker was also pleased to say that if the House so wished, the time could be extended till 5.30 p.m. I want only ten minutes.

Shri Nath Pai: If we speak, the Minister will get the benefit of some more opinions. He will be the beneficiary if there are more speakers.

Shri Naushir Bharucha: The Speaker was pleased to say that if the House wished, it could sit till 5.30 p.m.

Mr. Chairman: I want to know how long the House is willing to sit.

Shri Nath Pai: Till 5.30 p.m. In the interests of such a Bill as this, we are prepared to sit as long as you want. After all, we have been sent here to sit and work. So, why should we shirk?

Shri C. K. Bhattacharyya (West Dinajpur): Sir, we have heard so

many speeches on shipping that by this time everyone of us has almost become half shipping experts. Let the debate be concluded now.

Mr. Chairman: According to the earlier understanding the hon. Minister was to be called at 4.30. I think I must call the hon. Minister now to reply to the debate.

Shri Nath Pai: Let us know, Sir, if the Minister agrees to our proposal to sit till 5.30? May we know if he has any objection to it?

Shri Braj Raj Singh: As a matter of fact, Sir, a definite point of view is to be put forward by me on behalf of my party. I have not been allowed to speak at all.

Mr. Chairman: We are not concerned with individual Members.

Shri Braj Raj Singh: I am representing my party here. Here we are concerned with parties and not Members.

Mr. Chairman: I think enough time has been devoted for the general discussion on this Bill. I now call upon the hon. Minister to reply.

Shri Braj Raj Singh: Then in protest, Sir, I must walk out. (*Interruption*). I was to put forward a definite point of view.

Mr. Chairman: Order, order. I have called the hon. Minister.

Shri Jagdish Awasthi (Bilhaur): Sir, I also walk out.

Mr. Chairman: Order, order. Let us come to an understanding. How long will the discussion go on, and when should I call the hon. Minister to reply?

Some Hon. Members: We will sit till 5.30.

Shri S. K. Patil: I think immediately after Shri Braj Raj Singh I will reply to the debate.

Shri Nath Pai: Are we to threaten to walk out to be given a chance to speak?

Mr. Chairman: The House is not concerned with 'walk-outs'; that is the concern of individual Members.

Shri S. K. Patil: I do not want that at the end of a good debate anybody should walk out; they should all walk in.

Mr. Chairman: We are to sit till 5.30. The Minister will perhaps require at least 40 minutes. Therefore, after Shri Braj Raj Singh I will call upon the hon. Minister to reply.

Shri S. K. Patil: If after Shri Braj Singh I am called upon to reply I will have enough time to speak.

Shri V. C. Shukla (Baloda Bazar): Sir, are we going to allow Members to speak in this House under the threat of 'walk-out'?

Shri Nath Pai: That amounts to insulting the Chair.

Mr. Chairman: Let there be no more reference to 'walk-outs'. Shri Braj Raj Singh.

श्री ब्रजराज सिंह : सभापति महोदय भरव राष्ट्रों में कांतिकारी भावनायें पैदा हो रही हैं। स्वेज संकट के समय जो बातें दिलाइ दीं के भी हमारे सामने हैं। ऐसे वक्त हमारी गवर्नरेंट की तरफ से एक ऐसा बिल आया है जिसमें विदेशी पूँजी का निमंत्रण है। २५ परसेंट के एक्सटैट तक निमंत्रण है। मैं सोचता हूँ कि यह बहुत ही दुर्भाग्यरूप समय है। हमने देखा है कि किस तरह भरव राष्ट्रों में विदेशी पूँजी ने वहाँ की राष्ट्रीयत को कुचलने की कोशिश की है। मुझे लतर है कि हम जिस तरह से विदेशी पूँजी को निमंत्रण दे रहे हैं, उस इंटर्स्ट्री में जिसको खास तौर से देश की रक्त की दूसरी पंक्ति कहा जाता है, उसमें विदेशी पूँजी को निमंत्रण

[श्री बबराज सिंह]

दे कर हम भविष्य के लिये स्वतरा मोल ले रहे हैं। मैं मानता हूँ कि निकट भविष्य में हमारे लिये लड़ाई का कोई स्वतरा नहीं है। लेकिन फिर भी एक स्वतरा हो सकता है कि हमारे देश में पहले से जो विदेशी पूँजी मौजूद है और जो हमारे देश के नागरिकों का शोषण कर रही है वह चलता रहे। उस शोषण को देखते हुये हम इस मौके पर क्या यह उचित समझेंगे कि और विदेशी पूँजी को यहां पर नियंत्रण दें। कहा गया कि इसमें सिर्फ २५ प्रतिशत उनके डाइरेक्टर होंगे, वे सिर्फ २५ फी सदी हमारी नीति को इंफ्ल्यूएशन कर सकते हैं। लेकिन प्रश्न केवल इतना ही नहीं है। हम सब जानते हैं कि देश में इस समय पूँजीपतियों के दो गुट हैं। एक तरफ हमारे देश के पूँजीपतियों का गुट और दूसरी तरफ विदेशी पूँजीपतियों का गुट। ७५ फी सदी पूँजी में हमारे देश के पूँजीपतियों का हिस्सा होगा। एक समय आ सकता है कि जब वे पूँजीपति विदेशी पूँजीपतियों से मिल कर हमारे राष्ट्र की नीति के खिलाफ काम करे। मैं निवेदन करना चाहता हूँ कि हम इस चीज पर गम्भीरता से विचार करे। हम विदेशी पूँजी को ही अपने देश में नियंत्रण नहीं दे रहे हैं, बल्कि अपने मुल्क में एक ऐसे उद्योग में उनको बुला रहे हैं जिसके हम रक्षा की दूसरी पंक्ति कहते हैं। भले ही हम उनको दूसरे उद्योगों में हिस्सा देने को सहन कर सकें, लेकिन रक्षा की दूसरी पंक्ति में विदेशी पूँजी को सहन करने का मतलब होगा कि हम अपने देश के लिये स्वतरा ही नहीं पैदा करेंगे बल्कि उनके शोषण को भी बढ़ावा देंगे। एक तरफ तो हम राष्ट्रीयकरण की तरफ बढ़ रहे हैं, समाजीकरण की तरफ बढ़ रहे हैं, दूसरी तरफ हम विदेशी पूँजी को बढ़ावा देना चाहते हैं। आज बहुत आ गया है, कि हमें चाहिये कि हम अपनी मर्केट नेवी को पूरी तरह से नेशनलाइज कर दें। और यदि उसका राष्ट्रीयकरण नहीं हो सकता है तो हम कम से कम उनको एक प्रबंधक नियम

के हाथ में दे दें। हमारे यहां जो शिपिंग इंडस्ट्री है, मर्केट नेवी में जो उद्योगपति हैं, उनको हमने कितना कर्ज दिया है। ८०, ८५ प्रतिशत और कहीं कहीं पर तो १० प्रतिशत तक दिया गया है। सरकार विदेशों से कर्ज लेती है सबा ६ प्रतिशत पर, मुल्क से लेती है सबा चार प्रतिशत पर, लेकिन इन उद्योगपतियों को कर्ज देने जा रही है ३ प्रतिशत पर। मैं निवेदन करना चाहता हूँ कि जब ऐसी स्थिति है, जब हमारे अपने स्वर्वं के लिये पथ चाहिये, जब हमें रुपया चाहिये ताकि हमारा उद्योग पनपे, ऐसी सूरत में यह कहां तक उचित होगा कि हम इस उद्योग को प्राइवेट पूँजीपतियों के हाथ में बनाये रखें, चाहे वे विदेशी पूँजीपति हों या विदेशी। यहा जो चर्चा चल रही है उससे लगता है कि यहां पर दो गुट हैं, एक गुट चाहता है कि देशी पूँजीपतियों का उत्थान हो, दूसरा जो बांग है वह समझता है कि देशी पूँजीपतियों के ज्यादा आने से उनकी भोग्यता नहीं रहेगी। वह चाहता है कि विदेशी पूँजी भी आ जाये।

श्री रघुनाथ सिंह : हम लोग दोनों को चाहते हैं।

श्री बबराज सिंह : इन दोनों की लड़ाई में हम अपने मुल्क के फायदों को, मुल्क के नागरिकों का जो उत्थान है, उसको नहीं रख सकते। कहा जाता है कि हमारे मुल्क का डेढ़ सौ करोड़ रुपया फेट में बला जाता है। जैसे जैसे मुल्क का उत्थान होता है, वैसे वैसे हमारा व्यापार दूसरे देशों से बढ़ता जाता है। जैसे जैसे मुल्क का व्यापार बढ़ता है, वैसे वैसे यह रुपया बढ़ता ही चला जायेगा। ऐसी स्थिति पैदा हो सकती है कि यह डेढ़ सौ करोड़ के बजाय दो सौ करोड़ ही जाय, दो सौ करोड़ से बढ़ कर ढाई सौ करोड़ ही जाय। यानी इस तरह से जो पथ आप पैदा करेंगे उसे आप पूँजीपतियों को दे देंगे।

इसी रूपये से आप इस उद्योग को आगे बढ़ा सकते हैं और वह चलता चल सकता है।

अब सवाल यह उठता है कि क्या आज मूल्क में इस प्रकार के साधन हैं जिससे कि हम इस उद्योग को पनपा सकते हैं। मैं निवेदन करना चाहता हूं कि साधन पैदा करने से ही सकते हैं। इस मूल्क में ऐसी स्थिति पैदा हो सकती है कि जिस उद्योग में हम आज पिछड़े हुए हैं उसमें बहुत आगे बढ़ जायें। सात साल के अन्दर हमारे शिप्स और हमारे जहाज इतने बढ़ जा सकते हैं कि हम इसरों पर निर्भर न करें। क्यों नहीं ऐसे साधन पैदा किये जा सकते? मुख्य कार्य यह है कि हम लोगों को बतायें कि वे अपनी पूँजी निकालें। हमें मूल्क के लोगों के पास से धन निकालना चाहिये।

वह धन आकर हमारी इंडस्ट्री में लगे, जहाजरानी के उद्योग में लगे। इस तरह की भावना आज देश के नागरिकों में फलाने की ज़रूरत है ताकि हमारे देशवासी शिपिंग के व्यवसाय को उन्नत करने के लिए अपना पैसा दें और हम उसका कार्य सुचारू रूप से चलाने के लिए पब्लिक निगम बनायें, एक कारपोरेशन बनायें। हम उसके लिए कर्जा लें और जहां तक मैं समझता हूं बहुत आसानी से वह कर्जा लिया जा सकता है। अब इसके लिए यह बात कही जा सकती है कि हम अपनी दूसरी पंचवर्षीय योजना को सफल बनाने के लिए मूल्क से कर्जा नहीं ले पाते हैं और जिसके कि कारण आज हमारे मूल्क में संकट की लहरसी आ रही है। लेकिन हम जानते हैं कि यह संकट जो आ रहा है यह सरकार की गलत नीतियों के कारण से आ रहा है मूल्क में पैसे की इस रूप में कमी नहीं है जैसा कि स्थाल किया जाता है क्योंकि जिस देश ने आजादी प्राप्त करने के रास्ते में इतनी कुबानियां की और जिस केश के नागरिकों ने अन्नों कठिनाइयां छेल कर और कुबानियां

देकर इस मूल्क की आजादी प्राप्त की, वे राष्ट्र निर्माण के लिए सब कुछ कर सकते हैं लेकिन सवाल तो यह उठता है कि आखिर हम कुबानी करें तो किस के लिए करें? क्या हम यह कुबानी उन घोड़े से देशी और विदेशी पूँजीपतियों के लिए करें जो कि मिल कर इस काम को चलाना चाहते हैं? जब यहां के लोगों को इस बात का विवास हो जायगा कि इसमें मदद करना और अपना योग प्रदान करना राष्ट्र की ओर देशवासियों की भलाई करनी है तो वे सहृष्टि इसमें अपना योग प्रदान करेंगे और इसको उन्नत बनायेंगे। इसलिए आज आवश्यकता इस बात की है कि सरकार इस विषय में एक निश्चित नीति निर्धारित करे। हम साफ़ तौर पर यहां यह कहें कि मर्चेंट शिपिंग में कर्तव्य प्राइवेट उद्योगपतियों का कोई हाथ नहीं रहेगा जाहे वे देशी उद्योगपति हों या विदेशी उद्योगपति हों। इसका समाजीकरण होगा, अर्थवा राष्ट्रीयकरण होगा और इस व्यवसाय को सरकार अपने हाथ में लेकर सुचारू रूप से इसका संचालन करेगी। अगर सरकार इसको अपने हाथ में नहीं ले सकती तो कम से कम एक पब्लिक कारपोरेशन बना कर उसके जरिए यह काम किया जाय। किर हमारे सामने जो दूसरी दिक्कतें हैं चाहे वह रूपये की दिक्कत हो और जाहे किसी और तरह की दिक्कत हों, उन सब को हल किया जा सकता है। जब तक इस तरह की कोई एक निश्चित नीति नहीं बनती है और वही डिलमूल नीति चलती रहती है कि विदेशी पूँजी १०० फी सदी हो, ७५ फी सदी हो, ६६ २/३ हो या ५१ फी सदी हो, जब तक इस तरीके की गड़बड़ चलती रहेगी तब तक यह शिपिंग व्यवसाय ठीक से चलने वाला नहीं है। मुझे मालूम है कि मूल्क के देशी पूँजी-पति इस बात के लिए बहुत दबाव डाल रहे हैं कि किसी तरीके से उनका शिपिंग इंडस्ट्री पर एकाधिकार बना रहे और विदेशी पूँजी-पतियों को कोई हिस्सा न मिल जाय जब कि कुछ लोगों की यह राय है और मांग है कि राष्ट्र

[**श्री बजराव सिंह**]

के उत्थान के लिए और शिपिंग इंडस्ट्री को उन्नत करने के लिए हमें विदेशी पूँजी को निवन्धन देना चाहिए। मैं समझता हूँ कि यह दोनों ही बातें सतरनाक हैं। मैं तो चाहता हूँ कि शिपिंग इंडस्ट्री के काम को बढ़ाने के लिए प्रत्यक्ष कारपोरेशन बनाना चाहिए अबवा उसका राष्ट्रीयकरण होना चाहिए और इसके अलावा शिपिंग जिसको कि रक्षा की दूसरी पंक्ति कहा जाता है उसकी सुरक्षा प्राप्त कर नहीं सकते।

Shri S. K. Patil: Mr. Chairman, Sir, I am grateful to the hon. Members of this House for the very keen and live interest that they have taken in this very vital subject—our mercantile marine. As I said while moving the motion for consideration of the Bill, for the first time in the history of our free country we are opening a register of our own ships. That in itself is very significant and very important and that should enthuse all right-minded persons. I must not take the time of the House by dealing with emotional sentiments. I shall immediately come to the criticism that has been offered.

Criticism, by and large, has been constructive and has been if I may say so, motivated by one single objective that India must have its national shipping as big and as formidable as possible. Therefore, I attribute no motives, no matter from what quarters those criticisms arose, and I shall very objectively reply to several points of criticism that have been raised.

First and foremost is the amendment of my hon. friend, Shri Tridib Kumar Chaudhuri, which is to be voted first, because he wants that the Bill should be recommitted to the Joint Committee on account of the several defects that he has pointed out and the fact that the functional and executive authority should have been vested in the National Shipping Board that we are providing for in this Bill. He

knows very well that when the Bill came first before the House, there was no mention of any National Shipping Board. There were emotions in the country, and very naturally indeed, that when the shipping is expanded, it shall not be the sole prerogative of the Government or any officer appointed by the Government, but possibly the shipping policy should be shaped in a representative character by representatives of this country, of this country or outside. That sentiment was rightly expressed and the Government saw that it was their duty to respond to that sentiment, because thereby we shall make a beginning in regard to the ultimate objective which hon. Members have got in view.

Hon. Members must remember that just as shipping cannot be built in a day, even the functional and executive authority of shipping cannot be built in a day. That also requires experience and some time must elapse. Possibly with efflux of time, after five or ten years, when we have built up our shipping, when we know how to conduct shipping, a time may come when we may have an authority of that character, not of one man, but of a board of that description. But a beginning has to be made and that has been done. I assured the House and I repeat that assurance once again that it is the desire of Government that in all policy matters affecting the mercantile marine, the advice of the National Shipping Board will be accepted. Therefore, they need not think that because it is an advisory body, it will not be effective. Very very unfortunate expressions were used, that it is an impotent and useless body which should not have been created at all. All those misapprehensions will be really laid at rest when they know what exactly we propose to do, so far as this National Shipping Board is concerned.

A lot of meaning was given to it, which really is not conveyed by the actual words. My hon. friend, Shri

D. C. Sharma, who made a very nice contribution to this debate—I hope he is attentive—referred to clause 5 of the Bill like a professor, who concentrates on a particular thing, being thoroughly oblivious about things which are round about. He referred to sub-clause (b) which says:

"on such other matters arising out of this Act as the Central Government may refer to it for advice."

He does not know that there is a sub-clause (a) also to that clause. Therefore, the meaning of it is this. I do not want merely to score a point against my hon. friend. But I may point out to the House that although the words used may be few, they are very significant words in sub-clauses (a) and (b). Mere words do not mean much. Sub-clause (a) says:

"The Board shall advise the Central Government on matters relating to Indian shipping, including the development thereof."

That means that in regard to everything that comes within the purview of this Act, it is the right of the National Shipping Board to frame the policy and advise either the D.G. Shipping or the Government accordingly. By convention and by practice—I hold out that assurance on the floor of this House—we shall make it a practice that the opinion given by such a representative influential body generally will be accepted by Government for all purposes. Sub-clause (b) says "on such other matters arising out of this Act as the Central Government may refer to it for advice". There are some matters which *suo motu* the Board can take up—all those matters which are provided in 461 clauses; all of them will be sections of the Act, when the Bill finally gets the assent of the President. But those things which the Board cannot take up *suo motu*, they are within the competence of the Government. In those cases Government, under sub-clause (b) want to make

another offer to the Board. Even when the matters are not hundred per cent. within the scope of this Bill, even when the matters are outside the purview of the Bill, we shall send them for the consideration of the Board. Therefore, it should not be thought even for a moment that because Government wanted to create some kind of board in order to satisfy the nation, and, therefore, they have done it. Our purpose is that the Board should be the precursor to the future boards. What we envisage is to give a lot of experience to this board, and that is why this section has been introduced.

Therefore, I do not agree with my hon. friend, Shri Tridib Kumar Chaudhuri, who wants the recommittal of this Bill to the Joint Committee for that purpose alone. We are very anxious that it should be enacted into law, so that we shall start our register as early as we can, so that next time I shall have the proud privilege to come here and say that so many Indian ships have been brought on the national register of India. That exactly being the case, I do not want that this kind of dilatory tactics like the recommittal of the Bill to the Joint Committee should be resorted to.

Having disposed of that, now let me come to the other points that have been raised. Now a lot has been said,—out of the 23 speeches that have been delivered, I think about 20 of them—about 25 per cent and 75 per cent, and the Government has been blamed. My hon. friend, Shri Parulekar, whom I know for many many years—he was in another Legislature for ten years—an able parliamentarian as he is, when he found that there is nothing in the Bill that can find fault with, he went to the old Bill, because something must be done and some obstacle must be placed against the Government; he went to the old Bill. If you cannot run a live horse, then try it with a dead horse. That is why my hon. friend came and said: why such a retrogressive measure is being enacted? He used all adjectives and

[Shri S. K. Patil]

accused the Government. Now I am not here in defence of the Government. It is a dead horse anyhow. Nobody can run it.

Shri Nath Pai: Who is the dead horse?

Shri S. K. Patil: The old Bill. The hon. Member seems to be very anxious to run away with it. What I am telling is this, though many people asked: did Government realise the implications of clause 12 of the Bill and all that, to which my hon. colleague has adequately given a reply. I can further add one thing. It was not for any developmental or promotional purpose or anything that Government brought in this clause. It was merely for the sake of bringing the ships on the Indian register that particular provision was made. Now, it may be wrong.

But may I ask you another question, and that is the additional reason that I am giving. Now I cannot run away saying that I was not responsible for this, for Government is a continuous thing, no matter what Minister was in charge of a Bill at a particular time. Now supposing there is a ship which belongs hundred per cent to somebody. For the matter of argument, let us say it comes into the Indian register. Now, do you know what is the meaning of coming on the Indian register? Not only has it to fly the Indian flag, but it will be subject to the Indian laws; everything. That means that whatever profit it makes, it will be here in this country. They will have to pay 14 annas or 13 annas in the rupee, whatever may be the rate. It has got to do whatever the Government of India or the D. G. Shipping, ordains for it. All these conditions are to be satisfied. If a fool, if I may use that word, if he, in spite of all these conditions, wants to come on our register, I cannot really understand what type of a man he is. If I am calling him a fool, if there is any

prospective man who really wanted to come in that fashion please do not misunderstand me.

17 hrs.

What I am telling you is this that if anybody who was the draftsman of that particular clause heard that along with other privileges that we have got, viz., developmental, promotional, that we want to give money etc.,—we are not giving it, we merely say that such a man comes on the Indian Register and subjects himself completely, hundred per cent, to the Indian laws of shipping, subjects himself to the financial laws of the country and subjects himself to all the prohibitive laws that from time to time we shall promulgate in order to regulate our Indian shipping then what is wrong? Where is anything wrong in it? I do not understand it. In the end and in the balance of things we ultimately decided that it should not be so, but why should anybody come and say that if such a provision did exist before, it was retrograde provision, it was a bad provision, it was some kind of a concession that was given to the capitalists and all that kind of things? Where do all these fanciful ideas come into this argument? I do not understand it at all.

Now, having said that what is the trouble? You ask me, "Why this 25 per cent and 75 per cent?" Many people may have made it a kind of romantic thing, that there is something about this 25 and 75 per cent, that there is something very unholy, something which is inside and which they did not understand. I shall explain it. There is nothing romantic about it. There is nothing holy or unholy about it. As was already partly explained by one of the speakers, Shri Barman, who was the Chairman of the Joint Committee, it so happened in 1947 that when we formulated our national

shipping policy many people who were not nationals of India—by that I mean Pakistanis and not the Englishmen and the Americans—held some shares in some of our shipping. It was difficult then and it will be difficult for another ten to twenty years because they are still there to exclude them. Therefore if we merely make the law that unless hundred per cent shares are owned by Indians that ship cannot be brought on the Indian Register, even if there is one per cent share that is not held by an Indian, according to that definition, that ship will have to go off the Indian Register. Therefore, the question arose as to what should be the amount of symbolical representation or percentage that should be kept in order that the ship could be called an Indian ship and can be capable or eligible to be brought on the Indian Register. It was then thought that 75:25 is enough because 25 is the farthest margin. It is not that 25 per cent shares were there, but they thought that 75:25 was the fair margin. That is how the 75:25 came and not because that any capital was coming.

Many hon. friends refer to one thing. It is their stock argument that we have this provision of 75:25 and how much capital came with that 25 per cent being there. We did not expect any capital to come with that 25 per cent. It was a notional, a symbolical 25 per cent that whenever we wanted to do it, it should be 75 and 25 per cent. It was not accepted in order to attract any capital at all. Many suggestions have been made here. My hon. friend, Shri Raghunath Singh, a very very sincere friend of Indian shipping talked with emotion. The emotion with which he talked, if that can be shared by everybody, I am quite sure that in ten years' time we shall have a formidable mercantile marine. But may I tell him that these provisions in the other Acts also, wherever they exist, if I mistake not, I am talking subject to correction, that Italian Act where the provision is 66:33, out of

that 33 not one share has been taken by anybody. It is there on the statute but shipping being a very vital thing and subject to the regulation of a national country in every possible way, we can pass an ordinance by which it will make it prohibitive for anybody to have anything to do with our Indian shipping. Therefore the foreigners do not come and buy your shares or indulge in the equity capital. In the Italian Act the provision is there for 66:33, but if I mistake not nobody has taken advantage of it. In the United States of America, the provision may be for 51:49, but nobody has taken advantage of it. These provisions, as I said, are notional and symbolical provisions, merely because the hundred per cent should not be stated in the statute. Therefore, they make it like this. It has no meaning. It is not intended that any foreign capital should be attracted and so in Italy, in the United States and anywhere for that matter foreign capital has not been attracted.

Often references were made to Panama and to Liberia. They have got 4 million and 7 million tons. Do you know what they are? They are tramp ships. They are under the Panama or the Liberian flag because they have no taxes and because many people come there from anywhere. If you have got the money and if our Government and our Finance Department is kind enough to allow you to take that money outside the country, please go and buy a ship in Panama or in Liberia. They are ships which are not subject to those national laws by which shipping in India and for that matter shipping in any progressive country is governed. Therefore, to refer to Panama and Liberia, to these tramp ships, objects of convenience, and tell us that they have been able to build, is not correct. They will build up, because, there, people from all over the globe go and invest their money in Liberia or Panama ships because they can have ships which are not subject to the laws of

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taxation in those particular countries and they are free to roam in the seven seas wherever they want. Therefore, any comparison with Liberia or Panama is out of question and irrelevant when we are discussing the national shipping of this country.

You will ask, how can you reach the target. That is the fear of everybody, a very genuine fear. Those who have been the proponents of the 40:60 and so on, I really thought, had some kind of an idea that some foreigners are coming with their 40:60. May I say in all humility, even if you make 40:60 or even if you make 49:51, I think no sane man from anywhere else will come and put his capital in equity capital in shipping knowing perfectly well that it is a vital industry of the country subject to the jurisdiction of the national Government and it can be changed without any international interference overnight? Therefore, it is not expected anywhere in this world that equity capital would come.

Sometimes the argument is made, because we suffer from some kind of ideas, that because the communists say something, it must be opposed, if the capitalists say something, it must be opposed. But, it is by a strange coincidence that we have got today, because for different reasons altogether, the communists, capitalists and everybody else, and the nationalists have come on the same platform. Is it a fault? It is a good thing that they have come on the same platform. There is nothing wrong about it. It is not a question. People ask these companies which are already operating there. There are about 30; four or five may be slightly big companies. I am talking of the present shipping companies. They never brought this 75:25. The 75:25 per cent ratio was brought by the Government of India. Therefore, they clutched at it and they said that that ratio should remain. It is not that the capitalist ratio was

brought in or the communist ratio was brought in. Merely because the capitalist or somebody else said it and the communists also said it, therefore it becomes bad: nothing of the kind. What I am saying is this.

Shri Harish Chandra Mathur: May I ask the hon. Minister to refer to the evidence which was given by those who are in shipping for a long time and who are supposed to have a great knowledge of shipping? Why were they apprehensive that foreign capital will come?

Shri S. K. Patil: I may tell my hon. friend that I will refer to that. I have been Minister of Shipping for the last, may be, three or four months. But, I have been associated with Indian shipping all my life time. Therefore, I know what shipping is, what those people have said. Sometimes, there is a fear....

Shri Harish Chandra Mathur: They are all dunces.

Shri S. K. Patil:....because there is recession in the world today. Nearly 2 million tons of shipping has been laid off. Therefore a fear has been created, an unnatural fear, which has really no legs at all. The fear is there that possibly some of those ships which have been laid off, because they have nothing else to do, may come under the cover of equity capital and they should not come. It is a far-fetched fear. There may be the fear and they have got a right to express that. I do not find fault with them.

In the interests of national shipping, I am going to ask a question of myself and every Member should ask himself. In a matter like shipping whether you call it a maritime country or a maritime power—Shri Goray says, why is Shri S. K. Patil afraid that he should not call it a maritime power—he was bold outside, but he has become a very dumb lamb inside when he sits in this House—it is because, words do not

make anybody brave or otherwise. Call it whatever way you like, I merely wanted to have a distinction between a power and a country, that we do not do it with any idea of going and attacking anybody. It is merely for our purposes of trade and commerce. That is why I used that expression: not for any other purpose.

I may say, in an industry as vital and as delicate as the shipping industry, where we want to discuss our rates, discuss other things, discuss what particular advantage we shall give to a friendly country, or what advantage we shall receive from a country, when we have got to sit in the Shipping Lines Conferences, we must speak with one voice before international opinion. At a time like that, if we have got any participation of this description, naturally you have to appoint more than one people, two or three people. You cannot always say, take capital, make them shareholders, do not give anything. Our Company law lays down that when you take any equity capital, correspondingly you have got to give some share in the administration of that company also. It is not fair, it is not honest, it is not moral for us to say: you bring the equity capital, but no director will be yours; you will have no participation whatsoever in the managing agency, and so on and so forth. It is not right. We do not want any foreign capital in the guise of equity capital to come into Indian shipping. This 75:25 is merely intended to be notional or symbolic, it does not mean anything. I as a Minister sometimes feel that if anything comes within this 25 per cent I will be very jittery, I will have to take in some directors and so on and so forth. Therefore, I will see to it that within the 25 per cent no capital comes. It is not intended that capital should come. Does my friend Shri Raghu Nath Singh very seriously suggest that in a matter so vital as shipping, we will allow it?

Some people say that some offers have been made, but surely if some

offers have been made to them, they can be made to the Government of India that they are prepared to come on 49 per cent participation. No such offer has been made to the Government of India or anybody in the matter of shipping. It is problematical that it may happen, though we keep our doors open. Besides, remember that we have to operate under the company law. Certain things can be done only by a two-third majority, and therefore a two-third majority is guaranteed under 75:25 because it is three-fourth and one-fourth. Therefore we have kept it because it is notional, symbolic, and in keeping with the shipping Acts of all progressive countries, and there is no danger, not even the slightest danger in accepting participation which is notional. There is no danger and that is why it was accepted.

Many people have made fervent pleas that they want to invest Government with powers. If they want they can do so. As a representative of the Government, if it were not a democratic Government, I would have been glad of the supreme confidence of the House in investing the executive with these powers. I am sure we have deserved it by our performance, and therefore it would be an unwise Minister who would not take it when there is a tendency on the part of the hon. Members to invest the executive with part of the power which naturally belongs to this House. I am not reluctant. If you want to do it, do it. So, I assure my hon. friend Shri Raghu Nath Singh that if he really wants that the Government should have such power, we shall have it, we shall use it judiciously, not that we are not using our powers properly, but surely it must not be forgotten by anybody in this House that the Government is not anxious to have it. If we really want it, we have got the right to come to you, amend the section and get all the powers we need. If, in spite of that, you want any particular powers should be given to the Government, I

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am not reluctant to accept them. Therefore, I am merely saying that on that ground there should not be any difference of opinion.

But I shall warn this House again and again. Several Hon. Members including Shri Parulekar have said that shipping is the second line of defence. What they mean by it I do not know. Shri Patnaik repeated that sentiment a dozen times, but he did not tell us a single thing as to what we should do in order that it may become a second line of defence. I do not think he was thinking of foreign participation. He thought there was something in the structure or construction of stability of a ship which ultimately must conduce to its being used as a second line of defence. That was the idea, and that should be the idea. There is nothing wrong in it, because sometimes even merchant shipping is used in the convoy for carrying things. My hon. friend Shri Bharucha said that at Dunkirk it did wonderful work. It did wonderful work because there was the British Navy to support it all along. It is not that it did it by itself. Even if a Dunkirk arises—and God forbid that it should arise—and if for that you think that our merchant shipping should have some kind of turrets to launch guns etc., and that the floor should be strengthened for that purpose, I can assure the House that those precautions have been taken. If light guns have to be mounted on our ships in any emergency, like the merchant shipping of any progressive country, it can be done. If by that is meant the second line of defence, it is the second line of defence, because it brings food, it sends food, it brings materials, it sends materials. In that sense, it is a second line of defence. It does not need any lengthy argument to prove that it is a second line of defence. All precautions that are necessary are taken in order that our ships may be of the standard so that in the eventuality of war they could be actually used as fighting

vessels sufficiently strengthened and reinforced so that they can hold turrets for firing guns. We have consulted the Navy, we have consulted the commerce department; all the concerned departments of the Government of India have been consulted that we should have this arrangement.

Therefore, all these distinctions between 25 and 75 per cent, 40 and 60 per cent or whatever it may be are unreal, because if you look at it objectively, it has no meaning, because we do not go by that and we do not want capital to come in that way.

My hon. friend and many other hon. friends used two big expressions. I myself would have used them if I was not a Minister. But because I am in it, I have the advantage of knowing something about it. Take this Rs. 150 crores of foreign exchange. Do you mean to say that all this 150 crores is a one-way traffic, that you will have 150 crores of rupees tomorrow if we have the ships? There are ships of other countries. The merchandise is going to and fro. Some of them will say: 'We will sell our goods, but we want that it should also go in our ships' and so on. Then what about the things we are exporting? Many countries will say: 'We will buy these goods, but we will not take them in your ships; we will carry them in ours'. That means it is a matter of mutual accommodation. Countries have got to sit together in these Liver Conferences and decide what is the percentage according to the number of ships they have and the quantum that has to be given.

Therefore, this inflated figure of 150 crores is a very deceptive figure. Even if you have the ships tomorrow, these 150 crores will not come in your pocket.

Another misapprehension or a kind of imagination that seems to be in everybody's mind is that it is only money, the foreign exchange, that

comes in the way. If tomorrow, the shipping is available, 2-1/2 million tons, as I said in my speech—and I would be a proud man with all those ships aggregating 2-1/2 million GRT—it would not be possible to use it. To have it emotionally is one thing and to have it actually is another. What I am saying is a different thing. It is not enough that you have the foreign exchange and the internal money to acquire the ships. What about servicing those ships? What about manning those ships? When you find that even in such a limited sphere, you have not got the Masters, the Mates and others for running the ships, if all of a sudden you get a hundred ships, what would you do? Unless you get the Masters and all those people who are required for manning the ships, you will never have a mercantile marine.

Therefore, I am impressing on this House that while we want to increase the tonnage, it must increase along with the services, along with the personnel that we have to train from the beginning. As my hon. colleague pointed out, we have got the *Dufferin*, *Bhadra* and *Mekhala* and some other arrangements. Those arrangements have got to be doubled, trebled and quadrupled of 5,000 people, all the required men who will be able to man our ships.

Therefore, the mere chance that we will get some loan or other assistance and we will be able to buy the ships is not enough to run the ships. We have got to train the people to run them. All these things must go together.

Shri Harish Chandra Mathur: If Egypt could run the Suez Canal, I hope Shri S. K. Patil will be able to run a few ships.

Shri S. K. Patil: Egypt runs the Suez Canal without having the ships, and if I have got to run the Suez Canal, I could do it. The Suez Canal operation is a different thing. It is just like piloting ships in the Hooghly. I am not minimising the importance of the Suez Canal. It is a life-line for us. But what I am saying is this, that what we have to do is different from merely running the Suez Canal in the sense of piloting safely the hundreds of those foreign ships that come and go. It is not as if any man, any clever Minister, immediately the shipping is available, could do something by a magic wand. What I am saying is not a damper; shipping must develop by evolutionary methods more and more, 5 times, 10 times and 20 times. Along with that there should be a definite process of increasing the personnel that we want for them. Therefore, all these things are necessary and we would not be afraid that our Second Five Year Plan targets would not be reached. As I have pointed out, even today we have got somewhere about 6,50,000 tons of shipping actually running and we have got in the near future the ships that have been ordered and are coming. Ultimately, the gap will be 120,000 tons. To this I have added another 40,000 because some of the ships would go out of commission because of old age. And it gives 160,000 tonnage. That is the maximum.

If we take one ship to be of 10,000 G.M.T. we shall require about 16 ships and if they be smaller we shall require about 20 ships. Twenty ships would cost, perhaps, Rs. 20 crores just now because the ship prices have gone down because the shipping market for buying is in an ideal condition during the last 15 years. Therefore, out of these Rs. 20 crores or Rs. 25 crores, we require only 20 per cent because by paying 20 per cent as the first instalment we get the ships. Eighty per cent of the ship pays itself because it is a foreign exchange earner from the first day that it is launched. It is possible for us to finish our target of

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900,000 tons within the next two or three years.

I would like to tell the House that we had an offer of loans of 100 million dollars. Perhaps that will bring us 100 ships or more. We have declined that offer because we do not require so much money only. We cannot process these ships; we cannot service them and we have not got the personnel.

Somebody actually suggested that we can take money from loans because it is easy. We are our own masters in our own country and if we take our loans everybody in the world knows that India is committed to discharge its loans whenever they become due. We have not become a kind of a country where if we take a loan we are not expected to pay. All the present difficulties that we find in foreign exchange today arise out of the fact that we are conscientious that the commitments that have been undertaken have got to be really honoured. Therefore, if it is only money that is required for our purpose, surely we need not be shy that money is not coming. Money will be forthcoming so far as the fulfilment of the target of 500,000 tons is concerned. For the matter of the fulfilment of the target of 2 millions or 2½ millions in the next 10 or 15 years, by our endeavour by the new Bill and the spirit we have created and by having the open co-operation that the Members of this Parliament will be giving us—and of the people outside and of those who are concerned—we shall be able to build a marine in less than the time we expect. We shall be realising most of the dreams that are in the minds of the hon. Members.

I will say one word about the Shipping Development Fund. Many hon. Members—and Shri Mathur also—said that what is the use of this small thing. It is just like the account in a post office of a town clerk or something like that. This country is such that we cannot put Rs. 100 crores in it. Do you see the difference that has been

there. Hitherto, if we kept apart some money and if we did not utilise it it was lapsable. Now, we are creating a Fund which does not lapse. It is our own fund and from time to time if this House is wide awake, we can tell the Finance Minister if they do not find enough sum, if the sum of Rs. 5 crores is not diverted every year to this Fund, where is the contribution you are expected to make to the Shipping Development Fund. By creating this we are giving an incentive not only to the shipping trade, but to this House and to the country. The Fund shall develop with all the sums that accrue to it and the loans that we get. All that will be kept in this Fund so that the Fund shall swell and ultimately, we shall devote it to build our own ships wherever we need. Therefore, if the amounts are small they need not worry about it. The Ganges and the Jamuna wherever they had begun had small beginnings and they swell when the flood comes.

An Hon. Member: That is all poetic

Shri S. K. Patil: It is not poetic; it is very objective.

It really brings me to the end of many of the criticisms that hon. Members have made. There are one or two amendments which I can indicate that the Government would be prepared to accept if the House so desires. There are amendments to which reference has been made by my hon. friend Raghunath Singh. If we really want that 75 and 25 should remain and that no further power should be given to Government and so on, I am not opposed to it although I have not pioneered it. Government does not desire that any such power should be given to them. But if the hon. Members want such power to be vested in the Government for the convenience or for other reasons which hon. Members have explained, I am not against it. My hon. friend, Shri Barman, Chairman of the Joint Committee, has suggested that in order to adjust the ratio of 2:1 between the Lok Sabha

and the Rajya Sabha, the membership from this House should be raised to four from three and that the total membership should be raised to six from five. I would accept it because it seems to be a very reasonable proposition. There would then be some consequential changes because instead of 21 it will have to be 22. Many hon. Members have asked why these 21 have not been defined. It is for the precise reason that I am telling. We are building precedents just now. Let us develop by evolutionary processes; let us go very naturally, by evolution. Two or three years afterwards will be the time to see whether these 21 or 22 should be defined as to what it should be. For the time being, we have taken the precaution to see that those will represent the shipowners and the seamen shall be equal so that it could not be said that the capitalists are dominating or the labour are dominating or somebody else is dominating. We do not expect anything to dominate. What we expect is dominating the domain of our mercantile marine by concentrated efforts by the shipowners, seamen, Government and everybody. By these efforts, we shall build up a sizable mercantile marine which shall be the pride of this country. With these words, I request the House that it need not go into the small details and allow the Government to go with this Bill so that next time—I mean, next session—when we come here, we shall be able to report as to how many Indian ships have come on our national register.

Mr. Chairman: The question is:

"That the Bill to amend and consolidate...

Shri Raghu Nath Singh: There is an amendment.

Mr. Chairman: I shall put the amendment to the vote of the House. The question is:

"That the Merchant Shipping Bill, 1958, as reported by the Joint Committee, be recommitted to the same Joint Committee with instructions to make necessary alterations in Parts, II, III and IV of the Bill relating to the constitution of the National Shipping Board, General Administration and the Shipping Development Fund so as to confer greater powers and executive authority to the National Shipping Board in the sphere of general administration and the administration of the Shipping Development Fund and to report by the end of the first week of the next Session of Lok Sabha."

The amendment was negatived.

Mr. Chairman: The question is:

"That the Bill to amend and consolidate the law relating to merchant shipping, as reported by the Joint Committee, be taken into consideration."

The motion was adopted.

17.25 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, the 17th September, 1958.

[Tuesday, the 16th September, 1958]

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QUESTIONS 6581-6622

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| 1266 | Rehabilitation of Ex-Poppy cultivators in Himachal Pradesh | 6584-86 |
| 1267 | By-Product plants at Rourkela | 6587-88 |
| 1269 | National Atlas | 6588-91 |
| 1271 | Urdu | 6591-92 |
| 1272 | Advances to the Textiles Industry | 6592-96 |
| 1273 | Commonwealth Bank | 6596-97 |
| 1274 | Excavations at Ujjain | 6597-98 |
| 1275 | Sarva Seva Sangh | 6598-6600 |
| 1276 | Kannada language Novel | 6600-04 |
| 1278 | Life Insurance Corporation | 6604-08 |
| 1279 | Anti-social elements | 6608-10 |
| 1280 | Ajanta Caves | 6610 |
| 1281 | Theft in Air Force Station, Pulgaon. | 6611 |
| 1283 | Delays in the presentation of Demands for Excess Grants | 6612-15 |
| 1284 | Tilpat range | 6615-16 |
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| 1288 | Restrictions on Travelling Abroad | 6618-19 |

S.N.Q.
No.

| | | |
|----|--------------|---------|
| 13 | Ashoka Hotel | 6619-22 |
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WRITTEN ANSWERS TO
QUESTIONS 6622-79

| S. Q. | Subject | COLUMNS |
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| 1264 | Living conditions of Students | 6622-23 |
| 1268 | Prohibition | 6623 |
| 1270 | Financial adviser to Nizam | 6623-24 |
| 1277 | Central Glass and Ceramic Research Institute, Calcutta | 6624 |
| 1282 | Scheduled Castes and Scheduled Tribes | 6624-25 |
| 1285 | Machinery for Rourkela Steel Plant | 6625 |
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| S. Q. | Subject | COLUMNS |
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| 1290 | Odissi Dance | 6627 |
| 1291 | Bomb explosion in Manipur | 6627-28 |
| 1292 | Credit information Bureau | 6628 |
| 1293 | Chemical engineering | 6628-29 |
| 1294 | All India Service of Engineers | 6629 |
| 1295 | State Bank of India | 6629 |
| 1296 | National Savings Advisory Committee | 6630 |
| 1297 | Pensions in Manipur | 6630 |
| 1298 | Memorial at Jalianwala Bagh, Amritsar | 6630 |
| 1299 | University education | 6631 |
| 1300 | Police Component of I. N. A. | 6631-32 |
| 1301 | Legal Aid to the Poor | 6632 |
| 1302 | Hostels for engineering Students | 6632-33 |
| 1303 | National Museum at New Delhi | 6633 |
| 1304 | Common Police Reserve Force for Zones | 6633-34 |
| 1305 | "Human Centrifuge" | 6634 |

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Nos.

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| 2090 | Victoria Memorial Hall, Calcutta | 6634 |
| 2091 | Prohibition | 6635 |
| 2092 | Landless Scheduled Castes and Tribes | 6635 |
| 2093 | Drinking water wells for Scheduled Castes | 6635 |
| 2094 | Indian students abroad | 6636 |
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| 2096 | Scheduled Castes, Scheduled Tribes and Backward Classes | 6637 |
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| 2117 | Labour and Social Service Camps for Students | 6647-48 |
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| 2156 | Shamlat lands in Kotla Mubarakpur | 6668 |
| 2157 | Auditing of Public Undertakings | 6668-69 |
| 2158 | Scholarships | 6669 |
| 2159 | Direcorate General of Archaeology | 6669-70 |
| 2160 | Closing of Schools due to water shortage | 6670 |
| 2161 | Revision of Detenue Rules | 6670-71 |
| 2162 | Delhi Jail | 6671 |
| 2163 | Graduates and Post graduates in Government Employment | 6671-72 |
| 2164 | Exemption of Industrial concerns from Income-tax | 6672 |
| 2165 | International Finance Corporation | 6672-73 |
| 2166 | Central Social Welfare Board's Grants | 6673 |

**WRITTEN ANSWERS TO
QUESTIONS—contd.**

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| | Nos. | |
| 2167 | Staff in the Ministry of Steel, Mines and Fuel | 6673-74 |
| 2168 | Training of Backward Classes in Cottage Industries in Punjab | 6674 |
| 2169 | Income-tax Assessee in Punjab | 6674-75 |
| 2170 | Temples in Himachal Pradesh | 6675 |
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| 2172 | Scheduled Castes Section Officers | 6675-76 |
| 2173 | Life Insurance Corporation of India | 6676 |
| 2174 | Coal despatches to Pakistan | 6676-77 |
| 2175 | Supreme Court | 6677-78 |
| 2176 | Assistants' Grade Examination | 6678-79 |
| | ARREST OF TWO MEMBERS | 6679-80 |

The Speaker informed Lok Sabha that he had received intimation re. the arrest of the following Members :

- (i) Shri Atal Behari Vajpeyi was arrested at Gonda on 15th September, 1958, under sections 188, I.P.C. and 107/117 Cr. P. C.
- (ii) Shri Ram Sevak Yadav was arrested and convicted at Barabanki on 12th September, 1958 for contempt of Court

PAPERS LAID ON THE TABLE

The following papers were laid on the Table :—

- (1) A copy of each of the following Declarations of Exemption under the proviso to section 6 of the Registration of Foreigners Act, 1939 :—
- (i) No. 1/21/58-F. I. dated the 12th April, 1958. (6 Declarations)
- (ii) No. 1/23/58-F. I. Dated the 19th April, 1958. (1 Declaration)

6680-82

PAPERS LAID ON THE TABLE—contd.

COLUMNS

- (iii) No. 1/25/58-F. I. dated the 30th April, 1958. (1 Declaration)
- (iv) No. 1/28/58-F. I. dated the 29th May, 1958 (5 Declarations)
- (v) No. 1/32/58-F. I. dated the 27th June, 1958. (2 Declarations)
- (vi) No. 1/36/58-F. I. dated the 9th August, 1958. (1 Declaration)
- (vii) No. 1/35/58-F. I. dated the 18th August, 1958. (1 Declaration)
- (viii) No. 23/20/58-F. I. dated the 27th August, 1958. (1 Declaration).
- (2) A copy of each of the following Notifications, under sub-section (4) of Section 43B of the Sea Customs Act, 1878:—
- (i) G. S. R. No. 741 dated the 30th August, 1958
- (ii) G. S. R. No. 742 dated the 30th August, 1958 making certain amendment to the Customs Duties Drawback (Ivory-products) Rules, 1957
- (3) A copy of the Customs and Central Excise Duties Drawback (Pyrethrum Extract) Rules, 1958 published in Notification No. G. S. R. 743 dated the 30th August, 1958, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and section 38 of the Central Excises and Salt Act, 1944.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

6681-84

Shri N. Keshava called the attention of the Minister of Finance to the reduction in commission payable to Insurance Agents and its effect upon new business secured for the Life Insurance Corporation.

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi) made a statement in regard thereto.

COLUMNS

BILL UNDER CONSIDERA-
TION 6684-6826

Further discussion on the motion to consider the Merchant Shipping Bill, as reported by the Joint Committee and the amendment for recommitting the Bill to the Joint Committee concluded.

COLUMNS

AGENDA FOR WEDNES-
DAY, 17TH SEPTEMBER,
1958—

Clause-by-clause consideration and passing of the Merchant Shipping Bill, as reported by the Joint Committee and discussion on the motion *re. appraisal and prospects of the Second Five Year Plan.*