

Second Series, No. 4

Thursday, February 12, 1959
Magha 23, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA DEBATES

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LOK SABHA

Thursday, February 12, 1959 | Mughra
23, 1880 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair].

ORAL ANSWERS TO QUESTIONS

Avoidance of Double Taxation

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*129. { Shri Rajendra Singh:
Shri Vidya Charan Shukla:
Shri Kistalya:
Dr. Ram Subhag Singh.

Will the Minister of Finance be
pleased to state

(a) whether it is a fact that negotiations
were carried on with the United
States on the issue of relief from
double taxation of income in the two
countries and

(b) if so with what results?

The Deputy Minister of Finance
(Shrimati Tarkeshwari Sinha): (a)
yes Sir

(b) Substantial progress has been
achieved during the negotiations,
which are expected to be continued in
India in March, 1959

Shri Rajendra Singh: Has the Government
made any assessment of the
likely effect on the receipts on income-
tax account in case a settlement
is arrived at?

Shrimati Tarkeshwari Sinha. All
the likely effects are going to be
good, because it is one of the incentives
provided for encouragement of
foreign investment in India

323 LSD—1

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Shri Rajendra Singh: May I know
which of the countries took initiative
in this matter?

Shrimati Tarkeshwari Sinha: The
Governments of US and Canada
made this request that some steps
should be taken for avoidance of
double taxation

Shri Vidya Charan Shukla: May I
know the main points on which
agreement has been reached between
India and the United States of
America?

Shrimati Tarkeshwari Sinha: The
agreement is still in the negotiation
stage, and it is not possible for me to
give the details

Shri Ramanathan Chettiar: May I
know whether this agreement will
cover super-tax as well?

Shrimati Tarkeshwari Sinha: All
the tax concessions that are being
provided for foreign investments will
be effective after this avoidance of
double taxation

Shri Vidya Charan Shukla: May I
know if the negotiations have been
resumed in India now or it will
take some more time?

Shrimati Tarkeshwari Sinha: I
have already said in my main answer
that in March a delegation from
America is coming for further negotiations

Iron and Steel Equalisation Fund

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

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

(a) the amount of subsidy paid
from the Iron and Steel Equalisation
Fund per ton during 1958,

(b) whether Government have fixed any financial limitation in regularising the purchases; and

(c) if so, whether these limitations are strictly followed by the Organisation?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) In the year 1958, the average subsidy paid on each ton of imported steel was Rs 158/-.

(b) Yes, Sir. The Iron & Steel Controller's powers for purchases are defined

(c) This has generally been adhered to. In some marginal cases, purchases were made by the Iron & Steel Controller in anticipation of Government sanction, which was subsequently given

Shri Subodh Hansda: May I know whether it is a fact that the organisation dealing with this is always disregarding these limitations since its establishment? May I also know whether it is a fact that this was objected to by Audit, and, if so, what steps Government have taken to check such violation of limitations?

Sardar Swaran Singh: My answer to the first part of the question is in the negative. With regard to the second part, there have been audit objections which are being examined

Shri Subodh Hansda: May I know how long this subsidy will be given on the import of iron and steel, and what is the interest of this organisation in paying so much subsidy for the import of iron and steel?

Sardar Swaran Singh: The price of imported steel is high, and in order to make it available to the consumers inside the country at a reasonable price an element of subsidy is given. It is in the overall interest of industrial development and utilisation of a basic raw material like steel.

Shri S. C. Samanta: May I know how many organisations were allowed on this condition to import steel in 1958 and what was the total amount?

Sardar Swaran Singh: I think most of it was imported on government account in connection with purchases by the Iron and Steel Controller; but if a separate question is tabled I will collect all the relevant information

Shri S. C. Samanta: Certain organisations were allowed to import and they were given subsidy. I want to know who were those organisations and what is the total quantity.

Sardar Swaran Singh: No private organisation as such was given this subsidy. The subsidy was given only with regard to those purchases which were arranged by the Iron and Steel Controller.

Some Hon. Members rose—

Mr Speaker: Shri Majhi—hon Members will kindly look up the names of the hon Members who have tabled the question, I will first try to give an opportunity to those hon Members

Shri R. C. Majhi: May I know what were the purchases made and how much subsidy payment was involved since 1954?

Sardar Swaran Singh: I would require a separate notice to answer that question, because this question is with regard to the average and not with regard to the total quantity purchased.

Shri C. D. Pande: In view of the fact that we will be manufacturing steel by the end of this year and there will be no necessity to import steel, will Government base the price structure on the basis of cost so that the prices may be brought down to the cost of production here?

Sardar Swaran Singh: It is true that when our own internal steel is available the prices of steel as they obtain today are likely to go down, but it will be a little too premature for me to state the quantum of that decrease.

Shri Sinhaan Singh: May I know whether the rise in the retention price

of steel which we see so often is due to the policy of giving subsidy on imports?

Sardar Swaran Singh: This has got nothing to do with that.

Shri Tangamani: The hon. Minister stated that a subsidy of Rs. 153 per ton has been paid during the year 1958. May I know how much is going to be paid for the current year; whether Government have got any proposal either to increase or to reduce the subsidy which was being paid last year?

Sardar Swaran Singh: The quantum of subsidy during the current year is likely to be less because there has been a fall in the world prices of steel.

Shri Tyagi: May I know what is the policy with regard to the pricing of articles produced in the public sector generally? In the case of steel, Sir, as any profit drawn through these industrial concerns in the public sector acts as an excise duty on the country and everybody has to pay, I want to know whether Parliament will be taken into consultation or the sanction of Parliament will be had before fixing the percentage of profit.

Sardar Swaran Singh: That, I think, is a wider question, and it is not for me to answer.

Mr. Speaker: It may be confined to steel.

Sardar Swaran Singh: So far as steel prices are concerned, the prices will be fixed regard having had to the cost of production and the necessity of building the reserves for expansion

Shri Morarka: Is it not a fact that the amount to the credit of this fund has considerably been reduced because the main producers of steel in this country are not paying their dues to the Government towards this fund; and, if so, may I know what is the amount which is due now?

Sardar Swaran Singh: I do not think that that is really a very important matter, because that is only an ac-

counting matter. There is generally some time lag, but the main producers have not failed to pay the amounts as they fell due. It may be that there is more time lag, sometimes more, sometimes less, but that is more an accounting matter.

Shri Tyagi: I am anxious to know whether the sanction of Parliament will be obtained before the percentage of profit on steel produced in the public sector is actually decided upon.

Sardar Swaran Singh: It is very difficult for me to make a commitment of that type. Parliament will have the supreme authority. The Members can always express their opinion, and in a way everything is subject to their control. As to whether with regard to each transaction we should come here separately or not, that is not a pertinent point at this stage.

Shri Morarka: Is it not a fact that the Auditor-General in his report has recently expressed the opinion that a sum of more than Rs. 15 crores is due from the main producers of steel towards this fund and that the sum is over-due?

Sardar Swaran Singh: It is true that that point has been noted by Audit. The matter has been taken up, and I do not anticipate any great difficulty in making that realisation.

Some Hon. Members rose—

Mr Speaker: Next question. I have already allowed more than ten supplementaries.

Shrimati Renu Chakravarty: I want to put one question.

Mr. Speaker: The hon lady Member did not get up earlier.

Shrimati Renu Chakravarty: If all of us get up together you cannot call everybody together.

Mr. Speaker: All hon. Members who want to put supplementaries should get up together in the first instance so that I may be able to make up my mind as to whom to call and whom not to call. All hon. Members desirous of putting supplementaries should get up once at least.

Shrimati Renu Chakravarti: I want to make one submission. A question has been answered and in respect of that question certain supplementaries have been put. If we want to put a further supplementary, does it mean that since we did not get up in the first instance we will not get a chance?

Mr. Speaker: No, no. These are all exceptional cases. I am always allowing the hon. lady Member to put such supplementaries.

Shri Jaipal Singh: As you know, it is much more exciting to catch your eye than for you to catch our eye. Yesterday you announced that you would read out the names of the questioners. Now, in the case of the next question, for example, you see the number is great. I think much of your voice and the time of the House will be taken up if you went right through the list. It is much better that we catch your eye. It is much more exciting.

Mr. Speaker: In the case of a long list, I will allow hon. Members to catch my eye rather than my catching their eyes.

Engineering College in New Delhi

—

Shri R. C. Majhi:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Ram Krishan:
Shri Rameshwar Tantia:
Shri Shree Narayan Das:
Shri Bhakt Darshan:
Shri Kodliyan:
Shri Naval Prabhakar:
Shri Bishwanath Roy:
Shri Rami Reddy:
Shri Subiman Ghose:
Pandit D. N. Tiwary:
Shri D. C. Sharma:
Shri Osman Ali Khan:
Shri Radha Raman:

*131.

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

(a) whether it is a fact that the British Government and the British

Industries have agreed to assist in the establishment of an Engineering College in New Delhi;

(b) if so, the nature of assistance they have agreed to give;

(c) the expenditure (capital and recurring) to be incurred by the Government of India;

(d) the details and estimates of the Plan; and

(e) the progress so far made in the setting up of the College?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) to (e). The British Government and the Federation of British Industries have agreed to assist in the establishment of an Engineering College in Delhi with (i) equipment worth £ 0.25 million, and (ii) services of 8 Professors for a period of 5 years.

The new College will take over the degree courses of the Delhi University at present available in the Delhi Polytechnic, and will have provision for 250 new admissions every year into the First Year Degree Class in the following subjects:—

- (i) Civil Engineering,
- (ii) Mechanical Engineering,
- (iii) Electrical Engineering (including Electronics),
- (iv) Chemical Engineering, and
- (v) Textile Technology.

As and when practicable, it will provide facilities for post-graduate courses and advanced work in selected fields.

Detailed estimates of cost are being worked out. Preliminary estimates indicate that an expenditure of approximately Rs. 1.20 crores capital (including that on Hostels and some staff quarters) has to be met by the Government of India. The ultimate recurring expenditure is estimated tentatively at Rs. 13.0 lacs a year which also has to be met by the Government of India.

The site for the new College has been acquired and discussions are currently taking place with the representatives of the U.K. Government for settling the details of assistance to be given by them

Shri R. C. Majhi: May I know whether the equipment that is being given by the British is on loan basis?

Shri Humayun Kabir: There is an offer of a gift

Shri R. C. Majhi: When is it expected to function?

Shri Humayun Kabir: I cannot give any date as to when it will reach here, but we hope that this College will start functioning before the end of the Second Plan period

Shri D. C. Sharma: In the statement it is said that the services of eight professors for a period of five years will be requisitioned from abroad. May I know whether there is any dearth of talent or professors in mechanical engineering, civil engineering, electrical engineering and chemical engineering in our country that we are taking the services of eight professors from abroad?

Shri Humayun Kabir: The answer is in two parts. Firstly there is a shortage as a whole of teachers for technical institutions in the country. Secondly, we expect to get the services of some of the most eminent teachers in the British universities and that will help to raise the standard of this College

Shri Shree Narayan Das: In the statement it has been stated that this College will take over some courses of the Delhi University and the Delhi Polytechnic. I would like to know the position of the Delhi Polytechnic. Will it be shifted from here?

Shri Humayun Kabir: No, it will not be shifted. It will be a polytechnic

Shri Bishwanath Roy: May I know whether the Institute will be open to students from all the States?

Shri Humayun Kabir: I have already stated that it will be open to students from all over India

श्री भक्त दशंन श्रीमान्, इस विद्यालय पर इतना ज्यादा रूपया खर्च होने वाला है, अत मैं जानना चाहता कि इस विद्यालय मे और हमारे देश मे जो दूसरे इंजीनियरिंग विद्यालय है, क्या अन्तर होगा? और इस मे कौनसी विषेष शिक्षा दी जायेगी ?

श्री हमेशू कबीर. जितने हमारे विद्यालय हे उन मे जो खर्च होता है वह बराबर होता है। कोई ज्यादा फर्क नहीं होता ।

Shri Hem Barua: The statement says that £ 25 million will be paid as financial assistance and that the services of eight British professors would be requisitioned for this Institute for a period of five years. May I know whether the salary of these professors will be paid out of this £ 25 million or out of the Exchequer of the Government of India?

Shri Humayun Kabir: In the statement it is made quite clear that the assistance which is offered, is of two types i.e. equipment worth about a quarter million pounds and assistance by giving the services of these eight professors for a period of five years, which also is estimated to be approximately a quarter million pounds

श्री रामेश्वर टाटिया मे यह पूछना चाहता हूँ कि इस विद्यालय मे जितने विद्यार्थी पढ़ सकेंगे और क्या स्टेटवाइज बोटा दिया जायेगा ?

Shri Humayun Kabir: There will be about 250 students per year in this College. We cannot give any State-wise quota for this

Shri B. K. Gaikwad. How many students will be admitted to this College?

Shri Humayun Kabir: I have just now given the answer

Shri Tangamani: From the statement we find that the site has already been acquired and also that the foundation-stone has been laid. May I know when this building will be completed and the 250 students will start getting their training?

Shri Humayun Kabir: I am not a prophet, but, I have said already that we hope that it will start functioning before the end of the Second Five Year Plan period.

Shri Jaipal Singh: Since this is going to be an all-India institution, may I know why in this particular case it has been decided to depart from the usual practice of having State quotas?

Shri Humayun Kabir: There are no State quotas in the all-India institutions at all. They are open to all States and we are trying to observe a kind of regional fairness in distribution. There are no quotas.

सेठ गोविन्द दास यह जो प्रस्ताव आया है इजीनियरिंग कालिज का, क्या यह केवल दिल्ली में ही बन सकता है, या इस प्रस्ताव के अनुसार दिल्ली के निकट और भी कहीं यह कालिज बनाया जा सकता है?

अब तुमापूर कबीर इस कालिज की फाउंडेशन पड़ चुकी है और यह दिल्ली में ही होना चाहिये।

Shri Keshava: What is the system of admission that is proposed to be introduced in this Institute?

Shri Humayun Kabir: For all the Government of India institutions we are proposing to have a kind of a competitive examination which will be held at different centres throughout India and it will be on the basis of merit that admissions will be made.

U. S. 100 Million Dollar Loans

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*132. { **Shrimati Renu Chakravarty:**
Shri Ram Krishan:
Shri Hameshwar Tantia:
Shri S. Osman Ali Khan:
Shri Nagi Reddy:
Shrimati Parvathi Krishnan:
Shri Vasudevan Nair:
Shri Aurobindo Ghosal:
Shri Mahanty:
Shri Bishwanath Roy:

Will the Minister of Finance be pleased to lay a statement on the Table showing:

(a) who are the beneficiaries of the loans given to the private sector from the latest 100 million dollars loan from Development Loan Fund of the U.S. Government,

(b) the exact nature of the project for which these loans have been sanctioned,

(c) the exact amounts sanctioned under separate heads, and

(d) the terms and conditions of the loans?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (d) A statement is laid on the Table of the Sabha [See Appendix I, annexure No 37]

Shrimati Renu Chakravarty: In the statement I find only two parts, (a) and (b). What about (c) and (d)?

Shri B. R. Bhagat: The whole statement relates to parts (a) to (d) of the question

Shrimati Renu Chakravarty: In answer to part (a) of my question, a very generalised statement has been made. May I know the amount of the loan that has been given either to the house of Tatas or Birlas or Dalmia Jain or Sahu Jain?

Shri B. R. Bhagat: The procedure of this loan is such that the payment is made to the Government of India and for the past commitments that is

for licences issued for the past, only reimbursement is made. As for the fresh orders, the capital is so committed that in respect of this 100 million dollar loan, nothing has yet been decided. So, it is not possible to say as to who are the beneficiaries.

Shrimati Renu Chakravarty: Are we to take it then that of this 15 million dollar loan for the private sector industries, not a single pie has been allocated upto now by the Capital Issues or by the Foreign Exchange Committee?

Shri B. R. Bhagat: As I explained, of the 15 million dollars 10 million dollars is for the past orders, i.e. orders placed before the 1st September, 1958 and the procedure is that the Government in consultation with the Reserve Bank select the licences and only when we have selected them we ask the US Government to reimburse the amount. So, the question of making allocation to any party does not arise. As for the balance of 5 million dollars, the matter has yet to be decided.

Shrimati Renu Chakravarty: 10 million dollars have been made available to the Government of India for covering foreign exchange liabilities on orders for capital goods already licensed under the normal procedure. Are we to understand that these 10 million dollars will cover, up to the limit of ten million dollars, all foreign exchange liabilities whether in the public sector or in the private sector?

Shri B. R. Bhagat: It is for the private sector alone.

Shri Mahanty: May we know at what rate of interest these loans have been incurred and what rate of interest will be charged to those concerns?

Shri B. R. Bhagat: The loan is incurred by the Government and we pay, as mentioned in the statement, 5½ per cent per annum in one case and 5½ per cent per annum in another case.

Mr. Speaker: How much does the Government realise from the persons to whom loans have been granted?

What is the rate at which it is borrowed and what is the rate at which it is lent by the Government?

Shri B. R. Bhagat: We do not realise anything from them because in respect of those for whom licences have been issued already liability has been incurred. For the past orders, already payment may have been made by the Reserve Bank. We only get reimbursement for our foreign exchange liabilities under this.

Mr. Speaker: The hon. Minister has said that a portion is reserved for future loans for which the beneficiaries have not been decided upon. For such loans as are granted, has the Government already fixed a rate of recovery from those persons to whom loans are granted? That is the question.

Shri B. R. Bhagat: I want notice for that.

Shri Mahanty: I want to know whether these loans have got any servicing charges apart from the interest which has to be paid by the Government, and if so who will bear the servicing charges. Is the private sector going to foot the bill or the Government? If the Government is going to foot it, at whose interest is it going to do it?

Mr. Speaker: We are going into too many details.

Shri Rameshwar Tantia: May I know whether private organisations like the Federation of Indian Chambers of Commerce and the Indian Chamber of Commerce were consulted while allotting these loans to the private sector?

Shri B. R. Bhagat: No, Sir.

श्री रघुनाथ सिंह : इस रूपये को देने में उन राज्यों का भी व्याल रक्खा जायेगा जहाँ कि काम प्रधारा है जैसे कि उत्तर प्रदेश में रिहैंद हैम की हमारी स्कीम भ्रमी भी अन्दर में भूल रही है ?

श्री राम राम भट्ट : सब बातों पर विचार किया जाता है ।

की विवरण राय : उत्तर प्रदेश की जो इंडस्ट्रीज मेंसेंड है, उन में से किसी को उस में आलू करने का विचार किया गया है ?

Shrimati Parvathi Krishnan: Part (c) of the question reads:

"the exact amounts sanctioned under separate heads".

This has not been covered at all by the statement I would like to know whether any priorities have been fixed for the sanction of these loans

Shri B. R. Bhagat: We gave the amount under two heads for the private sector. More than that, there is no other head. About priorities, we have mentioned the names of the industries which will be given priorities

Shri V. P. Nayar: There seems to be no head at all!

Shri Jadhav: May I know what quota will be given to the sugar industry out of these 10 million dollars?

Shri B. R. Bhagat: That detail has not yet been decided

Ayurvedic University

***133. Shri Keshava:** Will the Minister of Education be pleased to state

(a) whether it is a fact that representations have been made to the University Grants Commission seeking financial help for the establishment of an Ayurvedic University in India and

(b) if so, what help has been afforded for the purpose?

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

(b) Does not arise

Shri Keshava: May we know if it is a fact that the University Grants Commission is considering a proposal of seeking to introduce the indigenous system of medicine in the existing medical colleges?

Dr. K. L. Shrimali: This is really the concern of the Health Ministry. Some

time back the University Grants Commission had passed a resolution suggesting that medical education might also come under their purview, but so far, the Health Ministry has not agreed to that proposal.

All India Memorial for the Martyrs in Delhi

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Shri Radha Raman:
*134. { **Shri Bhakt Darshan:**
 { **Shri D. C. Sharma:**

Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 304 on the 24th November, 1958 and state

(a) the time by which the All India Memorial in Delhi for the Martyrs of Freedom struggle is expected to be ready;

(b) the cost thereof,

(c) whether Government contemplate to have similar memorials in other parts of the country; and

(d) if so, where?

The Minister of Home Affairs (Shri G. B. Pant): (a) It is at present difficult to say how long the construction of the Memorial will take

(b) According to the present estimate the cost may come to about Rs 10 lakhs

(c) There is no such proposal

(d) Does not arise

Shri Radha Raman: May I know whether Government is contemplating to have some list prepared of the martyrs whose names etc. will be carved or engraved on the martyrs' memorial?

Shri G. B. Pant: No decision has, so far as I am aware, been taken about inscribing names of the martyrs, and it would be difficult to frame any exhaustive list. There are many unknown martyrs

श्री भक्त दर्शनः श्रीमान्, स्वाधीनता स अम की शताब्दी को समाप्त हुए लगभग दो बर्ष होने को प्रा गये अत मै जानना चाहता हूँ कि अब उस की स्मृति मे यह स्मारक स्थापित किया जा रहा है तब इस कार्य में इतनी देरी क्यो हो रही है ?

श्री गो० ब० पन्त इस कार्य के लिये काफी गौर करना पड़ता है । पहले तो दिल्ली मे जगह ढूँढ़नी पड़ी और उस के लिये भी उन लोगो मे और इजी-नियम और आर्चिटेक्ट्स से जिनका कि उस मे साल्कुक था, उन लोगो मे भवित्वा करना पड़ा, उस के बाद रैड फोट रेस्पंट की जमीन पुँजी गई । फिर आर्चिटेक्ट्स और उन से मिविरा हुआ कि किस किसम का यह यैर्मोरियल बने क्योकि वह एक बड़ी चीज है जिस को बनाने मे भी रुकाल होता है कि काफी बक्त लगेगा । यह सब चीजे ऐसी नही होती कि एक सील मुहर एक दम कर दी जाय और वह बन जाये ।

Shri Radha Raman. May I know whether the Government intends to associate the public, art donations to be raised from the public in order to meet part of the cost of this memorial, or will it be entirely a Government project, if so, what will be the method of taking care of it? Will it be given to the Archaeological Department?

Shri G. B. Pant: Donations will certainly be welcome. The cause is a good one, and I think the hon Member's sympathy with the object may be fruitful.

राजा महेन्द्र प्रताप मे आशा करता हूँ कि फक्त कोई एक ऐसी चीज नही बनाई जायेगी और कोई एक दीवार या सम्भा बेकार का लडा नही कर दिया जायेगा बल्कि मै उम्मीद करता हूँ कि आप कोई एक ऐसी चीज बनायेगे जिस से कि लोगो का फायदा हो । क्या ऐसा कोई सुझाव आप के सामने है ?

श्री गो० ब० पन्तः हमारे सामने सुझाव ऐसा है जिस से कि उन की यादगार मुनासिद्ध तौर पर हो सके ।

Shri Tangamani: Even on the previous occasion, the hon Minister had stated that the site had been selected and the terms had been already discussed with the architects. May we know why there is delay and he is not in a position to say anything definite?

Mr. Speaker: That was the very question put by Shri Bhakt Darshan, and the hon Minister took so much time to reply to it. Possibly the hon Member has not understood the Hindu answer

श्री नवल प्रभाकर क्या माननीय मत्री कृपा कर के यह बतलायेगे कि इस के लिये कोई ऐसी समिति बनाई गई है जिस मे आर्चिटेक्ट्स, इजीनियर्स और पब्लिकमैन भी हो ?

श्री गो० ब० पन्त पहले एक कमेटी बनी थी । जब मन् १६५७ के बारे मे शताब्दी मनाई गई थी और उस बक्त हस पर भी गौर हुआ या और इधर जो कुछ कार्यवाही की गई है वह भवित्वा इजीनियर्स आर्चिटेक्ट्स वर्गीरह के की गई है ।

Madras-Andhra Boundary Dispute

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135. { Shri V. C. Shukla:
Shri Ramam:
Shri Thanulingam Nadar:
Shri Nagi Reddy:

Will the Minister of Home Affairs be pleased to state the reason for the delay in early implementation of the Pataskar Award on the border disputes between Madras and Andhra Pradesh?

The Minister of Home Affairs (Shri G. B. Pant): The provisions to be made in the legislation to give effect to the border adjustments between the States of Andhra Pradesh and Madras

have been the subject-matter of correspondence with the Governments of Madras and Andhra Pradesh. A preliminary draft of the Andhra Pradesh and Madras (Adjustment of Boundaries) Bill was sent to the State Government on 17th November, 1958, for their comments. These comments have been received very recently. A further reference is being made to the State Governments for reconciliation of certain details.

Shri V. C. Shukla: Is it a fact that Government is going to introduce a Bill in the current session of Parliament to give effect to the Pataskar Award?

Shri G. B. Pant: We are trying to bring about an agreed solution as expeditiously as we can, and if we succeed in our attempts, we would like to introduce the Bill during this session.

Shri T. B. Vittal Rao: It was stated two days ago in the Legislative Assembly of Madras that the Madras Government had suggested certain modifications. May I know whether those modifications suggested by the Madras Government will also be referred to the Government of Andhra Pradesh before finalising the Bill?

Shri G. B. Pant: Yes.

Shri C. R. Narasimhan: Could we know the districts on either side that are likely to be affected by the Bill?

Shri G. B. Pant: Those districts which are on the borders.

Shri Vidya Charan Shukla: Is it a fact that many other States have approached the Government of India to apply the Pataskar formula in deciding the border disputes between them, if so, have Government given any consideration to this request?

Shri G. B. Pant: What is known as the Pataskar formula really embodied the principles that had been agreed upon between the two States. I am glad that Shri Pataskar is being immortalised thereby, but it depends on

the agreement between the States concerned, whether they accept what is known as the Pataskar formula or some other formula.

Shri Jadhav: There are different standards for different States.

Site for the Assam Oil Refinery

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Shri Ram Krishan:
Shri Khushwant Singh:
Shrimati Mafida Ahmed:
Shri Hem Barua:

*126. Will the Minister of Steel, Mines and Fuel be pleased to state-

(a) whether it is a fact that Rumanian experts visited Assam recently for finding sites for the Assam Oil Refinery;

(b) if so, the names of the sites suggested by them for the proposed oil refinery in Assam;

(c) whether any site has been selected finally by Government; and

(d) if not, the reasons therefor?

The Minister of Mines and Oil. (Shri K. D. Malaviya): (a) The Rumanian experts assisted the Committee appointed by the Indian Refineries Private Limited for the selection of a site.

(b) The Committee considered Kokrajhar, Jorhat, North Gauhati (Amingaon), Silgach, Nunmati and Silghat as possible sites.

(c) The Refinery will be sited in Gauhati-Amingaon area.

(d) Does not arise.

Shri Ram Krishan: May I know by what time the actual work of construction will start?

Shri K. D. Malaviya: If the hon Member means the foundations etc, we hope they will be able to start construction of foundations after about two or three months, but more precise information can be indicated only after some time.

Shri Hem Barua: May I know the basic conditions that were adopted by the Government of India in making this final selection of the site in Amingaon, and to what extent they differ from the basic conditions adopted by the Rumanian experts who suggested certain sites for the oil refinery?

Shri K. D. Malaviya: The Rumanian experts assisted by the Indian experts made recommendations from the point of view of technological considerations and they had only the Assam refinery in view. The Government had more considerations before them than the mere technological ones; and they had to pool the problems of the two refineries, economic as well as others. Taking everything into consideration, Government have decided that the Amingaon-Gauhati area will be best suited for the Assam refinery.

Shri Hem Barua: Just now, the hon. Minister said that a number of sites were examined for the ultimate location of the oil refinery. May I know the amount of expenditure involved in this site-selecting operation up to date?

Shri K. D. Malaviya: I would not be able to give the exact figures but I do not think they were very much just part of the normal programme, a minimum amount had to be spent in order to make these investigations.

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि रिफाइनरी के लिये जितनी जमीन की जरूरत है क्या वह गोहाटी में उपलब्ध है।

श्री के० दे० नालकीदः : जितनी जमीन मंत्रोच्चनक तरीके से मिलनी चाहिये, वह गोहाटी में मिलने में कुछ दिक्कत हुई है, लेकिन चूंकि गोहाटी में और सब हालतें सन्तोषजनक हैं, इसलिये वहाँ जितनी जमीन मिल जायेगी, उतनी जमीन से काम तो चलायेंगे ही।

Shrimati Manjula Devi: May I know whether it is a fact that Kakrajhar was selected by the Rumanian experts as best suited for the oil refinery?

Shri K. D. Malaviya: Yes, Kakrajhar was also recommended by the expert committee on the basis of certain considerations.

Shri Rameshwar Tantia: May I know by what time the refinery will start working?

Shri K. D. Malaviya: Just now, we have a schedule, and we hope we shall stick to that schedule, that is, the refinery is expected to go on stream in the early months of 1961.

Shri Hem Barua: May I know whether the opinion of the Rumanian experts who were commissioned to build a refinery there is available on this particular site at Amingaon, and if it is available, what their opinion is, because they suggested certain other sites?

Shri K. D. Malaviya: The precise information and data which have to be gathered are not available to us as yet, so far as Amingaon-Gauhati area is concerned, but there will be no difficulty in gathering all those data, as some of them are coming shortly, perhaps, in a day or two.

Children's Museum in New Delhi

***137. Shri Rameshwar Tantia:** Will the Minister of Education be pleased to state:

(a) what is the present position regarding establishment of a Children's museum in New Delhi; and

(b) whether any foreign expert has been invited to help in the project?

The Minister of Education (Dr. K. L. Shrimali): (a) The working drawings of the building have been finalised and the estimates are now being prepared;

(b) It is proposed to invite a foreign expert to help in the project.

Shri Rameshwar Tantia: May I know whether Government are aware that there are two or three children's museums in Rajasthan already, and if so, whether an expert from there has been invited?

Dr. K. L. Shrimali: The hon Member is referring to Mr Pratap Rai G Mehta, who has done some good work in setting up children's museum. I would like to inform the hon Member that he is on this *ad hoc* committee which is advising the Government of India.

सेठ शोबिन्द दास इस प्रजायनधर के बनाने के लिये विदेशी विशेषज्ञों की क्यों जरूरत हुई

वही तानी क्योंकि हमारे पास दिनांक की कमी है।

सेठ शोबिन्द दास और उम पर कितना लंबे होगा?

Dr. K. L. Shrimali: I am hoping that no expenditure will be incurred because it is through the UNESCO that we shall get this expert. I would like to inform the hon Member that India also makes contributions to the UNESCO funds, and, therefore, we are entitled to get some assistance. It is on a mutual exchange programme basis.

Shri Rameshwar Tantia: May I know whether such museums will be erected in other cities like Calcutta, Bombay and other places?

Dr. K. L. Shrimali: Government would certainly like to encourage setting up of children's museums wherever possible.

Coal Price Revision Committee

*148. **Shri T. B. Vittal Rao:** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred question No 733 on the 2nd December, 1958 and state-

(a) whether the Coal Price Revision Committee have submitted their report;

(b) whether the same has been examined by Government; and

(c) if so, the nature of decisions arrived at?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes; the main report pertaining to the Bengal/Bihar coalfields and the out-lying coalfields (except those in Assam and Andhra) has been received by Government.

(b) and (c) The report is still under examination.

Shri T. B. Vittal Rao: May I know when the report for the other coalfields that are in Andhra Pradesh and Assam will be received?

Sardar Swaran Singh: It should not take more than a few weeks. At the outset, it might take a month.

Shri T. B. Vittal Rao: May I know whether the decision on the price of coal for Bihar-Bengal will be kept pending till these reports for Andhra Pradesh and Assam are received or a decision will be taken straightway?

Sardar Swaran Singh: It is more a suggestion for action. My intention is not to link the two, if I can help it.

Holiday Homes for Children

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Shri T. B. Vittal Rao: *142 { Shri T. B. Vittal Rao:
Shri S. M. Banerjee:
Shri A. K. Gopalan:
Shri Bhakti Darshan:
Shri D. C. Sharma:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No 307 on the 28th November, 1958 and state

(a) whether the scheme for having holiday homes for children has since been finalised, and

(b) if so, details thereof?

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

(b) Details are under discussion with the Central Social Welfare Board

Shri Tagamani: Even on the previous occasion we were given the same answer. May we know whether Government are serious about starting such holiday-homes for children?

Dr. K. L. Shrimali: I must admit there has been some delay in finalising this project, but we have had to consult the State Governments, and they suggested certain places where these homes could be set up. Now, the Ministry is in negotiation with the Central Social Welfare Board. And we are considering how to implement this programme. But I must admit there has been some undue delay, and I would like to apologise to the House for the same.

Shri S. M. Banerjee: In reply to a question on the 28th November 1958, the hon. Minister stated

"योजना का व्योरा और उस पर आने वाले सचं का हिसाब अभी तैयार करना बाकी है।"

May I know from the hon. Minister what the actual scheme will be, and what the main features of this scheme for holiday-homes for the children will be?

Dr. K. L. Shrimali: In the hill stations there are a number of places which are lying vacant, and it was suggested that we could make use of these places for setting up children's homes, where we could provide recreational and cultural activities for children. It is from that point of view that the Ministry is working out the proposal.

Shri S. M. Banerjee: May I know whether the rajas and maharajas who have got palatial buildings in Mysore and other hill stations have been approached, and whether they have agreed to donate their houses for this purpose?

Dr. K. L. Shrimali: We have not approached the rajas and maharajas, but even as it is, there are a number of places which are lying vacant and the Ministry is trying to utilise those vacant places.

जी भवत दर्शन शीमान, मैं यह जानता चाहता हूँ कि क्या योजना आयोग ने इस योजना के सम्बन्ध में कोई हपये निश्चित किये हैं और इस के लिये द्वितीय पच-वर्षीय योजना में कितनी रकम निर्धारित की गई है?

Dr. K. L. Shrimali: No separate allotment has been made, but we have several projects under which assistance could be given when this programme is taken up.

Shri D. C. Sharma: May I know whether these holiday-homes will be run by the Central Government alone or by the Central Government in conjunction with the State Governments and also with the school authorities, and if the latter, by what ratio the expenses will be borne by these different agencies?

Dr. K. L. Shrimali: All these details are under discussion, and as I suggested, we are examining whether the Central Social Welfare Board could take up that work.

Shri Jadhav: May I know what States have up to this time submitted their schemes in this behalf?

Dr. K. L. Shrimali: I do not have the details of the States, but there are several States which have indicated that there are big houses in hill stations which are lying vacant. I do not have the list of all those States.

तेल तथा प्राकृतिक गैस आयोग के कर्मचारियों पर हमला

*१४३ जी भवत दर्शन क्या हस्तात, जात और इंचन मरी यह बताने की कृपा करेंगे कि

(*) क्या यह मत है कि १५ दिसम्बर १९५८ को ग्रामीणों के एक दल ने तेल तथा प्राकृतिक गैस आयोग के कुछ अफसरों तथा कर्मचारियों पर हमला किया जिसके परिणाम-स्वरूप कई व्यक्तियों को चोटे आई और कुछ मरीने और अन्य सामान भी नष्ट हुए,

(क) यहि हो, तो यह इस घटना के कारण, यावत व्यक्तियों की संख्या और उन के पद तका नष्ट हुए सामान के व्यौरे का एक विवरण सामान्यतः पर रखा जायेगा; और

(ग) उपद्रवकारियों के विस्तृत क्या कार्य-वाही की गई?

लाल और तेल भंडी (श्री के० दे० मालवीय) : (क) से (ग). ये हाँ। उत्तर प्रदेश में काम करने वाले तेल और प्राकृतिक ऐंस आधिग की भूकम्पीय पार्टी (Seismic party) की जीप एक चार वर्ष के बालक पर से गुजर गई। जिस से उस बालक की मृत्यु हो गई। आमीण नाराज हो गये और उन्होंने भूकम्पको पार्टी के कर्मचारियों पर हमला किया, इस से कर्मचारियों के चोटें आईं। माडी और भूकम्पको; केन्द्र पर हमले हुए, नुकसान हुआ, और वस्तुओं महक पर पड़ी रहीं।

सामान का बहुत ज्यादा नुकसान नहीं हुआ, न ही कर्मचारियों को बहुत चीटे आईं।

As Hon. Member: Answer may be read in English also.

Shri K. D. Malaviya: (a) to (c). Yes, Sir. A jeep belonging to a Seismic Party of the Oil and Natural Gas Commission working in Uttar Pradesh ran over a four year old boy, who was killed. The villagers became hostile and the seismic party personnel were attacked and injured. The vehicles including the seismic station were attacked and damaged and stranded on the road.

The damage caused to the equipment and injuries to the personnel was not, however, of serious nature.

श्री भक्त दर्शन : श्रीमान्, मैंने अपने प्रश्न के खंड (ग) में यह जानने का प्रयत्न किया था कि लिख लोगों की बजह से ये चोटें सभी हैं, उन के सिलाफ क्या कोई कार्य-

वाही की गई है? लेकिन यानतीय मंत्री भद्रेश्वर ने इस पर अर्थात् इकाइ वहीं जारी है। इस का यथा ही यह अर्थ जानाके कि उन लोगों के लिया जायेगा;

श्री के० दे० मालवीय : जिन लोगों की बजह से इन कर्मचारियों को चोटें लगीं, उस की पुलिस ने तहकीकात की और मामला गालिबन रफा दफा कर दिया गया। जो बच्चे को आवात पहुंचा, उस की मृत्यु हो गई, उस ने बारे में हरजाने का प्रश्न दिवारपीछे है और गालिबन शीघ्र ही उस का फैसला हो जायेगा।

श्री भक्त दर्शन : श्रीमान्, क्योंकि यह सगड़ा एक छोटे बालक की मृत्यु के कारण प्रारम्भ हुआ, अतः मैं जानना चाहता हूँ कि उस बालक के माता पिता को कौन सी तात्कालिक सहायता दी गई और कब तक इस सम्बन्ध में अन्तिम फैसला हो जायेगा ताकि उन को पूरी सहायता दी जा सके?

श्री के० दे० मालवीय : तात्कालिक सहायता तो दी गई लेकिन अन्तिम फैसला मैं समझता हूँ बहुत शीघ्र हो जायेगा।

Odissi Dance and Music

*144. Shri Supakar: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No. 68 on the 19th November, 1958 and state:

(a) whether the Committee appointed by the Sangeet Natak Akademi to report on the Odissi dance and music have submitted their report;

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

(c) the Government's reaction thereon?

The Minister of Scientific Research and Cultural Affairs (Shri Hasmayya Kabir): (a) Yes, Sir. A preliminary report has been submitted.

(b) The recommendations of the Committee are:—

- (i) A detailed questionnaire be prepared and data collected about the different forms current in the different parts of the Country
- (ii) The questionnaire when ready should be sent to all the State Academies, recognised institutions, Universities, participants in various seminars, State Governments and other eminent experts

(c) Does not arise

Shri Supakar Will Government be pleased to place the Report of the Committee on the Table of the House or make this Report available to the Members of the House?

Shri Humayun Kabir: It is an interim Report and it really does not have any recommendation excepting asking that a questionnaire be sent. If you so wish, I shall gladly place it on the Table of the House

Raja Mahendra Pratap: Which of the two do Government think more important—these old dances or moral development of the country?

Shri Humayun Kabir Each has its own place in the development of the people

Shri Panigrahi The question was, whether the Odissi dance was acclaimed as a classical dance, and whether Government have considered it as a classical dance according to what the Committee has recommended

Shri Humayun Kabir: I have told the House before also that the question was referred to a Special Committee to advise whether it should be considered as a classical form of dance or not. But I may inform the House that the Committee has suggested that we may have a new classification called traditional forms, not necessarily classical. The Odissi dance may also be included under the traditional forms

Foreign Assets held by Indians

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*145 { **Shri Mohammed Elias**:
Shri H. N. Mukerjee:
Shri Naval Prabhkar

Will the Minister of Finance be pleased to state

(a) what is the approximate amount of foreign assets held by Indian nationals, as on the 1st January, 1959, and

(b) whether Indian nationals going abroad drawing upon such assets are required to, and do actually, report to Government in regard to the matter?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) A survey was conducted by the Reserve Bank of India in 1955 in respect of the foreign liabilities and assets of Indian joint stock companies, including banking and insurance companies, and holdings of foreign securities, shares and debentures held by banking companies and nominees, agents or custodians on behalf of individuals and partnerships resident in India. According to this survey the long-term assets held abroad came to Rs 62.69 crores as at the end of 1955. This survey did not, however, cover assets held by individuals abroad and Government and Reserve Bank do not have information about such assets held by individuals. No individual however can open a Banking account abroad or maintain an account which was not a sterling account in existence before 1947.

(b) No survey has been conducted after 1955 and it is not, therefore, possible to indicate exactly the change in the position since 1955. Foreign exchange is not released for the acquisition of additional sterling securities abroad or other foreign assets and the cash realisations on sale of securities and other assets must be repatriated to India under the Regulations. The expectation, therefore, is that there would have been some reduction.

and some incomplete data based on exchange control figures indicate a net reduction of Rs 0.80 crores over the previous figure during the period upto November, 1958

(b) Indian nationals going abroad who wish to draw on their foreign currency assets to meet their expenses abroad are required to obtain prior permission of the Reserve Bank of India for doing so, except for utilising funds specifically exempted from Exchange control under the Foreign Exchange Regulations

Shri Muhammed Elias: From the statement, we find that long-term assets held abroad came to Rs 62.69 crores. May I have the break-up of the figure—how much assets are held by Indian nationals in U.K. and in Pakistan?

Shri B R Bhagat I require specific notice for that

Shri Hem Barua The statement says that a survey was undertaken before 1955 in order to find out the assets held by joint stock companies and all that. It did not cover assets held by individuals in foreign countries. May I know why after the nefarious Jain episode Government have not thought it necessary to undertake a survey of assets held by Indian nationals or individuals abroad?

Shri B R Bhagat Survey of the assets?

Shri Hem Barua The statement says that the survey that was undertaken before 1955 covered only the assets held by joint stock companies etc and did not cover assets held by individuals. I want to know why after the nefarious Jain episode

Mr. Speaker Why does he repeat it?

Shri Hem Barua a survey of assets held by individuals is not undertaken

Shri B R Bhagat. For the simple reason that individuals won't comply. They will not disclose the assets

Shri Tyagi: They will be sent to prison.

Shri B R. Bhagat: Unless we know, we cannot catch them. The Enforcement Directorate is watching on them. If we come to know, we can catch them and bring them to book

Shri Hem Barua: Are Government in a tight corner and powerless?

Shri B R. Bhagat: I would request the hon Member to assess the situation. As to what we can do when we know that individuals have assets outside unauthorisedly, we catch them, otherwise, there is no means of catching them

Shrimati Renu Chakravarty: In the statement it is said

No individual can open a banking account abroad or maintain an account which was not a sterling account in existence before 1947"

Are we to understand that Government are assured that not a single individual has opened a banking account or sterling account after 1947? If so what is the manner in which they have come to this conclusion?

Shri B R. Bhagat No person can maintain such an account unless he is permitted by the Reserve Bank. In certain cases the Reserve Bank permits accounts to be opened for trade purposes or for other bona fide purposes. Other than these, nobody can maintain an account outside

Shri Hem Barua. Are we to understand that Government are helpless in the matter?

Mr. Speaker The hon Member only wants to know whether it has come to the notice of Government that such accounts have been opened contrary to the directions of the Reserve Bank?

The Minister of Finance (Shri Morarji Desai) It is likely that there may be some accounts like that. It is difficult to trace them

Shri Hem Barua: But the statement does not say like that, it is very categorical

Mr Speaker: Order, order

Shri Ramanathan Chettiar: In view of the last survey having been undertaken in 1955, what steps will Government take to have a survey made now so that we can have the latest position in regard to foreign assets held by Indian nationals abroad?

Shri B. R. Bhagat. The Reserve Bank undertakes a periodical survey. This survey cannot be done too frequently because it involves collection and compilation of enormous statistics, collection of information from a very large number of sources. But as and when it is convenient, the Reserve Bank does undertake a survey

Shri Sinhasan Singh. According to what has been said, the Reserve Bank has got the figures. If the Reserve Bank has got the figures, how is it difficult for Government to get the information? The Reserve Bank is there to check, and nobody can open an account outside without its permission. So the figures can be very easily had from the Reserve Bank as to who have got accounts outside

Mr Speaker I do not know if the hon Member followed the answers

Shri Morarji Desai: May I say that there may be some people who may have opened accounts in foreign countries without the knowledge of the Reserve Bank?

Shri Sinhasan Singh How?

Shri Morarji Desai. In an unauthorised manner. If they are found, it is a criminal offence and they are prosecuted and punished. But the rule of the banks in foreign countries is that they do not disclose any names. It is impossible to find out whether the accounts are there or not. In Switzerland, even names are not required in the banks only digits are maintained. Therefore, it is impossible to trace the

accounts. If there are clandestine accounts, whenever we can find them, we certainly catch hold of the persons concerned and punish them

Shri Jadhav: The Minister referred to persons having bona fide accounts there

* **Mr Speaker** **Shri H. N. Mukerjee**

Shri H. N. Mukerjee. In view of certain recent revelations which came out after the search of the person of one Shri Shanti Prasad Jain and also the report about the inflation of iron and steel invoices by importers with a view to accumulating moneys in foreign depositaries, may I know what steps Government have taken to tighten up the entire proceedings and what interim results have followed so far, not merely in regard to the state of the law which is not always perhaps, put into practice, but what tangible results have so far, actually taken place?

Shri Morarji Desai: Wherever people have been found they have been punished. We have been trying to get information from other sources also. But it is impossible to say that we will be able to make some fool-proof arrangement whereby all can be found out

Mr Speaker Next question

Small Savings Scheme

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*146. { **Shri Kodiyan**.
 { **Shri Bibhuti Mishra**

Will the Minister of Finance be pleased to state

(a) what steps have been taken by Government to intensify the drive for Small Savings Scheme during 1958,

(b) whether, as a result of these steps, there has been any increase in the actual collection in the year 1958, and

(c) if so, to what extent?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) Development of the Savings movement is a continuous process. Amongst the measures taken during 1958, mention may be made of active association of the State Governments in popularising the movement, increased recruitment of authorised agents, setting up of State Savings and Postal Circle Co-ordinating Committees, sales of Treasury Savings Certificates through authorised agents and extension of cheque system in the Postal Savings Bank

(b) Yes

(c) Net collections during the calendar year 1958 amounted to Rs 79.22 crores as compared with Rs 50.85 crores in 1957

Shri Kodiyen: May I know what was the total amount proposed to be collected under this scheme during the first three years of the Second Plan and what is the total amount collected so far?

Shrimati Tarkeshwari Sinha: The figures for 1958-59 are not fully available. In 1955-56, the total amount was Rs 67.91 crores, in 1956-57, it was Rs 61.52 crores and in 1957-58, it was Rs 69.56 crores, and in 1958-59—up to January—they have mentioned the figure of Rs 47.13 crores

Shri Kodiyen: What additional steps do Government propose to take in order to intensify this scheme and attain the target fixed for the next year?

Shrimati Tarkeshwari Sinha: As we see the day to day working, ways and means are found out so that we can improve the total position. Government are continuously taking steps and they will be taking steps in future also.

Shri Vibhuti Mishra: ने जानना चाहता है कि लोग अन्य बचत योजना में पैसा दे देते हैं तो लिये भरकार ने मक्किय रूप में कौन सा नियम उठाया है।

श्रीमती तारकेश्वरी सिंहा : बहुत सारे ऐजेंट्स बहाल किये गये हैं ताकि वे गावों में भी जा कर के इस बात की घोषणा करें कि स्पाल सेविंग्स की योजना कितनी प्रभावशाली और अच्छी है। इस तरह के करीब ६०,००० ऐजेंट्स अब तक बहाल किये गये हैं।

श्री विभूति मिश्र : हमारे विस मध्ये क्या कभी गावों का दौरा करने गये हैं यह देखने दें लिये कि कि ने ऐजेंट बहा पर काम करते हैं?

Shri Morarji Desai: May I say that it is not possible for the Ministers to visit many villages?

डॉ सुशीला नायर : क्या यह बात मही है कि गावों में अल्प बचत योजना व फैलाने में भव ने अधिक कर्तिनार्थ डाकखानों की मुद्रण प्राप्त न होना है? और अगर यह दूसरा है तो इस स्थिति को सुवार्तने के लिये नियमकार न क्या कर्म उठाये हैं या उठाने का विचार है?

श्रीमती तारकेश्वरी सिंहा : हर पास्ट आफिय म जो गविन है उन में एक को-आर्डिनेटिंग कमेटी बनाई गई है जिस में कि नेशनल मेरिम, भी आदमी रहा है और पास्ट आफिय के भी आदमी रहा है। वे इस बात की जान पड़ाना करते हैं कि कहा पर कान मी सुविद्या दिनी चाहते हैं। इस तरह की कमिटी, जिनों म आर नहीं लो म भी बनाई गई है।

Shri Khadilkar: The Press report says that the entertainment programmes organised during the Congress Session yielded excellent results so far as the Small Savings Drive was concerned. And, as the Minister has admitted that he is not likely to visit many places would Government consider the organising of similar entertainment programmes at different centres?

Shrimati Tarkeshwari Sinha: The Government and the agencies are taking every opportunity to organise such sort of cultural shows to enhance the Small Savings Campaign.

Shri Goray: May I know how much of this amount has been withdrawn after it has been deposited with Government?

Shrimati Tarkeshwari Sinha: The amounts that I have mentioned just now are the net amounts after withdrawal. Withdrawals go on continuously, especially from the Post Office Savings Accounts. So, it is very difficult for me to say at what period what amount was withdrawn.

भी आजपेक्षी अपने बचत योजना की सकरता के लिये मिरेमा ; अभिनेताओं और अभिनेत्रियों की मेवाये प्राप्त करने के अनेक अधिकारियों के सम्बन्ध में भी क्या सरकार ने विचार किया है जैसा कि नागपुर में किया गया ?

अधिकारी तारकेश्वरी सिंहा यह कोई अनेकांक बात नहीं है। जिस में भी कोई मेवा हो सके स्माल मेवाम के सम्बन्ध में, फिर चाहे वह परिस्थिति का मम्बर हो या मिरेमा म वाय करने वाला हो तुम की मेवा प्राप्त करना कोई अनेकांक बात नहीं है।

Chandanthope Firing Enquiry Commission

*147 **Shri I. Eacharan:** Will the Minister of Home Affairs be pleased to state:

(a) whether the attention of Government has been drawn to the remarks made by the Chandanthope Firing Enquiry Commission that the withdrawal of criminal cases and the favoured treatment in the settlement of labour disputes encouraged particular classes of people to defy law and authority, and

(b) if so, what are the proposals to stop such favoured treatment by State Government?

The Minister of Home Affairs (Shri G. B. Pant): (a). Yes. Copies of the Report have been obtained from the Kerala Government

(b). The State Government is expected to give due consideration to the observations and suggestions made in the report by the Commission of Enquiry appointed by them. No proposals have been received here in this regard.

Shri Punnoose: Certain observations have been made in that judgement. I believe it is a fact that these references were to certain practices adopted by popular Governments in that State or in that part of India for a number of years—that is the habit of withdrawing cases when industrial disputes were concluded. I believe my inference is correct.

Shri G. B. Pant: Well, I have got certain extracts from the report before me. And, I do not know if my hon. friend, Shri Punnoose would like me to read them (Shri Punnoose. Very well) I do not think it will be much to his advantage. The question relates to certain suggestions and observations made in the report. And what has been suggested is that there should be no discrimination in the administration of criminal law. The withdrawal of cases where violence is involved, whichever be the party or individual, is not a salutary practice; and also that no members of any political party or any other section should feel that they can expect any favoured treatment.

Mr. Speaker: The Question Hour is over

WRITTEN ANSWERS TO QUESTIONS

Production of Steel and Iron

*139. **Pandit D. N. Tiwary:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there has been any decrease in the output of finished steel, pig iron and steel ingots since November, 1958,

(b) whether the decrease is more marked in Tata Iron and Steel Company; and

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

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

(b) and (c) Do not arise

Prize Bonds Scheme

***141 Shrimati Ila Palchoudhuri**
Will the Minister of Finance be pleased to state

(a) whether it is a fact that the scheme to issue prize bonds to provide greater incentive to saving, among all classes of people has been given up,

(b) if so the reasons therefor

(c) whether any alternative scheme has been formulated and

(d) if so, the details thereof?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha) (a) and (b) As was stated in reply to Unstarred Question No 1404 on the 3rd September 1958, Government have no proposal for the issue of prize bonds. The main objections to prize bonds are that they encourage the gambling spirit, appeal mostly to people who are least likely to find money from legitimate savings and affect adversely the normal borrowings of the Centre and the States and the voluntary savings movement. They are also not likely to bring substantial additional moneys and collections through them would mostly represent diversion of investment from one form of security to another.

(c) and (d) There are already a number of attractive small saving-schemes in operation and a new one called the 'Post Office Cumulative Time Deposits Scheme' was introduced last month. This scheme provides for monthly deposits in fixed denominations of Rs 5 to Rs 200 for a period of 5 or 10 years, repayable with interest at the end of that period.

Assistant Commissioners for Scheduled Castes and Scheduled Tribes

***149. { Shri B. K. Gaikwad:**
Shri Manay:

Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that Government had decided sometime back to increase the posts of Assistant Commissioners for Scheduled Castes and Scheduled Tribes from 7 to 16,

(b) whether they have not been appointed so far, and

(c) if so reasons therefor?

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

(b) Three Assistant Commissioners were in addition to seven appointed of whom the services of one have since been terminated

(c) No further appointments were made as a measure of economy

Promotion Rules

150 { Shri Harish Chandra Mathur:
Shri Rameshwar Tantia.

Will the Minister of Home Affairs be pleased to state

(a) what effect has been given to the Prime Minister's suggestion that promotion to the higher grades should be on the basis of merit,

(b) what are the present rules and how these are proposed to be amended to give effect to it, and

(c) how many promotions during 1958-59 were made on grounds of merit and not seniority in respect of the officers of the rank of Deputy Secretaries and above?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b) Selections are based primarily on the basis of merit and promotions are regulated

accordingly A copy of the relevant orders on the subject is laid on the Table of the House [See Appendix I annexure No 38]

(c) The posts of Deputy Secretaries and above are filled on tenure basis from officers drawn from the Indian Administrative Service and Central Services Class I Selection is also made from officers of Grade I of the Central Secretariat Service on the basis of merit for promotion as Deputy Secretaries In 1958-59, 28 short-term promotions from Grade I of the Central Secretariat Service to the posts of Deputy Secretaries were made on the basis of seniority cum-fitness. No long-term promotion was made during this period

Steel Equalisation Fund

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

(a) the total amount of Government dues recoverable from the main producers of steel in the Steel Equalisation Fund

(b) whether a definite time limit is fixed for depositing the amounts due to Government,

(c) if not, what are the reasons for the same; and

(d) what steps Government propose to take to recover the amount?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh) (a) Rs 16.20 crores as on 31-1-59 However, as a result of the increase in retention prices announced recently, claims totalling Rs 6.16 crores have to be adjusted against the dues

(b) No Sir

(c) The main producers have been over the last 10 years, paying their dues to the Equalisation Fund regularly and no serious difficulty in collection has so far been experienced

(d) Government have taken up with the main producers the question

of clearing the outstanding and expect that they will do so soon

Indo-Pakistan Financial Issues

*152 Shri D. C. Sharma: Will the Minister of Finance be pleased to refer to the reply given to the Unstarred Question No 496 on the 28th November, 1958 and state

(a) whether any date for convening a meeting for solving the pending financial issues between India and Pakistan has since been fixed, and

(b) if so, what is the date?

The Minister of Finance (Shri Morarji Desai): (a) and (b) No date has yet been fixed

Scholarships

*153 Shri D. A. Katti. Will the Minister of Education be pleased to state

(a) whether it is a fact that the Scheduled Castes students reading in colleges in Mysore and Bombay States have not so far been given the scholarship amounts under the scheme of award of post-matric scholarships to Scheduled Caste, Scheduled Tribe and other Backward Class students during 1958-59 meant for the Scheduled Castes/Tribes etc.,

(b) if so, what are the reasons for the delay, and

(c) whether any action is being taken to remove the inconvenience to students?

The Minister of Education (Dr K. L. Shrimali) (a) Scholarship amounts in respect of 2,639 students of the Bombay and Mysore States have been remitted to the Heads of Institutions for payment to them and the amounts in respect of the remaining students are being remitted

(b) and (c) Considering the fact that additional funds amounting to Rs 25 lakhs to cover all eligible Scheduled Castes candidates were made available only in the second half of November, 1958, there has

been no undue delay in the award of scholarships. Every effort is being made to expedite payment of scholarships.

Sainik School, Dehradun

*154 Dr. Ram Subhag Singh: Will the Minister of Defence be pleased to state

(a) whether the Sainik School at Dehradun is to be re-named as Rashtrava Indian Military College and

(b) if so, the reasons therefor?

The Minister of Defence (Shri Krishna Menon): (a) A proposal to this effect is under consideration

(b) The Old Boys' Association of the school is called 'RIMCOLLIANS', and their buttons, badges, old silver trophies, wood carvings and crests and albums, etc., bear the inscription 'RIMC'. Many of the serving senior Military Officers are ex-students of this school. These officers as well as the cadets in the School are in favour of retaining the initials RIMC in the name of the School.

Engineering College at Warangal

*155 { Shri E Madhusudan Rao
Shri D V Rao
Shri Nagi Reddy

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

(a) whether any decision has been taken with regard to the selection of site for the location of the Engineering Institution at Warangal and

(b) steps taken so far for establishment of the College?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b) The Government of Andhra Pradesh have informed that they have selected a site measuring approximately 250 acres for the location of the College at Warangal and have initiated proceedings for the acquisition of the land. The College

is proposed to be started in July, 1959 and for this purpose, accommodation on a temporary basis has been obtained by the State Government. The scheme has been included in the Annual Plan of the State Government for 1959-60.

Central Building Research Institute, Roorkee

*157. { Shri Subbiah Ambalam.
Shri Naval Prabhakar:

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

(a) whether it is a fact that the Central Building Research Institute at Roorkee has established the possibility of manufacturing bricks of good quality from black cotton soil and has also designed a hand-operated brick making machine with an output of 2000 bricks per day,

(b) whether this research has been adequately publicised and put to use in any industry,

(c) if so the names of such industries and

(d) the approximate cost of the brick making machine?

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

(b) and (c) Yes Sir M/s J K Iron and Steel (Private) Ltd, Kunpur and M/s Supercraft (Private) Ltd Calcutta have been licensed to manufacture the brick and block making machine. These firms are expected to start production of the machines shortly

(d) Rs 900

Geological Laboratory at Dehra Dun

*158. Shri Ajit Singh Sarhadi: Will the Minister of Steel, Mines & Fuel be pleased to state

(a) what progress has been made in the setting up of Geological Laboratories at Dehra Dun and training of Indian Scientists therein, and

(b) the number of Indian trainees there and the staff that the U.S.S.R have provided?

The Minister for Mines and Oil (Shri K. D. Malaviya): (a) The geological laboratory comprising Chemistry, Palaeontology, Petrology and Palaeontology, was set up at Dohra Dun during 1957. Four members of the staff were sent abroad for higher advanced training on specialised subjects

(b) There are no Indian trainees as such. The Laboratory investigations are being done by trained and experienced Indian Scientists, who train the new recruits. No staff has been provided by the U.S.S.R.

Official Language

*159. { Shri Jhulan Sinha:
Shri Fadam Dev:
Shri Vajpayee:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No 813, dated the 10th December, 1958 and state when the report of the Committee appointed to consider the report of the Official Language Commission is likely to be laid on the Table?

The Minister of Home Affairs (Shri G. B. Pant): During the current session

चुनाव चिन्ह

*160. श्री अनिलदु सिंह का विषय
मत्री १७ दिसम्बर, १९५८ के ताराकित
प्रश्न संख्या ६५६ के उत्तर के मम्बन्ध में
यह बनाने की शृंगा वरेगे कि:

(क) विनकिन गाज्यों म नगरपालिका, जिला परिषद् तथा ग्राम पंचायतों के चुनाव में स्वतन्त्र उम्मीदवारों को वही चिन्ह दिये गये जो मान्यता प्राप्त अंतिम भारतीय राजनीतिक दलों के लिये निर्वाचन आयोग द्वारा विधिवत् नियत किये जा चुके थे, और

(ख) इस प्रथा को रोकने के लिये क्या वदम उठाये जा रहे हैं?

विषय उपलब्धी (श्री हब्बरनबीस): इस की जानकारी उपलब्ध नहीं है और भारत सरकार राज्य सरकारों से यह जानकारी इकट्ठा करना ज़रूरी नहीं समझती क्योंकि इस काम में जितना समय, मेहनत और खर्च लगेगा उतना लाभ न होगा।

(क) निर्वाचन आयोग न सभी मुख्य निर्वाचन पदाधिकारियों को हितायते दे दी है कि किसी उम्मीदवार को काँई दलचिन्ह देने के पहले चिन्ह देने वाला प्राधिकारी इस बात का पूरा समाधान कर ले कि वह उम्मीदवार वास्तव में उसी दल का अधिकृत उम्मीदवार है।

Foreign Exchange for Industries in Private Sector

*161. { Shri Parulekar:
Shri Nagi Reddy:

Will the Minister of Finance be pleased to state

(a) the amount of foreign exchange that has been utilised by the private sector so far during the Second Five Year Plan period for industrial development, and

(b) what was the target fixed for the private sector?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) The total foreign exchange allotted for industrial development in the private sector during the Second Five Year Plan amounted to Rs. 290 crores, approximately, up to the end of October, 1958

(b) The attention of the hon Member is invited to pages 63—74 of the "Appraisal and Prospects of the Second Five Year Plan" issued by the Planning Commission in May, 1958

दिल्ली बोर्ड से पाकिस्तानी का करार होता

*१६२ { श्री बाबूपेयी
 श्री रघुनाथ रिह
 डा राम सुभग रिह
 अ० ए० एम० तारिके ।

क्या गृह-कार्य मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या यह मत है कि दिल्ली की हवालात से मकानूद अहमद कुरैशी नामक एक पाकिस्तानी नागरिक १२-१३ जनवरी १९५६ की रात्री को करार हो गया

(ख) यदि हाँ तो क्या इस मामले की जांच की गयी

(ग) जांच का क्या परिणाम निकला, और

(घ) क्या इम सम्बन्ध में किसी के विरुद्ध कोई कार्रवाही की ग. है ?

गृह-कार्य मन्त्री (श्री गो० ब० पन्त)

(क) १२-१३ जनवरी १९५६ की रात को एक पाकिस्तानी पुलिस की हिंगसत में से करार हो गया ।

(ख) तथा (ग) मामले की जांच पठताल की जा रही है ।

(घ) पुलिस गांड को मुश्फित कर दिया गया है ।

Women in C.I.D.

*163. Shri Bibhuti Mishra Will the Minister of Home Affairs be pleased to state

(a) whether Government are formulating a scheme to recruit women in the C.I. Department in Union territories, and

(b) if so, the outline thereof?

The Minister of Home Affairs (Shri G. B. Pant) (a) No such scheme is being formulated

(b) Does not arise

निरक्षता का निवारण

*१६४ { श्री पद्म देव :
 श्री सतीश चन्द्र लालन :
 क्या शिक्षा मन्त्री यह बताने की कृपा करेंगे

(क) भारत में १९४७ में किसने पुरुष और कितनी नारियां शिक्षित थीं और १९५८ में इन की संख्या क्या थीं और

(ख) निरक्षता के निवारण के लिये भारत सरकार ने क्या कदम उठाये हैं ?

शिक्षा मन्त्री (डा० का० ला० शीकाली)

(क) १९४७ और १९५८ में शिक्षित पुरुषों और महिलाओं के अनमित संख्या इन प्रकार है

पुरुष	महिलाएं
करोड	करोड
१६५ ३ ८७	१ २०
१६५८ ६ १५	१ ८८

(ख) निरक्षता दूर करने का विषय राज्य सरकारों से मन्वन्धित है। फिर भी राज्य सरकारों द्वारा विभिन्न योजनाओं को कार्यान्वित करने में जितना लच्चा होता है उस का अपना अवशालन भारत सरकार भी देती है ।

National Flag at Half Mast

*165 Shri Mohammed Imam Will the Minister of Home Affairs be pleased to state

(a) whether Government have prepared a list of persons on whose death the National Flag has to be flown at half mast and a holiday to be observed

(b) if so the principle on which this list has been prepared and

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

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c) Flags are flown at half mast and Government offices are closed in the unfortunate event of the death of certain high dignitaries in accordance with the procedure laid down by the Government of India. About other high dignitaries of the State, the State Governments have the authority to frame similar suitable instructions for their respective States. No exhaustive list has been prepared.

Bhilai Steel Plant

***166. Sardar A. S. Saigal:** Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether it is a fact that Russian experts have suggested a Township Railway for the Bhilai Steel Project Township,

(b) if so, whether the suggestion has been accepted,

(c) how much it will cost, and

(d) if the answer to part (b) above is in the positive, how much time it will take to start the work on the same?

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

(b) to (d) Do not arise

Admission to National Defence Academy

***167. Shri Goray:** Will the Minister of Defence be pleased to state

(a) whether Government are aware of the fact that boys from some States where English language is taught from VIII Standard find it difficult to pass the competitive examination for admission to the National Defence Academy, and

(b) whether Government are considering a proposal to allow such candidates to have the option of answering the questions, whether in the written papers or in the oral tests,

in any one of the languages recognized by the Constitution?

The Minister of Defence (Shri Krishna Menon): (a) and (b) This matter has been considered in the past and it was felt that, in regard to the medium for the written examination, the decision that may be taken by the Government in respect of all other all-India competitive examinations held by the Union Public Service Commission should be followed. While the medium continues to be English, candidates who are deficient in English have to take some special coaching for the National Defence Academy examination as for other competitive examinations. In regard to the interview and personality tests by the Services Selection Boards, however, instructions were issued in November 1954 that although the medium would continue to be English, no undue importance should be attached to the standard of English and that the main factors to assess were the substance of what was said, clarity of thought, nature of arguments etc and not the standard of English in which these were expressed.

International Conference of Social and Child Welfare

***168. Qazi Matin:** Will the Minister of Finance be pleased to state

(a) whether Government are aware of a resolution passed by the Ninth International Conference of Social and Child Welfare held at Tokyo recommending Income-tax exemptions for working women and their dependants;

(b) whether Government have accepted the recommendation and what action has been taken, and

(c) if so, the number of working women who will be benefited by these exemptions?

The Deputy Minister of Finance (Shrimati Tarakeshwari Sinha): (a) No, Sir Government has not so far received the official Report of the Conference

(b) and (c) Do not arise

Contract with Messrs. Hards Motors

*169. { Shri Kamal Singh:
Shri Barrow:

Will the Minister of Defence be pleased to refer to the statement made in the Lok Sabha on the 5th December, 1958 regarding the contract assigned to Messrs Hards Motors of UK and state.

(a) whether the firm will complete its work of defusing old ammunition by the end of February 1959 as stipulated; and

(b) the progress made so far and the value of brass and copper scrap recovered?

The Minister of Defence (Shri Krishna Menon): (a) It may well be anticipated that the firm will fulfill the contract in time.

(b) 1,99,870 rounds out of the total quantity of 2,50,000 rounds upto the 5th February, 1959 have been dismantled and defused Contractors have delivered to Government about Rs. 27 lakhs worth of brass and Rs 27,000 worth of copper scrap so far

Taxes in Tripura

*170. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) whether there is any fall in the collection of Central as well as territorial taxes in Tripura during 1958-59 so far; and

(b) if so, the reasons thereof?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b) The information is being collected and will be laid on the Table of House

आवानियों में सावी पर चुंगी

*171. { श्री सावीवाला
श्री क० भ० मालवीय :

क्या अतिरक्त मन्त्री यह बताने की कृपा करेगे कि :

(क) देश की किन किन आवानियों में सावी पर चुंगी बसूल की जाती है,

(ख) क्या यह सच है कि सावी पर देश भर में किसी प्रकर का कर नहीं लगाया जाता, और

(ग) यदि हा, तो आवानियों में सावी पर चुंगी किस एक के उपबन्धों के अन्तर्गत बसूल की जाती है?

प्रतिरक्त उपमंत्री (सरदार भट्टिया)

(क) से (ग). सूचना सहज प्राप्य नहीं है और इकट्ठी की जा रही है। यदोंही प्राप्त हुई सभा के पाठ पर रख दी जायेगी।

Pension Rules

*172. Shri Tyagi: Will the Minister of Finance be pleased to state:

(a) how many officers have been benefited by the liberalisation of new pension Rules, 1957, and

(b) the extra amount involved on account of retrospective effect given to this liberalisation?

The Deputy Minister of Finance (Shrimati Tarkeswari Sinha): (a) and (b) The information called for is not readily available with the Government of India and would require to be called for from the various Accounts Officers and Heads of Offices scattered all over the country. It is considered that the collection of this information would involve an enormous amount of labour and time, hardly commensurate with the public advantage to be gained

Teaching Profession

173. { Shri Rajendra Singh:
Shri Ram Krishan:

Will the Minister of Education be pleased to state

(a) whether it is a fact that to induce bright men to take to teaching profession certain attractive terms and conditions of services have been devised, and

(b) if so, the salient features thereof?

The Minister of Education (Dr. K. L. Shrimalli): (a) and (b) The recruitment of teachers is primarily the concern of the State Governments at all stages. The Government of India however give financial assistance to the State Governments *inter alia* for the following schemes which, it is hoped will attract young persons to the teaching profession —

(i) Central Assistance to States for the Expansion of Girl's Education and training of women teachers

The scheme includes grant of scholarships, stipends etc to women teachers (trainees) and to girl students who undertake to take up the teaching profession for a period of at least five years

(ii) Central Assistance to the States for raising the salary scales of teachers

Under this scheme Government of India contributes 50 per cent of the additional expenditure incurred by the States in raising the salary scales of school teachers

(iii) University Grants Commission have also approved a scheme for the improvement of scales of pay of the University teachers and the teachers of the affiliated and constituent colleges of the Universities

Re organisation of Oil and Natural Gas Commission

*174. { Shri Vidya Charan Shukla
Shri Ram Krishan
Shri D C Sharma

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

(a) whether the scheme to re-organise the Oil and Natural Gas Commission has since been finalised

(b) if so, the details thereof and

(c) if not, the progress made so far?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c) The

re-organisation of the Oil and Natural Gas Commission is still under consideration

Central Public Health Engineering Research Institute, Nagpur

*175. { Shri Ram Krishan:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri R. C. Majhi:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 975 on the 15th December, 1958 and state

(a) further progress made in setting up of a Central Public Health Engineering Research Institute at Nagpur, and

(b) the advantages of setting it up at Nagpur?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): The office of the Institute has shifted to Nagpur. Plans and estimates for the building of the Institute at Nagpur are under preparation. Field Research Centres are being set up at Delhi, Lucknow, Poona and Hyderabad. Recruitment of scientific and other staff for the Institute as well as the Field Centres is being done. Necessary equipment and materials are also being procured.

Nagpur being centrally located can co-ordinate the work of different field centres being established in other parts of the country. It will facilitate collection of samples from all over the country without delay and meeting of the workers frequently. The Central Laboratory will be able to maintain close contact with all the State public health organisations. The Bombay Government have offered land free of cost for setting up this Institute and have also provided temporary accommodation for the Central Laboratory.

It is also in accordance with the policy of the Council of Scientific and Industrial Research to disperse the national laboratories in different parts

of the country. There is at present no national laboratory in Central India

Shortage of Kerosene Oil

*176.

Shri Rameshwar Tantia:
 Shri Ram Krishan:
 Shri Supakar:
 Shri Warior:
 Shri Tridib Kumar
 Choudhury:
 Dr. Samantsinhar:
 Shri Kodiyan:
 Shri Narayananakutty
 Menon:
 Shri Mahanty:
 Shri Jinachandran:
 Shri B. C. Mullick:
 Shri Parnlekar:
 Shri Naushir Bharucha:
 Shri Assar:

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

(a) whether Government are aware of the fact that acute shortage of Kerosene Oil is still being felt in Bombay and Eastern parts of India and its price has gone up,

(b) the reasons therefor, and

(c) the action taken thereon or proposed to be taken?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c) As already stated in reply to Short Notice Question No 1 on 10th February, 1959, Government were keeping a close watch on the supply position of Kerosene Oil in the country and had noted the rise in selling price of Kerosene in the last few weeks with anxiety. A small cut in the allocation of foreign exchange for imports of Kerosene had to be imposed due to our foreign exchange difficulties, nevertheless, Government did not see any justification in the rise that occurred in the selling prices. As the rise in prices continued, particularly in Bombay as well as in some other parts of the country, after consulting the State Governments, Government have already taken the following steps to relieve the situation:

(i) The Oil Companies have been instructed to remove the restrictions that had been imposed on Kerosene sales in order to conserve foreign exchange.

(ii) A special additional allotment of foreign exchange has been made available to the Oil Companies and they have been asked to arrange immediately for additional imports of Kerosene against this allocation. Meanwhile, they have been asked to meet the possible increase in the offtake from the stocks that are already in the country

(iii) With a view to preventing recurrence of such situations in the future, Government are already trying to find out why the market prices were increased

(iv) State Governments were informed of the steps taken and requested to give widest publicity to the same

2 It is hoped that the trade at all levels will co-operate with Government, to ensure that, with these steps, the selling prices return to normal levels immediately; in case the situation does not improve, Government are prepared to take other steps as well

दोहरे कर से दबाव

*१७७. { श्री शीनारायण दास :
 श्री दी० च० शर्मा :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि

(क) क्या भारतीय प्रतिनिधि-भंडल, जो कनाडा के भाय-कर अधिकारियों से दोहरा भायकर लगाने से बचाव के सम्बन्ध में वार्ता-लाप करने गया था, वहां से अपना कार्य समाप्त कर भारत लौट आया है; और

(ख) यदि हा, तो वार्ता का क्या परिणाम निकला ?

वित्त उपराजी (बीमारी तारकेश्वरी सिल्हा) . (क) यही हा ।

(ख) वार्ता से कोई परिणाम नहीं निकल सका ।

Central Service

*178. Shrimati Ila Palchoudhuri: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that Government of India have decided to permit officers of Central Services to compete for posts advertised by the Union and State Public Service Commissions;

(b) if so, the reasons therefor, and

(c) exact nature of the decision taken?

The Minister in the Ministry of Home Affairs (Shri B. N. Datar): (a) to (c) Under the rules in force in this respect in the Central Government Departments/Offices, discretion rests with the Heads of Departments/Offices to withhold applications from persons serving under them for posts in other Departments/Offices, if the exigencies of administration demand this. Until recently, there was a ban on the officers of certain Services under the Central Government appearing even at competitive examinations held by the Union and State Public Service Commissions for recruitment to other Services and posts. Government have now reviewed this matter and decided that this ban should be relaxed and that employees of the Central Government should, subject to certain exceptions, be permitted to appear at such competitive examinations provided they satisfy the conditions of eligibility for admission thereto. This decision has been taken because it was considered that the Central Government employees also should, as far as possible, be allowed an opportunity with other eligible candidates, to prove their merit and qualify for higher appointments under Government, where such appointments

are made on the basis of competitive examinations held by the Union and State Public Service Commissions. In respect of appointments made otherwise, the existing instructions will continue to apply

Zavar Mines in Udaipur

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

(a) whether working of Zavar Mines in Udaipur has been inspected,

(b) whether any improvements are proposed to be effected; and

(c) what is the potential capacity of these mines?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir

(b) The Indian Bureau of Mines has suggested several improvements in mining technique for increased production. The Company has also been advised to lower the tenor of economically workable grade of ore

(c) Ore reserve has been calculated by the Metal Corporation of India at about 83,00,000 tons with lead—1.5 per cent and Zinc—3.6 per cent. The Indian Bureau of Mines has already undertaken a study of the potentialities of these mines

Sports Inquiry Committee

*180. { Shri Supakar:
Shri Ram Krishan:
Shrimati Ila Palchoudhuri:
Shri Rami Reddy:
Shri Panigrahi:
Shri Barrow:

Will the Minister of Education be pleased to lay a statement on the Table showing

(a) whether the Committee under the Chairmanship of the Maharaja of Patiala to investigate into the standard of games and sports in the country have submitted their report;

(b) if so, the recommendations of the Committee; and

(c) the steps taken by the Government to implement the recommendations?

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

(b) A statement is laid on the Table of the House [See Appendix I, annexure No 39]

(c) The report is under examination

भारतीय सशस्त्र सेनाओं तथा प्राइंनेस कार्यालयों में काम करने वाले पाकिस्तानी

*१८१. श्री भक्त दर्शन :
श्री बाजपेयी :

क्या प्रतिरक्षा मंत्री २८ नवम्बर, १९५८ के नागरिकत प्रश्न सभ्या ४६३ के उत्तर के सम्बन्ध में यह बताने की रूपा करेगे कि

(क) भारत की सशस्त्र सेनाओं और प्राइंनेस कार्यालयों में काम करने वाले पाकिस्तानी नागरिकों और उन को सेवा की शर्तों सम्बन्धी आकड़े इस बीच एकत्र कर लिये गये हैं और

(ख) यदि हा, तो क्या उन आकड़ों का एक विस्तृत विवरण सभा-पटल पर रखा जायेगा ?

प्रतिरक्षा मंत्री (श्री कृष्ण देवन) :

(क) तथा (ख) सचिव अब भी इकट्ठी की जा रही है और जितनी जल्दी हो सका जोक सभा पटल पर रख दी जायेगी। हाल ही में ऐसे आदेश जारी किये गये हैं कि पाकिस्तान में आने वाले वे लोग जो केंद्रीय सरकार की नौकरी कर रहे हैं, आवश्यक सर्टिफिकेट प्राप्त कर के नागरिकता अधिनियम १९५४ के मात्रात छ महीने के अन्तर्गत अपने को भारतीय नागरिक के रजिस्टर में दर्ज करा न्हें। जिन लोगों ने अभी तक अपने को रजिस्टर नहीं कराया है उन का ब्यौरा जानने के लिये रक्षा संगठन के भभी यूनिटों और संस्थानों के इस विषय में लिखा गया है।

Steel Plants

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

(a) the estimated cost for the installation of power supply facilities upto the perimeter of the plants for the three steel plants,

(b) what was the original estimate and when was the same revised last; and

(c) the foreign exchange component of this expenditure?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c) It is presumed that the hon Member refers to the estimated cost for the installation of power supply facilities outside the plant upto the perimeter. If so the information is as follows —

ROURKELA

Power supply to Rourkela Project is from the Hirakud Power Station built by the Hirakud authorities. Practically no expenditure was incurred at Rourkela Steel Project for power supply facilities from this source excepting a small expenditure of Rs 13,000 approximately incurred on the shifting of two transmission towers.

BHILAI

Power will be supplied from Korba Thermal Station to be erected by the Madhya Pradesh Electricity Board at their own expense.

DURGAPUR

The estimated cost for the installation of power supply at 33 K V facilities upto the perimeter of the Durgapur Plant is £ 86,000 sterling in foreign exchange and Rs 2,35,000 in Indian currency. This is the original estimate and there has been no revision in the estimate so far.

Indian Educational Service

183 Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstar-

red Question No 973 on the 5th December, 1958 and state the further progress made towards the establishment of all India Educational Service?

The Minister of Home Affairs (Shri G. B. Pant): In view of the general attitude of the States, it does not seem necessary to pursue the matter further

Categorisation of L.I.C. Employees

*184. **Shri Tangamani:** Will the Minister of Finance be pleased to refer to the reply given to Starred Question No 1408 on the 19th September, 1958 and lay a statement on the Table showing

(a) the recommendations of the Zonal Committees formed under the Life Insurance Corporation to categorise the employees,

(b) the decision taken by the Life Insurance Corporation on the recommendations, and

(c) if no decision has been taken, the reasons for the delay?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) A statement showing the number of Field Officers, zone-wise, whose cases were considered by the Zonal Committees is laid on the Table of the House [See Appendix I annexure No 40]

(b) The Corporation has accepted the recommendations

(c) Does not arise

Oil Potential

185. **Shri Ajit Singh Sarhadi:** Will the Minister of Steel, Mines and Fuel be pleased to state

(a) what has been the report of West German experts who had toured the various parts of India to study the country's oil potential,

(b) the decisions of Government thereon; and

(c) whether any help is being taken from the West German Government in the matter?

The Minister for Mines and Oil (Shri K. D. Malaviya): (a) The reports in question have assessed, in general, the potentialities of different areas of the country and recommended preferential exploration in order of their importance

(b) The Government is in general agreement with the findings of the team and their recommendations have been taken into consideration in framing oil exploration programme of the Oil and Natural Gas Commission

(c) No, Sir

Indian Soldiers in U.N. Emergency Forces

186. **Shri Kodiyan:**

186. **Shri Narayanan Kutty Menon:**

Will the Minister of Defence be pleased to state

(a) the rate of overseas allowances paid to Indian soldiers serving in the UN Emergency Forces in Gaza strip, and

(b) how do these allowances compare with those given by other Governments, e.g., Brazil whose forces are also in Gaza with the UN Emergency Forces?

The Minister of Defence (Shri Krishna Menon): (a) A statement is laid on the Table of the Sabha [See Appendix 1, annexure No 41]

(b) The pay and allowances of Indian Armed Forces Personnel at home or abroad are not regulated by the terms laid down by foreign Governments in respect of their Armed Forces

दिल्ली में सड़कों पर दुर्घटनाएं

*१८७. { श्री नवल प्रभाकर :
श्री बालपेती :
श्री राठ स० तिवारी
श्री विश्वेति विष्णु :
श्री राम कृष्ण :

क्या गृह-कार्य मंत्री एक ऐसा विवरण सभा-पट्टस पर रखने की कृपा करेगे जिस में निम्नलिखित जानकारी दी हुई हो

(क) दिल्ली में जनवरी, १९५६ मास में सड़क दुर्घटनाये अधिक होने के क्या कारण हैं,

(ख) इन दुर्घटनाओं का व्यौग क्या है

(ग) इन्हे रोकने के लिये क्या कार्यवाही की गई और

(घ) इन दुर्घटनाओं के फलस्वरूप कितने व्यक्तियों की मृत्यु हुई?

गृह-कार्य मंत्री (श्री शो० ब० पन्त) :

(क) इन दुर्घटनाओं का कोई स्वाम कारण बताना मुमिकिन नहीं है।

(ख) तथा (घ) कुल १३१ सड़क दुर्घटनाये हुईं। इनमें १६ बहुत गम्भीर थीं जिनकी बजह से १६ व्यक्तियों की जाने गईं।

(ग) नीचे दिये गये उपाय किये गये हैं—

(१) सड़के चौड़ी की जा रही है।

(२) जहां जरूरी हो वहां पर साइकिल ट्रैक बनाये जा रहे हैं।

(३) सड़कों की गोलानी व्यवस्था में सुधार किया जा रहा है।

(४) १९५० से पहले के माडलों की गाड़ियों को स्कूल के बच्चे, बरातें या टूरिस्ट दलों को ले जाने की इजाजत नहीं दी जाती है।

(५) गाड़ियों की रफ्तार बैक करने के काम को बढ़ा दिया गया है।

(६) स्कूल की बसों की एक विशेष बोर्ड ढारा बोर्ड समय बाद जाच की जाती है। इस बोर्ड में हिटी सुपरिनेंडेन्ट पुलिस, मोटर वाहिकिल इस्पेक्टर और पुलिस के प्रादर्शी हैं।

(७) १९५८ और उससे पहले के माडलों की भारी गाड़ियों की विशेष जाच की जा रही है।

(८) जनता को ट्रैफिक के नियमों का पालन करने की शिक्षा देने के लिये सिनेमा स्लाइड्स का प्रदर्शन किया जा रहा है।

(९) स्पेशल इन्वेस्टिगेशन स्कर्वड बनाया गया है। मोटर वाहिकिल इस्पैक्टरों की मरुस्या बढ़ा दी गई है।

जीवन बीमा निगम के कर्मचारियों को बोनस

*१८८. श्री पद्म देव : क्या वित्त मंत्री यह बताने की कृपा करेगे कि

(क) क्या यह सच है कि भारत के जीवन बीमा निगम ने अपने कर्मचारियों को बोनस देने का निश्चय किया है,

(ख) यदि हा, तो किस-किस श्रेणी के कर्मचारियों को यह बोनम मिलेगा और किस रूप में, और

(ग) निगम द्वारा इस प्रयोजन के लिये कितनी गश्ती दी जायेगी?

वित्त उपसंचारी (श्रीमती तारकेश्वरी तिल्हा) : (क) की नहीं, इस सम्बन्ध में अभी तक अन्तिम निर्णय नहीं हुआ है।

(ख) और (ग) ये प्रश्न नहीं उठाएँ।

Oil Drilling School at Jawalamukhi

*189. **Shri Ram Krishan:** Will the Minister of Steel, Mines and Fuel be pleased to state at what stage is the scheme for setting up of a drilling school at Jawalamukhi?

The Minister of Mines and Oil (Shri K. D. Malaviya): The drilling school at Jawalamukhi has already started functioning from 16th October, 1958 and 21 Assistant Drillers and Drilling Assistants are regularly attending the classes.

Transfer of Officers from Centre to States

*190 **Shri Harish Chandra Mathur:** Will the Minister of Home Affairs be pleased to lay a statement showing:

(a) how many officers of the designation of (i) Secretaries, (ii) Joint Secretaries, and (iii) Deputy Secretaries were transferred from the Central Government to the State Governments and vice versa during the year 1958-59 so far; and

(b) how many officers of each designation have overstayed in the Centre beyond tenure period by one year, two years and three years and more?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b)

I. Number of Officers transferred from the states to the Centre and vice versa from 1-4-1958 to date.

	Secy.	Jt Secy.	Deputy Secy.	Total
States to Centre	.	3	11	14
Centre to States	..	1	9	10

II. Number of Officers who have stayed at the Centre beyond tenure period

	1 Year	2 Years	3 Years and more						
	Secy.	JS	DS	Secy.	JS	DS	Secy.	JS	DS
.	2	3		1	2	12*	5	1	

*2 of these 12 officers have been in their present posts for more than 5 years.

State Service Rules

*191. **Shri Ajit Singh Sarhadi:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 188 on the 24th November, 1958 and state whether any other State Government has amended its Service Rules to permit all Indian citizens without provincial limitations to sit for the competitive examinations for State Services?

The Minister of Home Affairs (Shri G. B. Pant): Yes Besides Punjab, the following States have also amended their Service Rules to permit all Indian citizens to compete for State Services:

Assam, Bombay, Kerala, Madhya Pradesh, Madras, Mysore, Rajasthan and Uttar Pradesh.

Minerals

*195. **Shri Vidya Charan Shukla:** 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 in the country during the year 1958?

The Minister of Mines and Oil (Shri K. D. Malaviya): Under Mineral Conservation and Development Rules, 1958 the annual returns in respect of production of minerals are to be received by the 1st of March following the year to which it relates. The information is being collected and will be laid on the Table of the House as soon as it is compiled.

Tourists to Jammu and Kashmir

196. **Shri Ram Krishan:**
Shri D. C. Sharma

Will the Minister of Defence be pleased to state:

(a) the number of foreign tourists and Indians separately who visited Jammu and Kashmir during the year 1958; and

(b) how do these figures compare with those of 1957?

The Minister of Defence (Shri Krishna Menon): (a) The number of tourists who actually visited Jammu and Kashmir is not maintained in the Ministry of Defence. The number of permits issued by the Ministry to foreigners and Indians during the year 1958 is as follows:—

Foreigners	3,188
Indians	13,868
Total	17,056

It may be mentioned in this connection that Indian tourists can, apart from the Ministry of Defence, also obtain permits from the State Governments as well as from District Magistrates and certain other specially authorised officers in all the States. In fact the bulk of the permits to Indians are issued by State Government authorities. Certain classes of foreign tourists can also obtain permits from the Regional Tourist Officers stationed at Bombay, Calcutta, Madras and New Delhi.

(b) 10,702 permits (2,238 foreigners and 8,464 Indians) were issued by the Ministry of Defence during 1957. The number of permits issued in 1958 is about 59 per cent more than those issued in 1957.

Department of Oceanography in Universities

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

(a) the names of the universities in which department of Oceanography has been established so far, and

(b) amount of grants given by Central Government for the purpose (university-wise)?

The Minister of Education (Dr K. L. Shrimall): (a) None so far. Three universities viz Kerala, Andhra and Annamalai are, however, interested in the Oceanography work.

(b) A statement giving the amount of grants sanctioned by the University Grants Commission to the Universities of Andhra, Kerala and Annamalai is

laid on the Table of the Sabha [See Appendix I, annexure No 42.]

Schools for Children of Government Employees

138. Shri N. Keshava: Will the Minister of Education be pleased to state

(a) whether Government have a proposal to set up schools and hostels for children of Government employees who have to be transferred from place to place, and

(b) if so, the details thereof?

The Minister of Education (Dr K. L. Shrimall): (a) and (b) Material for reply is being collected and will be placed on the Table of the House

भारत में पाकिस्तानी

१३६. श्री बाजपेशी: क्या गृह-कार्य मंत्री यह बताने की कृपा करें कि १९५८ में राजवार कितने ऐसे पाकिस्तानी पकड़े गये जो भारत में आपने आपको भारतीय नागरिक बता कर रहे थे?

गृह-कार्य मंत्री (श्री गो० ब० पत्त): सूचना इकट्ठी की जा रही है और मिलने पर वह सभा-पटल पर रख दी जायेगी।

Geological Survey of Andhra

140. Shri Nagi Reddy Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether any investigation of mineral wealth of Dharmavaram Taluk (Anantapur District) and Kuppam area (Chittoor District) in Andhra Pradesh has been recently undertaken by the Geological Survey of India,

(b) if so, what are the broad details thereof, and

(c) whether further intensive survey will be carried on in the year 1959-60?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) Yes, Sir. During the field season 1953-54,

the occurrences of asbestos, construction material and gold in Dharmavaram taluk (Anantapur district) were examined and during the field season 1956-57, systematic mapping of the Busanattam gold mine, Kuppam area (Chittoor district) was carried out by the Geological Survey of India

(c) It is proposed to continue the work in Ramagiri Gold Field, Anantapur district in the year 1959-60

Vigyan Mandirs

141. { Shri Nagi Reddy:
Shri D. V. Rao:

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

(a) total number of "Vigyan Mandirs" established so far in different States (State-wise),

(b) the amount spent on buildings, Scientific equipment and other expenses separately (State-wise), and

(c) the approximate number of people who are making use of these Vigyan Mandirs?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) A statement is laid on the Table of the House [See Appendix I, annexure No 43]

(b) The Vigyan Mandirs are accommodated in buildings provided either by State Governments or by private agencies

The accounts of the Vigyan Mandirs are not maintained State-wise, but the total expenditure incurred since the inception and upto the end of January 1959 under different sub-heads is as under:—

Pay of establishment	Rs 1,69,868
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Allowances and Hon	Rs 92,535
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Other charges (Scientific equipment etc)	Rs 2,42,476
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(This is exclusive of an expenditure of Rs 9,694 incurred during 1955-56)

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

Ancient Indian Manuscripts in Tibet

142. { Shri H. N. Mukerjee:
Shri Muhammed Elias:

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

(a) whether Government's information in regard to ancient books and manuscripts of interest to India in Tibet is based on verified reports, and

(b) the reasons for delay in compiling a list of such material and facilitating their study?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) It is not possible to verify whether ancient books and manuscripts of interest to India are available in Tibet unless our scholars visit the country and examine them

(b) The lists can be compiled only after Indian scholars have visited Tibet

Collections of Dr. Raghuvira

143. { Shri H. N. Mukerjee:
Shri Muhammed Elias:

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

(a) whether the books, manuscripts, banners, paintings, etc., brought by Dr. Raghuvira after a tour of China and Mongolia and exhibited by Government to the public in or about 1956 are accessible to scholars for study and to laymen for viewing, and

(b) if so, where they are to be found?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) So far only three sets of microfilms have been delivered to

Government by Dr. Raghuvira out of the collection brought by him from China and Mongolia. The question of getting remaining articles from him is under correspondence with him.

(b) The above microfilms are available in the National Museum and are accessible to the scholars for study.

Central Government Servants

144. *Shri H. N. Mukerjee:*
Shri Muhammed Elias:

Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 94 on the 19th November, 1958 and state how many of the total number of Central Government servants are permanent and how many temporary, as on the 1st January, 1959?

The Minister in the Ministry of Home Affairs (Shri Datar): The information is being collected and will be laid on the Table of the House as early as possible.

Indian Technical Personnel Abroad

145. *Shri H. N. Mukerjee:* Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 1028 on the 8th September, 1958 and state how many of the Indian technical personnel working in foreign countries have since been absorbed in work in India?

The Minister of Home Affairs (Shri G. B. Pant): The information is not available.

'Holiday on Ice'

146. *Shri Vidya Charan Shukla:*
Shri Ansar Harvani:

Will the Minister of Home Affairs be pleased to state how much foreign exchange remittance was allowed to the foreign troupe which performed the 'Holiday on Ice' show at Delhi for taking the proceeds of the show out of India?

The Minister of Home Affairs (Shri G. B. Pant): The troupe has

been admitted on the understanding that no foreign exchange facilities to take their earnings abroad would be allowed.

Promotion in Ordnance Factories

147. *Shri S. M. Banerjee:* Will the Minister of Defence be pleased to state the number of promotions made from unskilled to semi-skilled and from semi-skilled to skilled and also from skilled to highly skilled categories in Ordnance Factories during 1957-58?

The Minister of Defence (Shri Krishna Menon): The information is being collected and will be laid on the Table of the Lok Sabha.

Idle Time Payment in Ordnance Factories

148. *Shri S. M. Banerjee:* Will the Minister of Defence be pleased to state:

(a) the total amount of idle time payment made in various Ordnance Factories during 1956-57 and 1957-58; and

(b) the amount paid to labourers in each factory?

The Minister of Defence (Shri Krishna Menon): (a) The total amount of idle time payment made in various Ordnance Factories during 1956-57 and 1957-58 is as given below—

1956-57	1957-58
Rs 63,07,138	Rs 10,93,254.

(b) It would not be in public interest to disclose information regarding individual factories.

T.B. Patients in Defence Establishments

149. *Shri S. M. Banerjee:* Will the Minister of Defence be pleased to state the number of civilian employees in various Defence establishments suffering from T.B. as on the 1st January, 1959 among class I, II, III and IV and industrial workers separately?

The Minister of Defence (Shri Krishna Menon): The information is not readily available and is being

collected. It will be laid on the Table of the Lok Sabha in due course

Quarters for Defence Industrial Workers

150. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the number of quarters existing at present for class I, II, III and IV and industrial workers working in various Ordnance Depots,

(b) the number of quarters to be constructed during 1959-60 and 1960-61, and

(c) the amount sanctioned for each Depot?

The Deputy Minister of Defence (Sardar Majithia): (a) Information is being collected and will be laid on the Table of the Lok Sabha in due course

(b) and (c) It is too early to be able to give this information as it must depend on resources available

Hospitals in Ordnance Depots

151. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state

(a) the number of Ordnance Depots where hospitals exist, and

(b) whether civilian employees in the depots are entitled to admission in Ordnance Depot hospitals?

The Minister of Defence (Shri Krishna Menon): (a) No Ordnance Depot has a hospital of its own. Each Depot has a dispensary at which outpatient treatment is given. Military Hospitals exist at or near all stations where Ordnance Depots are located

(b) Civilian employees are usually admitted to local civil hospitals but where accommodation is not available in the civil hospital, they can be admitted in the Military Hospital.

Remittance of Profits by Tea Companies

152. { Shri D. V. Rao:
Shri Nagi Reddy:
Shri Bimal Ghosh:

Will the Minister of Finance be pleased to state

(a) the total amount of profits of the foreign owned tea companies in India in the years 1954 to 1958 (year-wise), and

(b) total amount transferred to countries outside India in the same years (year-wise) in the form of profits and dividends separately?

The Minister of Finance (Shri Morarji Desai): (a)

	(In crores of Rs.)			
	1954- 55	1955- 56	1956- 57	1957- 58
Profits of branches of foreign companies	21.4	9.9	10.6	Not available
Dividends of Joint Stock Companies registered in India	1.0	0.5	0.5	0.4
TOTAL	22.4	10.0	11.1	

These figures are based on details furnished by the companies in respect of their profits.

(b)

	(In crores of Rs.)			
	1954- 55	1955- 56	1956- 57	1957- 58
Profits of branches of foreign companies	10.4	10.0	10.5	4.7
Dividends of Joint Stock Companies registered in India	0.8	0.4	0.5	0.4
TOTAL	11.2	10.4	11.0	5.1

National Cadet Corps in Bombay State

153. Shri Pangarkar: Will the Minister of Defence be pleased to state:

(a) the strength of the National Cadet Corps in the Bombay State at present; and

(b) the number of divisions functioning there?

The Minister of Defence (Shri Krishna Menon): The total strength of the NCC in Bombay State as on 31.1.1959 is 657 Officers and 28,625 Cadets. The break-up according to various Divisions and Wings is given below:—

	Officers	Cadets
<i>Senior Division</i>		
Army Wing	334	13,990
Naval Wing	6	240
Air Wing	6	400
<i>Junior Division</i>		
Army Wing	215	9,675
Naval Wing	6	270
Air Wing	7	315
<i>Girls Division</i>		
Senior Wing	50	1,250
Junior Wing	33	1,485
Total strength of N. C. C. Officers and Cadets	657	28,625

Defence Ministry Lands in Bombay State

154. Shri Pangarkar: Will the Minister of Defence be pleased to state:

(a) the acreage of land belonging to the Ministry of Defence in Bombay State;

(b) the acreage of land which has been leased out to the public; and

(c) the purpose for which the remaining land is being utilised?

The Minister of Defence (Shri Krishna Menon): (a) to (c) The

requisite information is being collected and will be laid on the Table of the Sabha, as soon as it is available.

Camping Grounds in Bombay

155. Shri Pangarkar: Will the Minister of Defence be pleased to state:

(a) the number of camping grounds under the Ministry of Defence in Bombay;

(b) the area, location with tehsil and district of each; and

(c) the annual income from these separately?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). The requisite information, which is not fully available in the Ministry, is being collected from the lower formations and will be laid on the Table of the Sabha as soon as possible.

Loans on Mortgage

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

(a) the total loans on mortgage inherited by the Life Insurance Corporation of India, from the private companies, at the time of the nationalisation of life insurance business;

(b) the present mortgage loans position;

(c) the number of litigation cases in regard to mortgage loans pending;

(d) whether percentage of litigation on mortgage loans is higher than previous to the formation of Corporation for all the private life insurance companies put together;

(e) whether Government have advised the Corporation to grant loans on mortgages;

(f) whether such loans on mortgage have been reviewed since then; and

(g) if so, with what results?

The Minister of Finance (Shri Morarji Desai): (a) (i) No of mortgage loans 3,927;

(ii) Principal Amount involved
Rs. 15,01,88,661
(b) (i) No of mortgage loans 2,942,
(ii) Principal Amount involved
Rs 11,65,85,505
(c) 411

(d) As information relating to the pre-Corporation period is not available, a comparison between the percentages of litigation on mortgage loans before and after the Corporation came into existence, is not possible

(e) In terms of Section 27A of the Insurance Act, 1938, as extended to the Life Insurance Corporation with effect from the 23rd August, 1958, the Corporation is free to grant loans on mortgage of property

(f) and (g) The Corporation is constantly reviewing the position. For the present, however, loans on mortgages have been suspended by the Corporation

Indian Economic Service and Indian Statistical Service

157. Shri D. C. Sharma. Will the Minister of Home Affairs be pleased to state the progress made so far with regard to the setting up of the Indian Economic Service and the Indian Statistical Service?

The Minister in the Ministry of Home Affairs (Shri Datar): The draft schemes for the two Services have since been sent to the Union Public Service Commission for advice. The Services will be constituted as soon as the details are finalised in consultation with the Union Public Service Commission

Birla Science and Industry Museum, Calcutta

158. Shri D. C. Sharma Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 1483 on the 15th December, 1958 and state the up-to-date progress made in the establishment of the Birla

Science and Industry Museum, Calcutta?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The construction of the workshop for the Birla Industrial and Technological Museum has started. A temporary workshop has been set up inside the museum building itself, and the preparation of models departmentally has started. The necessary staff has been recruited

The architects are going ahead with the preparation of the detailed drawings and the schedule of quantities necessary for calling tenders for the renovation of the existing building and provision of services

A few models have been received as gifts for permanent display in the museum from manufacturers and business concerns. Efforts are being made to fabricate some models with the help of local model makers. A model of a Blast Furnace Plant has been received as donation from the Industrial Health and Safety Centre, London. It is also proposed to import a few models from abroad for which necessary action is being taken

The French Government made available to the Museum the services of a French expert in museology for making an on-the-spot investigation regarding its requirements. The Expert was in Calcutta during the 3rd week of December, 1958. On his return to France, he has submitted a report which is under consideration of the Council of Scientific and Industrial Research

It has been decided to formally declare the Museum open shortly, with the models and exhibits we have now got at our disposal. A museum is an organisation to which exhibits have to be progressively and continually added. Naturally making the museum large and comprehensive will be spread over a few years

Harijan Welfare

159. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 1465 on the 15th December, 1958 and state:

(a) whether the Sub-committee appointed by the Central Advisory Board for Harijan Welfare for preparing a scheme to put an end to the practice of carrying night soil in baskets or buckets has submitted its report; and

(b) if so, the decisions taken by the Government on it?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No, Sir

(b) Does not arise

Exemption of Industrial Concerns from Income-tax

160. **Shri D. C. Sharma:** Will the Minister of Finance be pleased to state.

(a) whether it is a fact that a number of Industrial concerns and joint stock companies in the districts of Gurdaspur and Hoshiarpur in Punjab have been exempted from income-tax, and

(b) if so, the reasons for exemptions?

The Minister of Finance (Shri Morarji Desai): (a) No Industrial concern or joint stock company has been exempted from income-tax in these districts

(b) Does not arise

Welfare of ex-Servicemen

161. **Shri D. C. Sharma:** Will the Minister of Defence be pleased to state the progress made so far in creating a separate cell in the Ministry of Defence to look after the rehabilitation and welfare of the ex-service-men?

The Minister of Defence (Shri Krishna Menon): Since Unstarred

Question No 1468 was answered in Lok Sabha on the 15th December 1958 the matter has been under active consideration. Considerable progress has been made and plans for improving arrangements and procedures to look after the rehabilitation and welfare of ex-Servicemen are well advanced.

Tours of the Commissioner for Scheduled Castes and Scheduled Tribes

162. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state:

(a) how many times the Commissioner for Scheduled Castes and Scheduled Tribes visited Punjab during 1958 and

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

The Deputy Minister of Home Affairs (Shrimati Alva):

(a) Three times

(b) Pathankot

2 Chakarpur

3 Jhansi

4 Kutulpur

5 Tehna

6 Savana

7 Bansi

8 Aeron

9 Bhaure

10 Jaura

11 Colony near Ambala city

12 Amloh

13 Doraha

14 Phagwara

15 Barewal

16 Malsian

17 Rokha

18 Jallomal

19 Rakh-Devida-pur

20 Nangal

21 Ludhiana

22 Jullundur.

Aborigines in Minicoy Islands

163. **Shri D. C. Sharma:** Will the Minister of Home Affairs be pleased to state

(a) the number of Aborigines in Minicoy Islands;

- (b) the steps taken for their uplift,
- (c) the amount provided in the Second Five Year Plan in this regard; and
- (d) the amount actually spent so far?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) There are no aborigines in the Minicoy Island

(b) to (d) Do not arise

Educated Unemployment in Punjab

164. { Shri D. C. Sharma:
Shri Ram Krishan:
Shri Ajit Singh Sarhadi:

Will the Minister of Education be pleased to state

(a) the grant given to the Government of Punjab during 1957-58 and 1958-59, separately, for relieving educated unemployment in Punjab; and

(b) the total number of persons employed during the same period, year-wise, in Punjab under the above scheme?

The Minister of Education (Dr. K. L. Shrimall): (a) During 1957-58 Central grants amounting to Rs 4,919 were sanctioned to the Government of Punjab under the scheme

According to the new procedure introduced this year (1958-59) regarding payment of Central assistance, separate sanctions for individual schemes are not issued in advance to State Governments. Instead, lumpsum 'ways and means advances' to the extent of 3/4 of the admissible Central assistance for all sectors of development are 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 receipt of the

actual progress achieved during the first three quarters and estimates for the 4th quarter and the 'payment sanction' will be issued accordingly on receipt of this information

(b) No appointment under this scheme was to be made in 1957-58. The grants sanctioned during 1957-58 represented the balance of Central assistance in respect of the expenditure incurred during the previous years

540 teachers and 11 inspecting officers have been allotted to the State Government for appointment during 1958-59

Land Revenue in Tripura

165. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state

(a) the total annual land revenue of Tripura, and

(b) the total amount of land revenue likely to be collected after the implementation of land reforms?

The Minister of Home Affairs (Shri G. B. Pant): (a) The actual land revenue collection for 1957-58 was Rs 12,33,338

(b) The amount of land revenue likely to be collected after the introduction of land reforms in Tripura can be correctly estimated only after the contemplated legislation has been finalised and enforced

Suicides in Delhi

167. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state

(a) the number of persons who committed suicides and those who attempted suicide in Delhi since the 1st September, 1958 (month-wise); and

(b) the number of persons out of those who attempted suicide and were punished?

The Minister of Home Affairs (Shri G. B. Pant): (a)

Number of persons who committed suicide

September, 1958	3
October, 1958	4
November, 1958	3
December, 1958	7
January, 1959	4

Number of persons who attempted to commit suicide

September, 1958	1
October, 1958	1
November, 1958	1
December, 1958	Nil
January, 1959	2

(b)

September, 1958	1
October, 1958	1
November, 1958	1
December, 1958	Nil
January, 1959	Both the cases are under investigation.

Aircraft

168. Shri D. C. Sharma: Will the Minister of Defence be pleased to state.

(a) when India is likely to become self-sufficient in the matter of aircraft, and

(b) the nature of steps taken in this connection?

The Minister of Defence (Shri Krishna Menon): (a) It is not possible to state when India is likely to become self-sufficient in the production of aircraft, which must depend, to a great extent on available resources

(b) Military aircraft, airframes and jet engines are now under planned production in the Hindustan Aircraft Company. They have also produced a trainer designed and developed by themselves and recently they have designed and developed "Pushpak"—

a light aircraft, which is now for sale. These are all piston-engined. The design and research into smaller types of aircraft and power problems are also undertaken by joint efforts in the Development and Air Force Establishments

Limestone Deposits in Punjab

169 Shri D. C. Sharma: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) the present position of availability of limestone in Punjab,

(b) whether any detailed investigations have recently been made of formations of limestone, and

(c) if so, the details of such investigations?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Limestone deposits are reported to occur at Dharamkot and near milestone 40 on the Pathankot-Dalhousie Road, Kangra District, Tundapathar, Malla and Dabsu, Ambala District, and NES Block, Loharu, Hissar District

(b) and (c) The following deposits of limestone were investigated in detail by the Geological Survey of India. The reserves of limestone assessed are shown against each—

1 *Dharamkot near Dharamsala, Kangra District* Reserves assessed of easily quarriable limestone 17.6 million tons

2 *Tundapathar, Ambala District* Reserves assessed 26 million tons of good quality limestone suitable for cement manufacture

3 *Malla and Dabsu Ambala District* Reserves assessed 2 million tons, suitable for cement manufacture

4 *At milestone 40 on the Pathankot-Dalhousie Road* Reserves have not yet been assessed

5 Near Loharu, Hissar District Deposits of Kankar found to be spread over a fairly large area Reserves not yet assessed

Dalhousie and Bakloh Cantonments

176 Shri D. C. Sharma: Will the Minister of Defence be pleased to state

(a) the total amount allotted by the Government of India to the Dalhousie and Bakloh Cantonment Boards as grants-in-aid for implementing their development scheme for the years 1957-58 and 1958-59, and

(b) the details of these schemes?

The Deputy Minister of Defence (Sardar Majithia). (a) and (b) A statement is laid on the Table of the Sabha [See Appendix I annexure No 44]

Gold deposits in Anantapur

171 Shri E Madhusudan Rao: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether the Geological Survey of India have completed examination of the report of survey of old gold fields in the Ramagiri Area (Anantapur district, Andhra Pradesh) submitted in July, 1958, and

(b) if so, the details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir A comprehensive report on the Ramagiri gold field is under preparation in the Geological Survey of India

(b) Does not arise

Houses for Scheduled Castes

172 Shri Daljit Singh: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 527 on the 28th November, 1958 and state

(a) whether the information regarding number of houses constructed for Scheduled Castes in 1957-58 with the

Central assistance in the remaining States has been collected; and

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

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b) A statement is laid on the Table of the House [See Appendix I, annexure No 45] Progress report from the Government of Uttar Pradesh and information from the Government of Assam in respect of houses constructed under the Central Sector have not yet been received

Release of prisoners on Republic Day

173. { **Shri Daljit Singh:**
Shri Vajpayee:

Will the Minister of Home Affairs be pleased to state

(a) whether prisoners convicted in (i) Union Territories (ii) States under the Central Acts were released on the eve of the Republic Day,

(b) if so, the number of such prisoners released in each State and Union Territory, and

(c) whether those included political prisoners?

The Minister in the Ministry of Home Affairs (Shri B. N. Datar): (a) to (c) The information is being collected and will be laid on the Table of the Sabha

Assistance to Educational Institutions in Bihar

174. Shri Rajendra Singh: Will the Minister of Education be pleased to state

(a) the total amount of financial assistance given to educational institutions in Bihar from 1956-57 to 1958-59 so far, and

(b) the purposes for which the amounts were given?

The Minister of Education (Dr. K. L. Shrimall): (a) Rs 13,50,904

(b) Assistance has been given for the purposes given below:—

- (i) Construction of Recreation Halls, Gymnasiums, and Swimming pools.
- (ii) Grants for students tours.
- (iii) Library building, equipments books, etc.
- (iv) For the development of Humanities, Science, Technology and other Miscellaneous purposes in Universities.
- (v) Raising of pay scales of University Teachers.
- (vi) Construction of a building for students Home by the Rama-krishna Mission.

Andamans Forests

175. *Shri S. C. Samanta:*
Shri Subodh Hansda:

Will the Minister of Home Affairs be pleased to state:

- (a) area of the forests in North Andamans which has upto now been exploited by M/s P. C. Ray and Co.;
- (b) how much of it was utilised for—
 - (a) settlement of displaced persons,
 - (b) re-planting of forest, and
 - (c) other purposes;
- (c) whether any exploited land has been allotted to the original inhabitants of Andamans;
- (d) whether any representations from any Association in the Andaman and Nicobar Islands have been received demanding lands for the original inhabitants; and
- (e) if so, what steps have been taken in the matter?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) 19,137 acres;

(b)

- (a) Information is being collected and will be laid on the table of the House, when received;
- (b) 5,818 acres,
- (c) 22 acres of land are under experimental paddy cultivation,
- (c) No Sir;
- (d) No Sir;
- (e) Does not arise.

Natural Gas in Assam

176. Shri Ram Krishan: Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred Question No. 978 on the 5th December, 1958 and state:

(a) whether Government have received the project report regarding the utilisation of the natural gas discovered in Assam from Messrs Societa Nazionale Metanodotti; and

(b) if so, the details thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir.

(b) Does not arise.

Oil in Cambay and Baroda

177. *Shri Ram Krishan:*
Shri Ajit Singh Sarhadi:
Shri Rameshwar Tantia:
Shri Naval Prabhakar:
Shri Bhakt Darshan:
Shri Supakar:
Shri Pangarkar:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the statement of the Minister of Mines and Oil on the 16th December, 1958 and state:

(a) the progress made so far in testing the various layers of sands having potential oil in wells drilled so far in the neighbourhoods of Cambay and Baroda and in estimating the quantity of oil and gas found so far.

(b) whether it is sufficient for the purposes of commercial exploitation, and

(c) the expenditure incurred on the project so far and the countries that are collaborating?

The Minister for Mines and Oil (Shri K. D. Malaviya) (a) Various layers of suitable sands have been tested in Baroda shallow hole No 11, 12 and 13. Several layers have been tested for production in Cambay well No 1 and others are still in progress.

(b) Until numerous wells are drilled and tested, it would not be possible to indicate commercial possibilities of the area.

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

Cost of Steel Plants

178 { Shri Ram Krishan
Shri Osman Ali Khan
Shri Khuswaqt Rai

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred Question No 185 on the 13th August 1958 and state

(a) whether it is a fact that there has been an increase in the present estimated cost of the three steel plants,

(b) if so, the estimate of additional cost along with increase in foreign exchange, and

(c) the reasons for the same?

The Minister of Steel Mines and Fuel (Sardar Swaran Singh). (a) to (c) No, Sir. There is no reason to believe that the estimates for the steel plants proper which were given in reply to Unstarred Question No 185 on the 13th August 1958 would be exceeded. It is however, difficult to estimate with the same degree of accuracy the cost of other ancillaries

Copper deposits in Rajasthan

179. **Shri Ram Krishan** Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred Question No 1548 on the 15th December, 1958 and state

(a) whether the Copper deposits of Khetri, Jhunjhunu district and Khoh Dariba, Alwar district have been surveyed and prospected by the Geological Survey of India and the Indian Bureau of Mines with a view to examine their commercial workability, and

(b) if so the results of the survey and examination?

The Minister of Mines and Oil (Shri K. D. Malaviya) (a) The exploration work undertaken by the Geological Survey of India and the Indian Bureau of Mines at Khetri, Jhunjhunu district and Khoh Dariba, Alwar district is still in progress.

(b) The result of exploration work will become available after it is completed.

Training of Indians in Oil Drilling

180 { Shri Ram Krishan
Shrimati Ila Palchoudhuri

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Unstarred Question No 1539 on the 15th December, 1958 and state at what stage is the proposal for training of Indian personnel in oil drilling abroad?

The Minister of Mines and Oil (Shri K. D. Malaviya). Eight trainees from USSR and one from France have already returned after undergoing training in oil well drilling for a period of one year.

Proposal to send a further batch of trainees to Rumania and USSR for training in oil well drilling and production technology is under consideration.

Oil Drilling at Bathula

181 Shri Ram Krishan: Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No 1178 on the 18th December, 1958 and state the further progress made in the drilling operations started at Bathula near Hoshapur (Punjab)?

The Minister of Mines and Oil (Shri K. D. Malaviya): A depth of 3939 metres was reached on 5th February, 1959. Electrologging of the well is now in progress.

All India Council for Technical Education

182. Shri T. B. Vittal Rao: Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) when the last meeting of the All India Council for Technical Education was held,

(b) the subjects discussed at the meeting, and

(c) the recommendations made by the Council?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 24th March, 1958

(b) and (c) A statement is laid on the Table of the Sabha [See Appendix I, annexure No 46]

Retired Scientists

183. Shri V. P. Nayar: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 1417 on the 20th December, 1957 and state the number of retired Scientists who have received aid since 1957 under the scheme?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Four

Research Scholars

184 Shri V. P. Nayar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) whether research scholars, under various research schemes direct-

ly under Government, or of the nature of sponsored research, have any uniform scales of pay; and

(b) if so, what are its details?

The Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b) The information is being collected and will be laid on the Table of the House when received

Ford Foundation Grants

185. Shrimati Ila Falchoudhuri:
Shri Ram Krishan:

Will the Minister of Finance be pleased to state:

(a) whether attention of the Government of India has been drawn to the recent announcement in regard to awards of various grants made by the Ford Foundation;

(b) whether any grants have been awarded to India; and

(c) if so, the details thereof?

The Minister of Finance (Shri Morarji Desai): (a) Yes.

(b) and (c).

(i) \$94,500 for establishing research-cum-training centres at six Engineering Colleges in India in connection with village planning and rural housing,

(ii) \$4,65,000 To Aligarh Muhammed University, and for establishing general Education Centres.

(iii) \$4,30,000 to Baroda University.

(iv) \$60,000 to the Administrative Staff College of India, Hyderabad to assist the strengthening of its programme of management training, specifically by providing accessions to the library, free ships and training and refreshment of the staff.

TOTAL \$1,049,500

Technical Personnel

186. Shri Harish Chandra Mathur: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) what is the number of technical personnel of each of the various types which will pass out of educational institutions during 1959,

(b) what is the employment potential; and

(c) what is the machinery which effects co-ordination between the educational institutions?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) It is too early to know the figures since even the 1959 examinations have not yet been conducted

(b). The Planning Commission has estimated that for the year 1959-60, technical degree and diploma holders required would be 6081 and 13,275 respectively.

(c). The All India Council for Technical Education through its four Regional Committees effects coordinated development of Technical Education throughout the country

Settlement in Andaman Islands

187. Shri Ajit Singh Sarhadi: Will the Minister of Home Affairs be pleased to state

(a) the present percentage of allocation made to different States in the matter of settlement of families in the Andaman Islands;

(b) whether Government is satisfied with the pace of progress of such settlement; and

(c) whether it is a fact that Government is considering to adopt open-door policy of settlement of Indian Nationals in the Islands?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) No percentage basis has been laid down for

allocation of quotas for families to various states under the Colonisation Scheme though preference is being given to displaced persons from East Bengal;

(b) Yes, Sir.

(c) No, Sir

Criteria adopted for other Backward Classes

188. { Shri N. R. Munisamy:
Shri Jhulan Sinha:

Will the Minister of Home Affairs be pleased to state:

(a) whether the results of the ad hoc survey conducted by the Deputy Registrar General on the question of criteria to be adopted for other Backward Classes have been received;

(b) if so, the details thereof;

(c) whether the reaction of the State Governments have been received in this regard; and

(d) how do these criteria vary from the criteria enumerated in the Report of the Backward Classes Commission?

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

(b) The Deputy Registrar General has not suggested any criteria, he has only compiled and submitted a number of data in the form of tables giving information collected by him in the course of the survey and their classification in accordance with certain literacy and occupational patterns.

(c) No

(d) Does not arise in view of answer to part (b) of the question.

भवेष बच्चे

१८८. श्री रघुनाथ सिंह, कर्णा शिला मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में भवेष बच्चों की संख्या कितनी है; और

(म) क्या सरकार ने अवैध बच्चे सम्बन्धी आंकड़े एकत्र करने के लिये कोई योजना बनाई है?

शिक्षा मंत्री (डा० का० सा० श्रीमाली):
(क) सरकार की ऐसे बच्चों की संख्या ज्ञात नहीं है।

(म) जी, नहीं।

Ford Foundation Grants

190. **Shri Raghunath Singh:** Will the Minister of Education be pleased to state how many Central and Provincial universities are getting help from the Ford Foundations of the U.S.A. and the purpose for which special grants are given to them?

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

दिल्ली में घोला घड़ी के मामले

१६१. श्री नवल प्रभाकर: क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे दि-

(क) क्या यह सच है कि दिल्ली में कट्टीस के वस्त्रों के व्यापार में ठगी या चोलेबाजी के मामले हुए हैं; और

(ख) यदि हा, तो दिल्ली प्रशासन द्वारा इस सम्बन्ध में की गई कार्यवाही का व्योग क्या है?

गृह-कार्य मंत्री (श्री गो० ब० पन्त):
(क) इस तरह की शिकायते आई हैं।

(ख) पुलिस ने इस तरह की न्याय रिपोर्टों पर कार्यवाही की है। कट्टीस व्यापार की स्थिति की जांच करने और उसकी बुराइयों को लतम करने के तरीकों के बारे में सुझाव देने के लिये सरकारी और गैर सरकारी कोगों की एक कमेटी बनाई गई है।

Harijan Advisory Board

192. **Shri B. K. Gaikwad:**
Shri Manay:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the word "Harijan" is being used instead of the word "Scheduled Castes" in regard to an Advisory Board set up to look after the interests of the Scheduled Castes; and

(b) if so, reasons therefor?

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

(b) The word "Harijan" was considered appropriate in the context.

Acquisition of Land around Bhilai

193. **Shri S. R. Damani:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that land near Bhilai Project is being acquired;

(b) the quantum of land that has been acquired in 1957 and 1958;

(c) whether adequate compensation to the landholders has been paid, and

(d) if so, the details thereof?

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

		Acres
(b)	1957	3448 Private land.
		1987 Govt land.
	1958	1555 Private land.
		380 Govt land.

(c) Yes, Sir.

(d) Rs 19,83,327 and Rs 15,82,139 have been paid to land-holders on account of compensation during 1957 and 1958 respectively in respect of land and the houses acquired. The rate

of compensation as fixed by the local authorities under the Land Acquisition Act ranges from Rs 164 to Rs. 673 per acre

Profit remitted by British Plantations

194. **Shri Warior:** Will the Minister of Finance be pleased to state the amount of profit remitted by the various British Plantations in India during 1957-58?

The Minister of Finance (Shri Morarji Desai): The following amounts were remitted by British Tea Plantations in India during 1957-58-

Profits of branches of British Companies—Rs 4.7 crores

Dividends of Joint Stock Companies registered in India—Rs 0.4 crores

Total—Rs 5.1 crores

Profit earnings by other British Plantations (Coffee, Rubber and Cardamom) are estimated at about Rs 3 lakhs but information about amounts actually remitted out of these earnings is not separately available. They would, however, be negligible in comparison with the remittances of the tea plantations.

Foreign Students in Viswa Bharati University

195. **Shri Subiman Ghose:** Will the Minister of Education be pleased to state-

(a) how many students from foreign countries are prosecuting their studies in the Viswa Bharati University (country-wise) and the subjects taken up by each student, and

(b) how many teachers and professors from foreign countries are teaching in the said institution and the subjects they are teaching?

The Minister of Education (Dr. K. L. Shrimati): (a) and (b). A statement is laid on the Table of the Sabha [See Appendix I, annexure No. 48].

Tomb of Sher Shah Suri's Father in Narnaul

196. **Shri D. C. Sharma:** Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 108 on the 19th November, 1958, and state the progress made in protecting the "Tomb of Sher Shah Suri's father in Narnaul"?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The necessary data required for issuing the requisite formal notification declaring the tomb to be a protected monument are being collected from the District Authorities concerned.

Memorial to Poet Kalidas at Ujjain

197. { **Shri D. C. Sharma:**
Dr. Ram Subhag Singh:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 322 on the 24th November, 1958 and state the progress made in working out the scheme to erect a suitable memorial to Poet Kalidas at Ujjain?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The Kalidas Samaroha Samiti had a proposal for the construction of a Kalidasa Bhavan. The Government of India are not concerned with the scheme and have no details available.

U.S. Rocket—Pioneer

198. **Shri D. C. Sharma:** Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 313 on the 24th November, 1958 and state the progress made so far in exchanging data collected in connection with the U.S. Rocket 'Pioneer' launched by the U.S. Air Force towards the moon, on the 11th October, 1958?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): We are not aware of any observations having been made in India on the rocket. The question of exchanging data with others does not, therefore, arise

Pay Scales of Motor Drivers under Tripura Administration

199. Shri Bangali Thakur: Will the Minister of Home Affairs be pleased to state.

(a) whether it is a fact that the scale of pay of all the Motor drivers under the Tripura Administration is not the same, and

(b) if so, the reasons for difference in the pay scales?

The Minister of Home Affairs (Shri G. B Pant): (a) and (b) There were 8 different scales of pay for motor drivers under the Tripura Administration prior to 18th February 1958. With effect from that date uniform scales of pay have been introduced as follows

For drivers of light vehicles—
Rs 50—2—60—3—75

For drivers of heavy vehicles—
Rs 75—3—105

Motor drivers recruited on higher scales of pay before 18th February, 1958 have, however, been allowed to retain their scales as personal to them

Development Works in Lansdowne, Landhour and Chakrata

200. Shri D. C. Sharma: Will the Minister of Defence be pleased to refer to the reply given to Unstarred Question No 797 on the 2nd December, 1958 and state

(a) the actual amount of money spent (item-wise) in 1958-59 so far out of the grants sanctioned to Cantonment Boards of Lansdowne, Landhour and Chakrata; and

(b) the nature of development works undertaken by the above mentioned Boards separately?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). A statement is laid on the Table of the House [See Appendix I, annexure No 49]

Repairs of Jama Masjid

201. / Shri D. C. Sharma:
/ Shri Bhakt Darshan:

Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to the Unstarred Question No 728 on the 2nd December, 1958 and state.

(a) the up-to-date progress made with regard to the repair of Jama Masjid in Delhi,

(b) the total amount spent thereon so far, and

(c) the total estimated expenditure to be incurred?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 45th of the work has been executed upto the end of January, 1959

(b) Rs 92,361.00 upto end of January, 1959

(c) Rs 1,13,800.00

Trades and Crafts in Delhi Jails

202 Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state

(a) the trades and crafts for which training facilities exist in prisons of Delhi,

(b) the net income from these trades during 1957-58 and 1958-59 so far, separately, and

(c) the details of scheme devised by Government to rehabilitate such prisoners on release?

The Minister of Home Affairs (Shri G. B. Pant): (a) (1) Textile-weaving, dasuti and garha, towels, dusters, newar, durries, etc.

(2) Bamboo chiks.

(3) Munj products—Munj ban, munj mats.

(4) Carpentry—Furniture of all sorts.

(5) Phenyle and Soap making.

(6) Spinning on Ambar Charkha

(7) Tailoring

(b) 1957-58—Rs 54,378.

1958-59—Rs 43,560 For first nine months)

(c) (1) An after care home has been constructed at the new jail where the released prisoners will be provided accommodation till they are rehabilitated

(2) There is a Discharged Prisoners' Aid Society

(3) A revised wage-earning scheme is being introduced under which prisoners will be permitted to spend 50 per cent of their earned wages for the purchase of personal requirements and the balance of 50 per cent will be paid to them on their release

(4) A welfare officer has been appointed for the proper rehabilitation of prisoners after release

Political Sufferers

204 *Shri Agadl:*
Shri Sugandhi:

Will the Minister of Home Affairs be pleased to state

(a) the total amount paid to the political sufferers since Independence in Belgaum, Dharwar, Bijapur, Bellary, Gulbarga, Didar and Raichur Districts of Mysore State;

(b) the maximum and minimum amounts paid per head; and

(c) the number of beneficiaries in each of the above Districts?

The Minister of Home Affairs (Shri G. B. Pant): A Statement is laid on the Table of the House. [See Appendix I, annexure No. 50]

Wealth Tax

205 **Shri Vajpayee:** Will the Minister of Finance be pleased to state the total number of wealth assessee registered during 1958?

The Minister of Finance (Shri Morarji Desai): 33,510 as on 31st December, 1958

Export Duty on Assam Tea

207. Shrimati Mafida Ahmed: Will the Minister of Finance be pleased to state the amount of taxes realised by the Central Government from cess and export duty on Assam tea separately for the years 1955-56, 1956-57 and 1957-58?

The Minister of Finance (Shri Morarji Desai): The information is not available as no separate statistics are maintained for revenue collected on Assam tea

Ammunition

208 Shri Ram Krishan: Will the Minister of Defence be pleased to state

(a) whether it is a fact that huge quantity of old ammunition has deteriorated and become useless at the defusing site at Pulgaon, Madhya Pradesh,

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

(c) the total estimate of loss suffered by Government?

The Minister of Defence (Shri Krishna Menon): (a) and (b) No If the Hon'ble Member is referring to the 37" AA H E ammunition which is being defused/dismantled by Messrs Hards Motors at Pulgaon, this ammunition was of old war-time stocks and was in an unserviceable condition having out-lived its life. This ammu-

nition was extremely dangerous for handling/transport/retention due to Copper Oxide formation and it was essential to ensure quick disposal of the ammunition. In addition to 3.7" AA ammunition, certain other items of ammunition of old war-time stocks are also held in the Ammunition Depot at Pulgaon and the question of their disposal by appropriate methods is under active consideration with a view to retrieving the metal contents therefrom.

(c) Ammunition items have a prescribed shelf life and, after the expiry of the shelf life, it is not advisable to use the ammunition. Deterioration of the ammunition due to normal expiry of shelf life cannot be considered as a loss suffered by Government. Most of the ammunition, which have deteriorated in stocks, are of old war-time origin. In the case of 3.7" AA ammunition, by adopting the method of disposal by breakdown/boiling, Government stands to gain to the extent of about Rs. 38 lakhs.

Convict Tickets of Mahatma Gandhi

209. **Shri Ram Krishan:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that Government propose to put on view the thumb impressions on convict tickets of Mahatma Gandhi; and

(b) if so, when?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No, Sir.

(b) Does not arise.

I.A.S. Examination Centres in Madhya Pradesh

210. **Shri Madhusudan Rao:** Will the Minister of Home Affairs be pleased to state whether there is a proposal to open an I.A.S. examination centre in the Madhya Pradesh?

The Minister of Home Affairs (Shri G. B. Pant): The proposal to open a centre for the I.A.S. Examination in Madhya Pradesh is under consideration of the Union Public Service Commission.

National Defence Academy

212. **Shri Madhusudan Rao:** Will the Minister of Defence be pleased to state:

(a) the total number of candidates who appeared in the examination for selection of cadets for the National Defence Academy in the year 1958; and

(b) how many have been selected for training (State-wise)?

The Deputy Minister of Defence (Sardar Majithia): (a) 4486.

(b) The required information is given below:—

States/	Number of candidates admitted to the N.D.A		
	Course commencing in Jan- uary 1958	Course commencing in July 1958	Total
Punjab	42	51	93
Delhi	28	24	52
Uttar Pradesh	14	28	42
Bombay	14	11	25
Assam	2	2	4
Bihar	1	4	5
Jammu and Kashmir	1	4	5
Madhya Pradesh	2	1	3
Orissa		1	1
Rajasthan	3	5	8
CJ	7	4	11
Himachal Pradesh	1	2	3
Madras	3	3	6
Mysore	5	6	11
Andhra Pradesh	1	2	3
Kerala	1	1	2
TOTAL	125	149	274

Colonies for Scheduled Tribes in Orissa

213. Shri Panigrahi: Will the Minister of Home Affairs be pleased to state

(a) whether the Central Government have advanced any financial assistance to the Orissa Government for constructing colonies for Scheduled Tribes in Orissa during 1958-59,

(b) if so, the number of Scheduled Tribe families who have been settled in these colonies in Orissa during the above period so far, and

(c) whether there is any other proposal for construction of colonies for Scheduled Tribe people in the State?

The Deputy Minister of Home Affairs (Shrimati Alva) (a) The State Government have provided an amount of Rs 590 lakhs for the construction of 20 new colonies for the settlement of 800 Adivasi families in Orissa during 1958-59 under the Backward Classes Sector of the State's Second Five Year Plan. The Central Government will share 50 per cent of the actual expenditure on this scheme

(b) By the end of 30th September 1958 the State Government had completed only the preliminary arrangements for the construction of the 20 colonies mentioned above

(c) There is no other colonisation scheme under the Scheme for the Welfare of Backward Classes

Nickel Coins in Orissa

214 Dr. Samantsinhar Will the Minister of Finance be pleased to state

(a) whether there is any difficulty in marketing one anna and two pice nickel coins in Orissa,

(b) if so, the reasons thereof,

(c) whether there is any proposal to withdraw these coins from circulation, and

(d) if so, when?

The Minister of Finance (Shri Morarji Desai): (a) Some complaint was received early in January last that yellow nickel-brass one-anna and half-anna coins were not freely circulating in some parts of Orissa. This being brought to the notice of the State Government, they have explained the correct position about the legal tender character of these coins to the public by means of a Press note. No further complaint has since been heard

(b) The exact reason is not known to Government. It may be due to false rumours spread by some unscrupulous persons that these coins have also ceased to be legal tender along with the yellow nickel brass two-anna coins

(c) and (d) In order to have the full advantage of the introduction of decimal system of currency in the country, all the old coins in the anna-pie series are to be withdrawn from circulation. It is not possible to say so far in advance what particular types of coins will be called in at a particular time nor is it considered desirable to do so. Notification will, however, issue sufficiently in advance of the date of demonetisation of any such coins

Supply of CI Sheets to Manipur

215 Shri L. Achaw Singh Will the Minister of Home Affairs be pleased to state

(a) whether the supply of CI sheets for Manipur has been stopped for a long period,

(b) if so reasons therefor; and

(c) steps taken to meet the requirements of CI sheets in Manipur?

The Minister of Home Affairs (Shri G B Pant): (a) and (b) For some months CI sheets have not been obtained by the agents of the Manipur Administration as they regard the price at which they are issued to them as uneconomic

(c) This matter has been taken up with the Iron and Steel Controller.

Transfer of Clerks in M.E.S.

216. **Shri M. R. Krishna:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that the combatant clerks in the Electrical Mechanical Engineering Corps are transferred to the stations of their choice after completion of a certain period of service;

(b) whether this procedure is followed in other corps of the Defence like the Army Ordnance Corps etc., and

(c) what is the annual expenditure on such transfers?

The Minister of Defence (Shri Krishna Menon): (a) and (b) No. It is not the policy to post, as a matter of course, combatant personnel, including clerks, to stations of their choice after completion of a certain period of service. In the Electrical and Mechanical Engineering Corps, however, personnel who have completed their prescribed tenure of duty in units located in non-family stations in the Jammu and Kashmir and North East Frontier Agency Areas or those who are due to retire from service within a period of two years, are posted to stations of their choice, subject to administrative convenience and exigencies of service. Similar treatment is accorded to personnel of the Army Ordnance Corps on completion of their tenure in Jammu and Kashmir and United Nations Emergency Force.

(c) No separate statistics in this respect are maintained.

Students Pursuing Naval Architecture

217. **Shri Aurobindo Ghosal:** Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) whether any student is at present taking lesson in Naval Architecture in the Kharagpur Technological College; and

(b) how many students have passed in this subject since 1956 and how many since employed?

The Minister of Scientific Research and Cultural Affairs (Shri Hurnayun Kabir): (a) There are at present 49 students on roll in the Naval Architecture Course at the Institute.

(b) Twenty-two students have passed out since 1956. All except one who is ailing, are employed.

Oil Development Scheme

218. { **Shri D. C. Sharma:**
Shri Ram Krishan:
Shri R. S. Tiwary:

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

(a) whether Oil and Natural Gas Commission has prepared any scheme for oil development in the country during the Third Five Year Plan period; and

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

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) The matter is under consideration of the Oil and Natural Gas Commission

(b) Does not arise

Vigyan Mandirs in Bombay State

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

(a) whether the Government of Bombay have submitted any proposal to establish any Vigyan Mandirs in the State, and

(b) if so, the number and locations thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b) A proposal has been received for the establishment of two Vigyan Mandirs—at Karad (North Satara) and Vedchi (Surat Distt) and is under consideration

Folk Songs and Paintings

220. Shri Pangarkar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state whether Government have taken any steps so far for the collection, preservation and popularisation of folk songs and paintings of Orissa, erstwhile Madhya Bharat, and Vidarbha region of Bombay?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Yes, Sir. The All India Radio Stations at Cuttack, Nagpur, Bhopal and Indore broadcast programmes of folk songs of these regions.

A series of monographs of Indian paintings which will cover also Orissa are proposed to be brought out.

The National Akademies also have programmes for collection, preservation and popularisation of folk art in their respective fields.

Oil from 'Kuth' Herb

221. Shri Hem Raj: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether any researches have been made to get oil from 'Kuth' (costus) medicinal herb in any of the National Research Laboratories; and

(b) if so, the details thereof and the results achieved so far?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir. Researches have been carried out at the National Chemical Laboratory, Poona, and the Regional Research Laboratory Jammu.

(b) National Chemical Laboratory has standardised and patented a method for the extraction of the oil from the roots of the plant. By this method one maund of costus roots gives about 4.9 lbs practical grade oil and about 42 lbs. of refined grade oil, which can be used in pharmaceutical and perfumery preparations.

Youth Hostel Association

222. Shri Aurobindo Ghosh:
Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of Education be pleased to state:

(a) whether Government have given any grant to Youth Hostel Association of India; and

(b) if so, the amount given so far?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.
(b) Rs. 62,620.

T.C.M. Scheme

223. Shri B. C. Mullick: Will the Minister of Scientific Research and Cultural Affairs be pleased to state the number of institutions in India (State-wise) that have been receiving substantial assistance under the T.C.M. Scheme?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): The information is being collected and will be laid on the Table of the House.

Tripura Land

224. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) how many petitions have been received from the tribals to get bando-bast of land in the Chalita-chara area of Tripura; and

(b) the steps taken to expedite the bando-bast there?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). The information is being collected and will be laid on the Table of the House.

Vigyan Mandirs in U.P.

225. Shri Vajpayee: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether any Vigyan Mandir is proposed to be established in Uttar Pradesh during 1959-60; and

(b) if so, whether the State Government have submitted any proposal to this effect?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). Yes Sir, if necessary proposals in this behalf are received from the State Government.

Anti-Corruption Results in 1958

227. Pandit J. P. Jyotishi: Will the Minister of Home Affairs be pleased to state:

(a) the number of cases of corruption of different categories brought to book in the Central Government establishments during 1958;

(b) the number of cases proceeded in the law courts and the number of cases in which departmental inquiries were started;

(c) the number of officers class-wise proceeded against; and

(d) number of cases decided and the number of officers (class-wise) penalized?

The Minister in the Ministry of Home Affairs (Shri B. N. Datar): (a) to (d) A Statement regarding cases dealt with by the Special Police Establishment during 1958 is laid on the Table of the House [See Appendix I, annexure No 51] Information regarding such cases dealt with without the help of the Special Police Establishment will be furnished as soon as available

Exchange of Scholars between India and China

228. Pandit J. P. Jyotishi: Will the Minister of Education be pleased to state:

(a) whether applications were invited for the study of Chinese language in China under the "Exchange of Scholars between India and China Scheme for 1958-59";

(b) if so, the last date of receiving applications;

(c) the number of applications received;

(d) whether selection has been made; and

(e) if so, their names and qualifications?

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

(b) October 4, 1958

(c) 152.

(d) and (e) The selection is expected to be made shortly.

12 hrs.

RE MOTION FOR ADJOURNMENT

LOCK-OUT IN SUGAR MILLS

Shri S. M. Banerjee (Kanpur), Sir, on the 10th, I tabled an adjournment motion on the lock-out in the Rampur Sugar mills and you were pleased to ask the Deputy Minister of Labour to make a statement Today is the 12th day of the lock-out and no statement is coming I want to know whether they want to make any statement.

Mr. Speaker Is the hon Minister of Labour here? I do not find him. Anyhow, the hon Minister of Parliamentary Affairs is here The hon Member raised a point and he tabled an adjournment motion relating to the lock-out in Rampur Sugar Mills The hon Deputy Minister of Labour has stated that the facts were not with him and that he would gather the facts and place a statement on the Table of the House as early as possible The hon Member says that today is the 12th day of the lock-out. The hon. Minister of Parliamentary Affairs will kindly intimate this to the Minister of Labour and ask him whether he can make a statement in the course of the day if it is ready or he may make a statement tomorrow.

655 Papers laid on the MAGHA 28, 1958 (SAKA) Papers laid on the 656
Table Table

12.02 hrs

PAPERS LAID ON THE TABLE

ACTION TAKEN BY GOVERNMENT ON
ASSURANCES

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table a copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various sessions of Second Lok Sabha —

- (i) Supplementary Statement No I, Sixth Session, 1958 [See Appendix I, annexure No 52]
- (ii) Supplementary Statement No V, Fifth Session, 1958 [See Appendix I, annexure No 53]
- (iii) Supplementary Statement No XIV Fourth Session, 1958 [See Appendix I, annexure No 54]
- (iv) Supplementary Statement No XVI Third Session 1957 [See Appendix I, annexure No 55]
- (v) Supplementary Statement No XX Second Session, 1957 [See Appendix I, annexure No 56]
- (vi) Supplementary Statement No XIX First Session 1957 [See Appendix I, annexure No 57]

AMENDMENT TO MINING LEASES (MODIFICATION OF TERMS) RULES

The Minister of Mines and Oil (Shri K. D. Malaviya): I beg to re-lay on the Table under Sub-section (1) of Section 28 of the Mines and Minerals (Regulation and Development) Act, 1957, a copy of Notification No G S R 1080 dated the 15th November, 1958, making certain further amendment to the Mining Leases (Modification of Terms) Rules, 1956 [Placed in Library, See No LT-1082/58]

NOTIFICATIONS ISSUED UNDER DELHI
MUNICIPAL CORPORATION ACT

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to re-lay on the Table under sub-section (2) of Section 479 of the Delhi

Municipal Corporation Act, 1957, a copy of each of the following Rules—

- (i) Delhi Municipal Corporation (Determination of final issue-rate of water) Rules, 1958, published in Delhi Gazette—Notification No 40/5/58(I)—Delhi dated the 22nd August, 1958 [Placed in Library, See No LT-909/58]
- (ii) Delhi Municipal Corporation (Determination of cost of disposal of Sewage) Rules, 1958, published in Delhi Gazette—Notification No 40/5/58(II)—Delhi dated the 22nd August, 1958 [Placed in Library, See No LT-910/58]

NOTIFICATION ISSUED UNDER ALL INDIA
SERVICES ACT

Shri Datar: I beg to lay on the Table under sub-section (2) of Section 3 of the All India Services Act, 1951, a copy of Notification No G S R 77 dated the 24th January, 1959, making certain further amendments to Schedule III to the Indian Administrative Service (Pay) Rules, 1954 [Placed in Library, See No LT-1194/59]

INDO-SWEDISH AGREEMENT FOR AVOID-
ANCE OF DOUBLE TAXATION OF INCOME

The Deputy Minister of Finance (Shri B. R. Bhagat): On behalf of the Minister of Revenue and Civil Expenditure, I beg to lay on the Table a copy of the Agreement between the Government of India and the Royal Government of Sweden for the avoidance of double taxation of income published in Notification No G S R 112, dated the 23rd January 1959 [Placed in Library, See No LT-1200/59]

NOTIFICATIONS ISSUED UNDER SEA
CUSTOMS ACT

Shri B. R. Bhagat: I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act,

[Shri B. R. Bhagat]

1878, a copy of each of the following Notifications:—

- (1) G.S.R. No 8 dated the 3rd January, 1959;
- (2) G.S.R. No 9 dated the 3rd January, 1959 [Placed in Library, See No LT-1195/59]

AMENDMENT TO THE CENTRAL EXCISE RULES

Shri B. R. Bhagat: I beg to lay on the Table, under Section 38 of the Central Excises and Salt Act, 1944, a copy of each of the following two Notifications making certain further amendments to the Central Excise Rules, 1944 —

- (1) G.S.R. No 95 dated the 24th January, 1959;
- (2) G.S.R. No 119 dated the 31st January, 1959 [Placed in Library See No LT-1196/59]

ANNUAL REPORT OF NATIONAL RESEARCH DEVELOPMENT CORPORATION OF INDIA

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): Sir, I beg to lay on the Table, under sub-section (1) of Section 639 of the Companies Act, 1956, a copy of the Annual Report of the National Research Development Corporation of India along with the Audited Accounts for the period ending the 31st March 1958 (English and Hindi versions) [Placed in Library, See No LT-1197/59]

RULES FRAMED UNDER SUPPRESSION OF IMMORAL TRAFFIC IN WOMEN AND GIRLS ACT

The Deputy Minister of Home Affairs (Shrimati Alva): Sir, I beg to lay on the Table under sub-section (4) of section 23 of the Suppression of Immoral Traffic in Women and Girls Act, 1956, a copy of the Suppression of Immoral Traffic in Women and Girls (Andaman and Nicobar Islands) Rules 1958, published in the Andaman and Nicobar Gazette Notification No SUP/ITWG/23/1 dated the 2nd July, 1958

and a corrigendum thereto [Placed in Library, See No. LT-1198/59].

12-03½ hrs

OPINIONS ON BILL

Shri Raghubir Sahai (Budaun): Sir, I beg to lay on the Table Paper No. 1 of opinions on the Code of Criminal Procedure (Amendment) Bill which was circulated for the purpose of eliciting opinion thereon by the direction of the House on the 5th September, 1958

12-04 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

DEATH OF RAILWAY EMPLOYEES

Shri Tangamani (Madura): Sir, Under Rule 197, I beg to call the attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon —

"The death of some Railway employees and injuries to several others due to falling of a girder of a bridge on Gadag-Sholapur Section of Southern Railway on the 8th February, 1959"

The Deputy Minister of Railways (Shri S. V. RamaSwamy): Sir, the bridge over the

Shri T. B. Vittal Rao (Khammam): May we request him to be a little louder?

Mr. Speaker: Some hon. Members start slow and then increase their voice

Shri Hem Barua (Gauhati): Since, this morning something is wrong with the mike and it is not working properly

Mr. Speaker: I shall try to find out

Shri S. V. Ramaswamy: The bridge over the Mallaprabha River at mile 30/10-15 between Hole-Alur and Badami stations of the Gadag-Sholapur Section, comprising 12 spans of 100 feet each, was built in 1885. The original wrought iron girders were being replaced and up to Saturday, the 7th February, 1959, six spans from the Gadag end and three spans from the Sholapur end had been replaced by new girders.

The method of changing the girders consisted of a cycle of operations, divided into two stages, and repeated for each span in the same sequence. The two stages—termed the minor block stage and the major block stage—were carried out by blocking the line to all public traffic for four hours and ten hours respectively, the longer block usually being taken on Sundays. As the sequence of operations on each span is technical matter I will pass it over.

On 8th February, 1959 the major block stage was in progress on span No 7 from the Gadag end. After the service girders had been secured to the trolleys and the latter had moved about 20 feet smoothly the new main girders on which the trolley tracks were supported suddenly buckled and the whole span collapsed instantaneously. The time was 12.25 hours in the mid-day the weather was clear and calm. The regirdering scheme had been carefully planned and executed. Nine spans out of 12 had been successfully replaced and completed without any untoward incident, indicating that the regirdering scheme was being implemented in an appropriate manner. None of the previous nine new spans have shown any signs of distress at any stage.

The work was supervised by a very competent Executive Engineer (Bridges) of the Southern Railway who was assigned whole-time on this task. He was assisted by two Assistant Engineers—both experienced Engineers—one of whom was with the Executive Engineer at the bridge

at the time of the accident. Furthermore, at the time of the occurrence, a senior Deputy Chief Engineer of the Railway happened to be on the spot, even though he was not directly concerned with this scheme nor was it within his jurisdiction. Eleven other railway officers were also present at the site on that date, witnessing the process of regirdering. The information received indicates that the Executive Engineer (Bridges) incharge was standing at the centre of pier No 6, the Deputy Chief Engineer on its western side and their escape from harm is providential. The District Mechanical Engineer, who had merely come to watch an interesting job under execution and who was standing on the eastern side of the pier, was unfortunately knocked down and killed.

It has not been possible to determine the cause of the buckling of the girders. The General Manager has ordered a Heads of Department Enquiry. The Enquiry is expected to commence today.

Four officials were killed. Their names are Shri Lakshmi Narayan, District Mechanical Engineer, Hubli, Shri Mastan Bridge Inspector, Shri Bheemappa Elappa, Carpenter and Shri Kunjumohiuddin Khalasi. Ten persons suffered serious injuries and four persons sustained minor injuries. Of these twelve are in the Railway Hospital at Hubli. The latest reports indicate that all of them are out of danger and recovering. One person may, however have to have his leg amputated. First aid was rendered on the spot by two railway doctors and one local doctor. The injured were rushed to Hole-Alur Station and brought to the Hubli railway hospital.

As span No 7 is not in position through-running is interrupted and is expected to be resumed on the 18th instant. Transhipment of passengers has not been possible.

The accident in which four railwaymen—one officer, one supervisor, one artisan and one bridge khalasi—laid

[Shri S V Ramaswamy].
down their lives while on duty, is indeed most regrettable

Shri S. M. Banerjee (Kanpur) May I know whether any ad hoc compensation has been paid to the families of the deceased?

Shri S. V. Ramaswamy: It is too early to say, it will be considered in due course

Shri T B Vittal Rao: The hon. Minister has said that the enquiry is being conducted by the heads of departments. May I know why the Inspector of Railways is not conducting the enquiry?

The Minister of Railways (Shri Jagjivan Ram). It is not a major railway accident. The Inspector of Railways is to make an enquiry when a major railway accident takes place

—
12 10 hrs

INDIAN RAILWAYS (AMENDMENT)
BILL—contd.

Mr Speaker The House will now take up further consideration of the following motion moved by Shri Shahnawaz Khan on the 11th February, 1959, namely

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration"

Shri D C Sharma was in possession of the House. The time allotted for this Bill is four hours. The time taken thus far has been only a few minutes. So, the balance is nearly four hours

May I, at this stage, enquire as to what amount of time the hon. Members would like me to allot for general consideration of the Bill and for the clause-by-clause consideration?

Shri Tangamani (Madurai) Three hours and one hour respectively

Mr. Speaker: Very well

Shri D. C. Sharma (Gurdaspur): I welcome this Bill. As I said yesterday, the incidence of ticketless travel, the incidence of the misuse of the alarm chain and the incidence of unauthorized hawking are on the increase. These have been progressively on the increase during the past few years

12 11 hrs

[MR DEPUTY-SPEAKER in the Chair]

It is one thing to look at these things from a criminal offence point of view. That is a good approach, and I feel that ultimately these may have to be dealt with on that level. But my view is that these are social diseases, and social diseases do not require only remedies of this nature but require remedies of some other nature also. I would, therefore, ask the Railway Minister to find out in which railway zones these diseases have been more rampant. I can name some of them, but I do not want to do so lest I should offend the susceptibilities of some hon. Members of this House. I know, for instance, that there are certain regions in which ticketless travel has become a habit. Some people do that with impunity, and they do it in a spirit of bravado and think that it is an adventure to travel without tickets. Why it is being done, I do not know. I know that alarm-chain pulling has become a pastime with some persons. They do it as it is a kind of school-boy sport. Why they do it, I do not know. At the same time, unauthorized hawking has become, I am sorry to say, a normal feature, in some of the railway stations and in some of the trams. I think that a regional or a zonal survey should be conducted by the Railway Ministry to find out why such things are occurring

I find that two Ministers are talking at this time, with each other. I cannot carry on

Mr. Deputy-Speaker: The Railway Minister and his deputy are listening all right.

The Minister of Railways (Shri Jagjivan Ram): I am all attention to him

Shri D. C. Sharma: I was submitting very respectfully that a zonal survey of the incidence of these mal-practices should be undertaken by the Railway Ministry. They should go into the causes of the incidence of these diseases in those places, in those regions. I wonder if the Railway Ministry will do it, but I think it should be done. If it is not done by the Railway Ministry, it should be done by that Ministry which conducts some sample surveys. I think we cannot cure this social disease unless we know all the causes that exist.

Mr. Deputy-Speaker, I say with due deference that this kind of disease is to be found more amongst persons of a certain age-group than amongst others. I do not want to name that age-group. Why do they do it? I was myself once a victim to this kind of thing while I was travelling from Agra to Meerut. At the railway stations there were some persons of a particular age-group who wanted to board the compartment without having bought the tickets. I think they did not succeed very much, but still, they threw stones and did all that kind of thing. So, I suggest that these offences should be tackled properly as a social evil and a social remedy administered to check them. At the same time, I feel that the machinery of the Railway Ministry for dealing with thefts, robberies, murders and other things has become out-dated. It has proved to be utterly ineffective and infructuous, and the Railway Ministry, instead of dealing with minor things, should do something to tackle big problems. It should bring forward another Bill to enable us to deal with this problem.

One category of persons has been omitted from this Bill and that cate-

gory is a very elusive category, and I am sorry to say that most of us or at least some of us have been victims to that category while travelling in the trains or at the railway stations. That category is the category of pick-pockets. I do not know whether the Government is going to devise some way for dealing with these pick-pockets. Perhaps they will say that the normal course of law is enough to deal with these pick-pockets. But some of these pick-pockets travel in the trains and it requires a different kind of remedy on the part of the railway authorities.

I would next say that the intimidation of railway servants has become a habit with a few persons in our country. I do not find that the railway officials have that kind of self-confidence, that air of confidence about them, which they used to have at one time. I cannot understand why it is so. Why is it that the railway officials do not have that kind of morale which they used to have previously? It is a question which the Railway Ministry should look into. I may suggest that the Railway Ministry, instead of bringing out this provision, should do something in the nature of morale-boosting of the administration all along the line. I find that the railway administration requires to be toned up so that it can discharge its duties effectively. For instance, I know that four million persons travel every day by the railways and the railway authorities come more often in contact with the public than I think any other variety of public functionary. Therefore, I suggest that the Railway Ministry should devise some ways of giving additional confidence to the railway officials and functionaries. It is not enough to have a simple penal provision.

As I said, I welcome this Bill, but I know the fate of social legislation. You may call it socio-penal legislation. But I know the fate of it. Two Ministers have again started talking with each other.

Mr. Deputy-Speaker: Why should the hon. Member worry about it, when the hon. Minister-in-charge is so attentive?

Shri D. C. Sharma: I cannot understand this. I am addressing through you to say that two Ministers are talking with each other.

Mr. Deputy-Speaker: But he would find me a very patient listener and the Minister-in-charge also a very patient listener.

Shri D. C. Sharma: But do you not think that the attention of the Member who is speaking is diverted when two persons are talking over there?

Mr. Deputy-Speaker: Order, order.

Shri D. C. Sharma: I submit very respectfully that perhaps all these social, penal measures will become a kind of dead-letter as, for instance, the Untouchability Offence Act. I do not know how many prosecutions have been launched under that Act, and how many persons have been held up for the offence. So, I would say that there is not much virtue in passing a Bill of this kind. There may be some virtue, but not much virtue. So, I suggest that the Railway Ministry should think of some machinery for the implementation of such measures.

Now the Minister of Parliamentary Affairs has started talking.

Mr. Deputy-Speaker: Why should he takes it on himself? I have stopped it; he might continue.

Shri D. C. Sharma: I was saying that in addition to the measures suggested here, we should adopt another method. I think the Railway Ministry has at its disposal some machinery for social education. I would say that the Ministry should gear up that machinery for social education and try to impress upon the railway travellers that this kind of thing is anti-social and against the interests of the country and the people in general.

By means of social education, the Ministry should bring about some kind of identification between the railway travellers and those persons who are trying to administer the railways.

The Railway Ministry should try to make use of the media of mass communication. For instance, some kind of documentary film can be produced on these subjects—ticketless travel, misuse of alarm chain pulling—showing the evil results they lead to. All these things can be made subjects of some documentaries. Audio-visual and also can be utilised for bringing home to the people the disadvantages of these things.

While the provisions in this Bill have been made more severe than before, I think in some cases, the Provisions do not go far enough. For instance, it is said in clause 5 that a person who has unauthorisedly occupied a berth or seat and who refuses to vacate it, may be removed from the compartment by any railway servant and he shall also be punishable with fine which may extend to twenty rupees. That is good so far as it goes, but I have known that sometimes the removal of an unauthorised traveller in a train has led to the train being detained for a very long time. It is not possible for me to bring to the notice of the Railway Minister all such incidents, but I know that sometimes the lack of Punctuality, about which we complain so much, is due to such incidents. You may call this a major or a minor offence, but the fine of Rs 20 is not very severe and strict. I think this fine should be so graduated as to make it difficult for any person to detain the train and make it unpunctual.

Shri Achar (Mangalore): On a point of order, Sir. I find the hon. Member there reading a newspaper. Is it in order?

Shri C. R. Pattabhi Raman (Kumbakonam): It is not a newspaper.

Mr. Deputy-Speaker: It may be in connection with this debate Otherwise, reading of newspapers is not allowed. But if it is in connection with the debate that is taking place, certainly that is allowed. It is not a newspaper, the hon Member is mistaken.

Shri D. C. Sharma: The provisions of the Bill should be made more realistic. It should be in accordance with the enormity of the offence and I feel that a fine of Rs 20 would not do for that purpose.

Clause 6 (2) says

"(1A) The excess charge referred to in sub-section (1) shall be a sum equivalent to the ordinary single fare referred to in that sub-section or fifty rupees whichever is greater."

I do not know whether this provision will produce the desired results, because I think that this kind of thing makes the commission of offences more normal than exceptional.

For persons who try to deal with the railway officials in a way which is not proper we should try to have a better scale of fine and imprisonment because I think the railway officials have to be protected. I find in one of the States in India, even the invigilators for examinations are going to be protected. So, I feel that the provision in regard to giving protection to railway officials should be made a little more tight.

I welcome this Bill, but there is not much worth in this Bill unless it is implemented. I hope this Bill will be implemented in a way which will give greater confidence to the travelling public as well as to the railway authorities and which would put some fear of God into the minds of all persons who try to play with some provisions of the Railways Act.

Shrimati Parvathi Krishnan (Coimbatore): While introducing this

Bill, the Deputy Minister used the usual word saying that it was an innocuous measure and that frequent pulling of the alarm chain and the loss that is being incurred by the railways due to ticketless travel had to be checked with a firm hand and so on. In a sense, this Bill is increasing the penalties that are imposed on these miscreants, particularly increasing the penalties imposed on those who pull the alarm chain unnecessarily and too often.

To my mind it is not this that is going to remedy this trouble that is there on the railways. You can continue to increase your penalties, have these threats and show the mailed fist at the passengers, but by and large, the troubles will be there, because they arise because of the way in which the railways are being run. They arise out of the difficulties that the common man faces while he travels on the Indian railways. For instance, in regard to frequent alarm chain pulling, I do not disagree that sometimes there are groups of students or merry-makers who, with a sense of mischief or playfulness, have been known to pull the chain and when the railway officer comes there and asks who has pulled the chain, there is a lot of giggling and laughing and you cannot find out the miscreant. I think this sort of incidents will always take place and it is good that the youngsters have some sense of fun provided they do not become anti-social in this sort of thing. But there are occasions when the pulling of the alarm chain is done because it is absolutely impossible for the passengers to do anything else.

Incidentally coming to the session this time in the Grand Trunk Express I was myself forced to pull the alarm chain and thereby fulfil one of my ambitions in life. There is always a temptation to pull the chain, to see if you pull the chain the train will really stop. Well, this time I was forced to do it, because it happened that a man was trying to get into the Ladies Compartment while the train

[Shrimati Parvathi Krishnan]

was in motion and there was absolutely no alternative but to pull the chain. This man said he had lost his way, he was trying to find his compartment which he could not find, the train started moving and so he jumped at the first foothold which he could find and it happened to be a Ladies' Compartment. But he had a very strange sense of hearing. When I asked who he is he said that he was an army man. So I told him that he could hang on to the bars and go to the next compartment. He said that there is no foothold he is the father of five children who are entirely dependent on him and so on. I said that in that case I have no alternative except to pull the chain. I said "I am here, you can also be there and we will explain the position and you will find your compartment." He immediately said "I cannot hear you please open the door." Anyway I pulled the chain and the moment the train stopped he started running away. If it was a bona fide case I am sure he would not have run away the way he did do. He had run away for dear life. Then the train conductor came and asked me did you pull the chain? I said Yes. He asked why did you pull the chain? I told him why I did it. Then he ran away chasing that man. Nothing more was heard about it and the train started. At the next station the train conductor comes to me and asks why did you pull the chain? I told him the reason. Then he asked for my name. When I asked "why" he said that he has to report the case. I said well I have got a pass. He was being rather rude to me. Then, of course, I told him what I have not done for the last five years. I used my privileged position as M.P. and just said "I am so and so, Member of Parliament". Immediately his cold manner changed and he apologized.

The reason for my going into the details in describing this incident is this I could use these two or three magic words Member of Parliament

So, he immediately changed his behaviour. What would have been my fate if I did not say that I was an M.P., I dread to think, because I have heard many cases where the railway officials themselves have harassed those who pulled the chain. There are occasions when it is very difficult for people to find out what is improper use and what is proper use.

Therefore, just increasing the penalty is not enough. There should be some way of safeguarding and of guaranteeing the manner of finding out what is the real reason for pulling the chain. Secondly, there is also a very much larger issue involved, and that is the enormous overcrowding that is there, particularly in third-class. Very often you find that the chain is being pulled because the passenger happens to be on the platform with a suit case and his wife is inside the compartment and it is a question of whether the wife alone has to go away without the husband and the suit case or whether she would like her husband and the suitcase also to get into the compartment.

Now the question of overcrowding is not being tackled properly. Increased number of third-class coaches or increased number of trains or controlling the number of passengers, whatever method is there, it has to be found out. Because it is not done, there is such tremendous overcrowding with the result that tussle takes place between the passengers who are coming out and those who are getting into it. There is a lot of confusion and very often after the train leaves the platform the passengers are forced to pull the alarm chain, the train comes to a stop and therefore, these delays take place. Therefore just to say that these delays are taking place, there is wide-scale pulling of alarm chains which has got to be checked and because you are increasing the penalty, therefore, automatically the alarm chain pulling is going to decrease, that I think.

will be very much in the wrong and it is an illusion

Basically today the problem that faces us is the question of over-crowding. Very often, many times, speaking on the floor of the House we have pointed out that on many trains we find large number of first-class bogies and air-conditioned bogies going empty, not in the Grand Trunk Express but in other trains, and still no action is being taken to increase the accommodation for the third-class passengers. Similarly, we find time and again that when big people like Governor and so on travel on trains the whole of third-class compartments being reserved for their staff which means that the usual third-class passengers, who are accustomed to travelling on that line and who would be travelling by that train, they have to crowd themselves into a much smaller place than they usually have. Then the over-crowding becomes much more intense.

Then there are other suggestions that are time and again being put before the Railway Board. One is that we should have more of these boards indicating the long distance coaches, where they come from etc., so that people know exactly where they are to get in. Now if you say the third-class coaches will be the fourth and fifth compartments and so on, it will certainly help the passengers. Then you can have more sign-posts as you have, for instance, for the De-lux trains or as you have for some of the main trains like the Grand Trunk Express in some of the stations. If these things are done, it would considerably help the passengers or those who are coming to receive the passengers who are getting down at that station, those who are coming to meet their relations and friends to be there on the spot. It would also considerably reduce the congestion and the delays that occur because of passengers getting into the compartments and those coming out.

Then there is also the problem of over-crowding, particularly in the

local trains. For example, take the case of the Bombay city. Now those trains are so crowded that the operational efficiency leaves much to be desired for and it is inevitable that this sort of chain pulling will continue.

Therefore, just increasing the penalty is not really going to answer the problem. The problem is much wider. All that will happen is that this will go and find a place in the statute book and then we will have a large number of cases of miscarriage of justice being brought to the notice of the hon. Minister and the usual procedure will continue to go on. Therefore, what I would suggest is that apart from this measure, immediately steps should be taken in order to check over-crowding, in order to provide better facilities for the passengers who are travelling.

Then, very often you find that just when a train is beginning to start off the passengers are trying frantically to find an official on the railway platform who can hear their complaints such as lights failing in the midnight, which makes the position very difficult particularly for the lady passengers, or the fans failing in mid-summer or water exhausted because of various leakages that are there because the maintenance is so bad. All these things are there and very often the passengers get out of the train and wonder to whom they should make the complaint so that the thing can be set right straight-away. He will find that there is nobody there, because one does not know where the station master disappears at that particular moment. So, one finds it difficult to know to whom he has to make a complaint. Therefore, the efficiency aspect has also got to be looked into. If the passengers as soon as they reach a major station convey a complaint and the moment the matter is set right, then it will help the passengers a lot. For instance, only recently I had someone who had come by the Grand Trunk Express.

[**Shrimati Parvathi Krishnan**]

While the train was moving, suddenly for no cause or reason the fans stopped working right at midday. When at the next station they enquired why the fans were stopped the explanation was that the guard had by mistake switched it off or something like that. Thus sort of things naturally tend to create a sort of gulf between the passengers and the railway authorities. All the time the railways seem to think that the passengers are their enemies against whom they should battle and so they come down on them with a mailed fist with all kinds of fines and all that instead of trying to approach the whole problem in a more rational manner.

With regard to this question of ticketless travelling, you are now introducing this amendment seeking to penalise those who are found to be travelling without a ticket. That really brings before us the much wider problem of the economic difficulties that exist today due to which people are very often forced to travel without buying tickets. It may be that a man may suddenly get a telegram that somebody is ill somewhere. We have got to consider his economic position also. I do not say that there are not habitual ticketless travellers.

Mr Deputy-Speaker Should the whole economic position of the country be discussed here on the question of ticketless travel?

Shrimati Parvathi Krishnan I am not discussing that I was just drawing the attention of the hon. Minister

Mr Deputy-Speaker: The whole general debate on Railways was brought in when the question of alarm chain pulling was discussed.

Shrimati Parvathi Krishnan The point is not that I want to go into the whole issue. What I would ask for, in carrying out the provisions of this Act—it is sure to come into an Act very soon—is a more human approach towards this problem of dealing with alarm chain pulling and ticketless

travel. It is not that I am trying to defend those who travel without tickets, I would be the last person to do that. I am fully aware that there are gangs operating. We have seen cases coming up. But I would appeal that this human approach should also be there in tackling those people who are not necessarily habitual offenders but who may have a very valid reason of varying difficulties because of which they happen to contravene a particular rule.

Shri Jagjivan Ram: Such number is very small.

Shrimati Parvathi Krishnan: But even that small number needs defence. Very often we find—that has been our experience—that a small number has a very much small voice and a bigger number has a bigger voice.

Then comes the question of assaulting of the railway officials and the penalties to be imposed on those who assault the railway officials. On this I am entirely at one with the Railway Administration, because from my knowledge of a large number of cases that have been brought to me and which I have also placed before the hon. Minister on earlier occasions, I find that very often those who really obstruct the railway travelling ticket inspectors and other railway officials happen to be people who misuse their own position in government service or in the Administration. The hon. Minister, I find, is nodding agreement because he is fully aware of the number of cases that are there when police officials, particularly, misuse their position. They man-handle the railway officials and then rush to police courts to get police cases foisted on the railway officials. Therefore, this kind of a thing will have to be put a stop to.

Here again, I feel that it is not only the threatened penalty that is going to put a stop to it, but certain administrative actions will have to be taken to safeguard the railway officials and

the travelling ticket inspectors from this type of manhandling and thus type of bullying on the part of the various police officials. In fact, it is not only against the police officials that they have to be protected sometimes we find members of the ruling party, who happen to be in a particularly leading position in the ruling party, often coming to the rescue of other members of their party when they happen to come up against these railway officials and try to bully them. There is, for instance, the example of a ticket inspector who asked for the ticket of a passenger who got out at a particular station. The tram arrives at that station, no doubt, at a very unearthly hour—something like 3.00 or 4.30 in the morning. This particular passenger got up in a very dishevelled state and started rushing through the barrier in order to catch the outgoing bus. Obviously, the ticket collector asked for the ticket. The passenger said that he had no time to take the ticket and tried to push the ticket collector and rush past him. The ticket collector was a bit suspicious because of the dishevelled state in which the passenger was. He thought that the passenger was one of the usual offenders, ticketless travellers. He insisted on stopping the passenger, whereupon the passenger gave him a sock on the jaw. The ticket collector got a bit annoyed and hit him back. There was a little—bit of altercation and so on. Now, a case has been foisted with the patronage or under the inspiration, whatever you may like to call it of a leading Congressman of the area. The case has been instituted not against the passenger who should have shown the ticket when he was asked for but against the ticket inspector who had the courage to ask for the ticket. I find the Deputy Minister is shaking his head. It is in his district—I mean the Deputy Minister from the south.

The Deputy Minister of Railways (Shri S V Ramaswamy) The hon lady Member is bringing home the argument

Shrimati Parvathi Krishnan: Therefore, this sort of things should also be put a stop to.

Mr. Deputy-Speaker. It would have been better if the hon Member had deposed this before the court in which the case is to be tried, before she gave this statement here.

Shrimati Parvathi Krishnan: The case is before the court and representations have been made.

Mr. Deputy-Speaker: Because it is being tried there, we should not bring that here.

Shrimati Parvathi Krishnan: The hon Ministers are aware of it.

Mr. Deputy-Speaker. That also does not improve matters. If that case has been foisted, as the hon lady Member says then it will have to be tried by some court.

Shrimati Parvathi Krishnan: The case had been foisted.

Mr. Deputy-Speaker: That means there is nothing pending.

Shrimati Parvathi Krishnan. Sir, the point is, sometimes one finds that it is not only the man who tried to get into my compartment on the G T Express that suffers from deafness, this disease of "convenient deafness", but there are others also. We find that this disease is quite rampant particularly in the Railway Administration. Sometimes appeals and letters, even representations, fall on deaf ears, of course, sometimes I am forced to admit, one finds that these cases are taken up and matters are tackled.

Therefore, we are forced, time and again, to bring to the notice of the Railway Administration the same difficulties that are there. We find repetition of these incidents over and over again. That is why I would appeal to the hon Minister to see to it that the department looks into these matters. I would like him to guarantee that in fulfilling the obligations that will fall on the department

[Shrimati Parvathi Krishnan]

under this Act, they will do it with all consideration for the railway employees on the one side and also the innocent passengers on the other side, because both aspects have got to be looked into. Sometimes it is the railway officials who are at fault, and sometimes it is the passenger who may be committing the mistake. That is why I do not want him to get the impression that we are just taking up only one side of the question and we do not realise that the railway authorities also have their difficulties. We are fully aware of them, and we are also prepared to co-operate with them whenever those difficulties are there. We are also prepared to defend and safeguard their interests in carrying out their duties and their responsibilities.

In conclusion, Sir, what I would like once again to impress upon the hon. Minister is that only these new penal clauses, these new penalties that are being imposed on ticketless travel and unnecessary pulling of alarm chain are not sufficient. Please do not make the general public and the travelling public the scapegoats for the inefficiencies that continue to exist within the Railway Administration, but help to see that those inefficiencies are set right. Then, Sir, I am sure that this whole headache that the Railway Administration is now faced with about ticketless travelling and unnecessary pulling of alarm chain will also come to an end once and for all.

श्री श्रीनारायण दास (दरभगा) : उपर्युक्त महोदय, यह विवेयक जो अभी सदन के मामने उपस्थित है इसकी धाराओं को पढ़ने के बाद मुझे स्पष्ट नहीं भालूम पड़ता है कि इसका समर्थन किया जाय या इसका विरोध किया जाय। इसका कारण यह है कि मधीं महोदय ने अपने भाषण में इस बात पर कुछ भी प्रक्रिया नहीं ढाला कि अभी जो रेलवे एक्ट के अन्दर सजा देने का प्राविज्ञन है उसको लागू करने में क्या अनुभव

हूँचा है? मुझे भालूम नहीं है कि जो ऐसे छोटे छोटे अपराध रेलवे एक्ट के अन्दर हैं और जिनके लिये सजा को बढ़ाने के लिये माननीय मधीं यह विवेयक लाये हैं और इन धाराओं के अन्दर जिन लोगों को सजा मिली उनमें हैविचुएल आर्फेंडर्स कितने हुए? ऐसे लोगों की तादाद कितनी है जिनको कि टिक्टलेस ट्रेविल के लिए सजा हुई याती एक बार जुर्माना हुआ, दूसरी बार वह फिर उसी अपराध में पकड़े गये, कैं बार पकड़े गये? यह मैं इसलिए कह रहा हूँ कि जब किसी कानून में सजा देने की या जेल में रखने की या जुमाने की तादाद की बढ़ाने की बात पर विचार करना हो तो हमको देखना चाहिये कि जो मौजूदा प्राविज्ञन है उसको लागू करने के बाबजूद भी काइम किस प्रकार बढ़ रहा है। मैं यह बात मानता हूँ कि बिना टिक्ट के लोग रेलगाड़ियों में बाफी तादाद में बढ़ते हैं और यह बात भी हम सब उनसे है कि बिना कारण के लोग रेलगाड़ियों में लगी खतरे की जजीरे खीच लेते हैं लेकिन यह बात ठीक तौर पर भालूम नहीं है कि जिन लोगों को पकड़ा गया और पकड़ करके सजा दी गई उनके ऊपर इस सजा का अमर हुआ कि नहीं, यह बात स्पष्ट नहीं भालूम पड़ती। हमारे लोगोंने कुछ आकड़े रखे जाने चाहिये ये जिनसे यह मालूम हो सकता कि २, ४ या ५ वर्ष के अन्दर इन अपराधों के मिलसिले में कितने कितने लोग बिस किम रेलवे में पकड़े गये और कितने लागू पकड़े गये उनमें पुराने अपराधी किनसे थे, ऐसे लोगों की तादाद कितनी थी जिनको कि पहली मर्तव्य पकड़े जाने पर जुमाने की सजा हो चुकी है और फिर दुबारा उन्होंने उन्हीं अपराधों को करने की हिम्मत की और बिना टिक्ट यात्रा करने या खतरे की जजीर बिना कारण खीचने के अपराध में दुबारा पकड़े गये? उस हालत में यह देखा जा सकता था कि आया यह जो रेलवे एक्ट में खाली जुमाने की सजा का प्राविज्ञन है और जेल का प्राविज्ञन नहीं है

इसलिए अपराधों में कभी नहीं हो या रही है और इसलिए जेल की सजा भी उन अपराधों के लिये रखनी आवश्यक है। उस हालत में हम इस पर विचार कर सकते थे कि इन अपराधों के बास्ते जो सजा है उसको सख्त करने की जरूरत और बढ़ाने की जरूरत है और अगर जेल की सजा नहीं है तो जेल की सजा भी इसमें रखनी चाहिए। लेकिन मुझे खेद के साथ कहना पड़ता है कि उपमत्रा महोदय के भाषण में कही भी इस बात का कोई उल्लेख नहीं है तिर्फ़ उन्होंने हम को अपने भाषण में वही बातें बतलाई हैं जिनको कि हम सब पहले से जानते हैं अर्थात् रेलवेज में लोग बिना टिकट के यात्रा करते हैं और बिना कारण के खतरे की जरूरि सीचते हैं। जो कुछ उन्होंने फरमाया वह सब सही है और मैं स्वीकार करता हूँ कि यह बीमारी हमारे समाज में विद्यमान है। लेकिन मैं कहता हूँ कि अभी जो रेलवे एक्ट के अन्दर उस बीमारी की दवा है उसके रहते हुए भी बीमारी जारी है तो असल में बात यह है कि दवा का व्यवहार ही नहीं होता तो बीमारी जाती कैसे। मैं इस चीज़ को जोर देकर कहना चाहूँगा क्योंकि मैं जानता हूँ कि आज जो मुसाफिर बिना टिकट के रेलवे में यात्रा करते हैं, वह अधिकांश में पकड़े ही नहीं जाते, सजा की बात तो छोड़िये। जो पकड़े जाते हैं उनको तो भजा हो जाती है लेकिन मैं समझता हूँ कि तीन चौथाई से अधिक आदमी पकड़े ही नहीं जाते हैं, हैबिचुएल औफेडसं हैं और उनकी बिना टिकट यात्रा करने की आदत सी हो गई है। रेलवे के कर्मचारी जिनको कि यह अधिकार मिला हुआ है कि वे ऐसे अपराधियों को चैक करे और उनको पकड़ कर पुलिस के हवाले करे, मुझे कहना पड़ता है कि हमारे रेलवे के कर्मचारी लोग अपने इस कर्तव्य का पालन ही नहीं करते हैं। इस कर्तव्यपालन न करने के दो कारण हैं। एक कारण तो यह है कि वे स्वयं इस बुराई को बुराई नहीं समझते हैं और वे लोग ऐसा समझते हैं कि अगर कुछ लोग बिना टिकट सफ़र करते हैं

तो हमें हमारा क्या बिगड़ता है। रेलगाड़ी कोई हमारी तो है नहीं वह तो देश और सरकार की है जैसे बलता है बलने दिया जाय और हम यह पकड़ने का काम क्यों करे ...

श्री भ० ष० विष्णु (बेग सराय) : उन लोगों ने रेट सस्ता कर दिया है।

श्री अधिकारी वास्त टिकट एजेंसियां हम जानते हैं कि हजारों की तादाद में हैं और हम देखते हैं कि कहीं तो चैकिंग होती है और कहीं चैकिंग होती ही नहीं है और इसका कारण यह है कि रेलवे कर्मचारी जिनके कि जिस्मे यह काम है वे अपना कर्तव्य पूरा नहीं करते हैं। कर्तव्य पूरा न करने का दूसरा कारण यह है कि उनको अपराध करने वालों से मार ला जाने का डर रहता है। उनको डर होता है कि जिस इलाके में वे रहते हैं और काम करते हैं अगर वहाँ के लोगों को हम पकड़ेंगे तो वे हमें किसी न किसी भीके पर अवश्य नुकसान पहुँचायें और इस डर से वे लोग जो चैक करने की उनकी दृश्यों हैं उसको ठीक से अजाम नहीं देते हैं। कुछ रेलवे कर्मचारियों से मेरी बातें हुई हैं। उन्होंने बताया है कि इस बुराई को हम और आप सब देखते हैं लेकिन हम अपना कर्तव्य इसलिए नहीं करते क्योंकि कर्तव्यपालन के सिलसिले में अगर हम कहीं मार ला जाते हैं तो यह रेलवे प्रशासन हमारी कोई मदद नहीं करता है। मिसाल के तौर पर अगर किसी टी० टी० के ऊपर इस सिलसिले में किसी मुसाफिर द्वारा केस चला दिया जाता है तो उसमें टी० टी० को रेलवे प्रशासन की तरफ से कोई मदद नहीं मिलती है और इसका नतीजा यह होता है कि रेलवे के कर्मचारी डर के मारे अपने कर्तव्य का पालन नहीं करते और जाहिर है कि टिकट चैकर्स जिन पर कि इस दृश्यों को अजाम देने की विष्मेदारी है जब वे अपने फैंस को पूरा नहीं करते तो लोग समझते हैं कि भई बिना टिकट चलने में पकड़ तो होती नहीं है,

[भी बीलारायण दात]

सजा तो होती ही नहीं है इसलिए बगेर टिकट ही चलो। मैं जानना चाहता हूँ कि क्या रेलवे एकट के अन्दर इन सशोषनों के द्वारा यह बीमारी दूर होने वाली है? मेरा कहना है कि रेलवे मन्त्री महोदय को बीमारी का भी पता है और उसकी दवा भी उन्होंने तजवीज कर दी है और चूँकि बीमारी खत्म नहीं हो पाई है इसलिए उन्होंने दवा भी तेज कर दी है और सजा बढ़ा दी है लेकिन रेलवे के कर्मचारी जिन पर कि मरीजों को दवा खिलाने की जिम्मेदारी है जब वे ही अपने कर्तव्य का पालन नहीं करते तो फिर खाली दवा तेज करने और सजा बढ़ाने से क्या बनेगा?

12.57 hrs

[MR. SPEAKER in the Chair]

अब रेलवे कर्मचारिया जिन पर कि बिना टिकट यात्रा करने वाले लोगों और बिना कारण के खतरे की जजीर बीचने की जिम्मेदारी है जब वे ही अपने फर्ज पूरा नहीं करेंगे तब यह सजा बढ़ाने और जेल की मजा रखने में क्या काम बनेगा और इनका क्या असर होने वाला है?

यह जो आप कानून बना रहे हैं उसका विरोध हम इम बिना पर नहीं करते हैं कि आप उम्मीद समझते हैं कि यह जो अभी १, २ महीने की सजा रखने की त्रान आप कर रहे हैं यह कोई ज्यादा नहीं है और यह बीमारी अगर उस तरह पकड़ में आ जाय तो इसमें भी अधिक सजा अगर जरूरी हो तो रखी जाय, मैं उसके खिलाफ नहीं हूँ। लेकिन हमको तो इस बात का पूरा डर है कि उसमें बीमारी काबू में नहीं आने वाली है क्योंकि अभी तक जो रेलवे एकट में उसके लिए दड़ की व्यवस्था है उसके मातहत लोगों को जो पकड़ना चाहिए, न ही पकड़ा जा रहा है और उसको अमल में नहीं लाया जा रहा है और मैं समझता हूँ कि इसके लिए हमारे रेलवे के कर्मचारी

दोषी हैं। मैं यह भी कहता चाहता हूँ कि रेलवे के कर्मचारी जिनको कि यहूँ बलास में चलने का अधिकार है सेकेड बलास में सफर करते हैं और सेकेड बलास के जो इनटाइटिल्ड हैं वे फर्स्ट बलास में सफर करते हैं . . .

भी सिंहासन सिंह (गोरक्षपुर) : बिहार में यह चलता है।

भी बीलारायण दात : यह केवल बिहार की ही नहीं अपितु सारे देश की बीमारी है। मैं इससे इकार नहीं करता कि बिहार में यह बीमारी है और मैं चाहता हूँ कि यह बीमारी बहा से दूर हो। लेकिन खाली बिहार में ही यह बीमारी हो एसी बात नहीं है। बगाल और उत्तर प्रदेश आदि प्रान्त भी इससे अलगते नहीं हैं। उत्तर प्रदेश जो कि बिहार का पड़ोसी प्रात है वह भी इसके लिए कोई कम दोषी नहीं है। बिहार अगर दोषी है तो पूर्वी उत्तर प्रदेश के लोग भी उतने ही उसके लिए दोषी हैं क्योंकि निलसिला वही है।

अब इस विवाद में जाने की आवश्यकता नहीं है कि चूँकि रेलवे के कर्मचारी जिन पर कि इस कानून को अमल में लाने का दायित्व है वे चूँकि आपने फर्ज को अजाम नहीं देते हैं इसलिए यह जेल की सजा देने का और सजा सम्म करने का प्राविजन किया जा रहा है यह भी नाकाम याब रहेगा।

श्री डी० सी० शर्मा न भी इस बात का जिक्र किया है कि बीमारी का इलाज ठीक हो सकता है वर्ग १ कि दवा खाई जाये लेकिन दवा अगर खाई ही न जाय तो बीमारी कैसे दूर हो सकती है तिक वह तो और बढ़ती ही जायगी। इसलिये अब तो यह तीन महीने की जेलकी बैद की सजा रखी है अंदर द। वर्ष के बाद अगर यह बीमारी दूर न हो तो तीन महीने की सजा को ६ महीने की कर दें और २०० रुपये जुर्माने की जगह ५०० रुपये का जुर्माना

कर दें, तो इस तरह से तो यह बीमारी दूर होने वाली नहीं है। आज लोग यह समझने सकते हैं कि बिना टिकट यात्रा करने से पकड़े तो जां ही नहीं है किर क्यों न बिना टिकट करके अपना पैसा बजाया जाय। विद्यार्थी अक्सर बिना टिकट यात्रा करने हैं और जब लोग देखते हैं कि किनाब लेकर चलने वाले विद्यार्थी बिना टिकट यात्रा कर लेते हैं और टिकट चैकमं उनको पकड़ने नहीं तो इसरे लोग भी किनाब लेकर विद्यार्थी बन जाते हैं और बिना टिकट यात्रा करते हैं। मैं बाहुत हूँ कि आप रेलवे कर्मचारियों में यह भावना पैदा कीजिये कि वे अपने कर्तव्य के प्रति जागरूक हों और उनको इसके लिये आवश्यक ट्रेनिंग भी दीजिये, रेलवे कर्मचारियों में हिम्मत का सचार करिये और उस सिलसिले में अगर मुकदमेबाजी को नीबूत आ जाये तो रेलवे कर्मचारियों की रेलवे प्रशासन मदद करे क्योंकि यह अक्सर देखा जाता है कि बिना टिकट यात्रा करने वाले मुसाफिरों पर जब मुकदमा चलाया जाता है तो रेलवे प्रशासन अपने कर्मचारियों को कोई मदद नहीं देता। इयटी के मिलसिले में यदि उस पर भार पड़ जानी है तब प्रशासन की ओर से यह कह दिया जाता है कि वह तुम्हारा जाती भावना है तुम कैम लड़ो। लेकिन इन तमाम कठिनाइयों के बावजूद थाड़े कर्मचारी रेलवे में अवश्य ऐसे हैं जो कि हिम्मत और ईमानदारी के साथ अपने कर्तव्य का पालन करने हैं लेकिन ज्यादातर कर्मचारी अपने अंडे का पालन नहीं कर रहे जिनके कारण यह बिना टिकट चलना बढ़ता चला जा रहा है।

13 hrs.

एक मानवीय सदस्य आपने कर्मचारियों के बारे में तो कहा लेकिन अफसरों के बारे में आपका क्या ख्याल है?

श्री श्रीनारायण दास : रेलवे कर्मचारियों में अक्सर भी शामिल है। मैं ऊपर के अफसरों से लेकर नीचे तक के कर्मचारियों को रेलवे

कर्मचारी मानता हूँ। मैं इस विल का समर्थन करता हूँ लेकिन मैं समझता हूँ कि यह जो बेजर रखा जा रहा है इससे इस बीमारी का हल होने वाला नहीं है। जब तक कि रेलवे कर्मचारी जिनके जिस्मे इसको रोकने की जिस्मेवारी है अपना कर्तव्य पूरा नहीं करते हैं और जब तक रेलवे प्रशासन की तरफ से अपने कर्मचारियों को मदद नहीं दी जाती तब तक इस बीमारी का मुकाबला केवल कानून के नहीं किया जा सकेगा। जैसा मैं ने शुरू में कहा था इसका समर्थन करना मुविकल मालूम पड़ता है और विरोध करना भी कठिन जान पड़ता है। लेकिन हमारे मंत्री जी की यह मशा है और अगर वह यह आशा करते हैं कि इस कानून से यह बीमारी दूर हो जायेगी, तो मैं इसका समर्थन करता हूँ।

इसमें यह भी दिया गया है कि अगर कोई किसी रेलवे कर्मचारी के काम में दस्त-अन्दाजी करेगा तो उसको भी सख्त सजा दी जायेगी। यह बात साधारणतया देखने में तो अच्छी मालूम होती है कि कोई अपना कर्तव्य करे और कोई उसमें रुकावट डाले तो यह बहुत बड़ी चीज़ है। लेकिन अक्सर हम देखते हैं कि रेलवे कर्मचारी ऐसा भी करते हैं कि किसी ने रुकावट नहीं डाली है तो भी उसकी शिकायत कर देते हैं और उस पर मुकदमा चल जाता है। अगर किसी ने देखा कि कोई टिकट कलबटर या टिकट एजेंसिनर मुसाफिर से पैसा लेकर उसे छोड़ रहा है और उस ने इस पर आपत्ति की तो वजाये उसका अच्छा कहने के बह रेलवे कर्मचारी यह कहता है कि इसने हमारे काम में दस्तावेज़ी की है और उस आदमी पर मुकदमा चल जाता है। तो इस प्रकार कानून का दुरुपयोग होता है और इसका पब्लिक के पास कोई उपाय नहीं है। अगर एक बार शिकायत चली जाती है कि फला आदमी ने रेलवे कर्मचारी के काम में रुकावट डाली है तो उसके पास नोटिस चला जाता है और उस पर मुकदमा चला दिया जाता है। किर

[श्री श्रीनारायण दास]

वाह वह उसमें बरी ही क्षो न हो जाये पर उसको दो चार बार आना जाना पड़ता है और उसका पञ्चीस पचास रुपया लंबे होता है। इसलिये रेलवे कर्मचारियों को भी यह देखना चाहिये कि जिसकी हम रिपोर्ट कर रहे हैं उसने बास्टर्ड में हमारे काम में रुकावट ढाली है या नहीं तो मैं समझता हूँ कि यद्यपि यह कानून अच्छा है पर इसका दुरुपयोग होता है और इसलिये मुझे कुछ हिचकिचाहट थी कि इसका समर्थन किया जाये या न किया जाये। लेकिन चूँकि एक बीमारी है और इलाज ठीक है, इसलिये मैं समर्थन करता हूँ। लेकिन मैं इतना भ्रष्टी जी से कहना चाहता हूँ कि यद्यपि रेलवे कर्मचारी टिकट कलक्टर या टिकट एग्जामिनर आदि अपने कर्तव्य का पालन नहीं करेंगे तो सहूत से सहूत कानून बनाने से भी कोई लाभ नहीं होगा, वह कानून किताब में ही रखा रहेगा और टिकटलैस ट्रेविल और बिना जरूरत जीर्णीचना बन्द नहीं होगा।

और जैसा कि शर्मी जी ने कहा सामाजिक शिक्षा देने की भी बहुत आवश्यकता है ताकि हमारे नागरिक समझे कि इस तरह का काम करना गुनाह है।

इन शब्दों के साथ मैं इस का समर्थन करता हूँ।

Mr Speaker. Then I call Shrimati Uma Nehru. Before she starts, I should like to have some clarification from the hon. Minister. It may help the House also. In clause 5, it is stated, 'or having unauthorisedly occupied a berth or seat reserved by a railway administration.' More than that, what ordinarily happens is, there is a seat where three or four persons can sit. One man occupies it, puts his bed on and lies down. The others have constantly to stand. They have also paid. That is not brought here. Is there any remedy for that? In all important cases, one man if he is a goonda or a strong fellow, he lies

down upon the seat and the others, even an old woman or old man who-ever might come, they must stand perpetually. I do not think he has paid for all the seats. I should like that he should be charged three times the charges for all the seats. If that is done, much of the trouble will be over, without leaving it to their good sense. I do not know why Shri Shree Narayan Das is not particularly interested in this.

Shri Jagjivan Ram. I am afraid that is not covered in this.

Some Hon. Members: It should be covered.

Mr. Speaker. They do not even get into the carriage. Unless the other man is strong enough to push him out, he reserves the whole carriage for himself. The only remedy is to charge him the entire charges for all the seats. Don't allow him to go. Then, he won't do it. I think an amendment may be made to this "or unauthorisedly occupies more seats causing inconvenience."

बीमारी उमा नेहरू (सीतापुर) अध्यक्ष महोदय, मैं इस रेलवे बिल का विरोध करती हूँ। मैं समझती हूँ कि पेश्तर इसके कि हस्त इस बीमारी का इलाज करे हमको स्वयं अपना इलाज बरना है। हालत यह है कि रोज बरोज और दिन ब दिन बजाये इसके कि यह रेलवे आगे बढ़ती जाये, इसमें गाडिया और कमज़ोरिया आती जाती है। गाडिया बक्त से नहीं पहुँचती। कभी कभी बटा और कभी कभी दो बटा देर से गाडिया पहुँचती है।

इसके अलावा जब हम सफर करते हैं यह क्लास के डब्बे इतने भरे होते हैं कि उनमें जगह होती ही नहीं है और मुसाफिरों को शिक्षा भी नहीं होती कि जगह न हो तो क्या किया जाये। नतीजा यह होता है कि मुसाफिर पटरियों पर सफर करते हैं। बगेर यह सोचे

कि अगर हमारा हाथ छूटा तो हमारी भौत भी भागे जाड़ी हुई है और गाड़ी के नीचे आ जायेंगे । मेरे साथ जब मैं सफर करती हूँ अपसर ऐसा हुआ है कि जब मैं देखती हूँ कि कोई वर्द्ध क्लास का मुसाफिर या किसी दूसरे क्लास का मुसाफिर पटरी पर चल रहा होता है तो मैं फस्ट क्लास का डब्बा खोल देती हूँ और उनको अपने साथ बिठा लेती हूँ । अगर जगह होती तो वे क्यों टांगे टांगे चलते ? हमें यह बात सोचनी है और हमें कोचें बढ़ानी है और उनको जगह देना है पेश्वर इसके कि हम उनको दंड दे । उनको दंड देने से पहले हमको देखना चाहिये कि उनको पूरी सहूलियतें मिल रही हैं या नहीं ।

दूसरी बात यह है कि यह जो बिना टिकट चला जाता है और जो बिना चुरूरत चैन सीची जाती है इसका बन्द करना भी बहुत जरूरी है ।

एक चीज़ और है । जैसा कि अभी अध्यक्ष महोदय आपने कहा, कुछ तगड़े आदमी धूस आते हैं और सारी सीट पर हावी हो जाते हैं और अगर कोई गरीब या कमज़ोर आदमी है तो उसको निकाल देते हैं । अलावा तगड़े आदमियों के मैं ने यह देखा है कि मेम्बरान पालियामेंट भी काफी तगड़े आदमी हैं । उनकी हालत यह है कि वे फैल कर बैठते हैं, सिमट कर नहीं बैठते । और चलने में भी उनकी एक अलग ही अदा होती है । तो ये चीज़े हमको रोकनी हैं । मेम्बरान पालियामेंट देश के सेवक हैं । मार्शिक नहीं हैं ।

यह विचार भी ठीक है कि हमको सोशल शिक्षा देनी चाहिये लेकिन पहले हमको खुद भी सोशल शिक्षा लेनी चाहिये । जब तक हम खुद सोशल शिक्षा नहीं लेते तब तक हम इस बीमारी को दूर नहीं कर सकेंगे । अभी भेरी बहन श्रीमती पार्वती कृष्णन् ने बताया कि किस किस तरह से जंजीर सीची जाती है और क्या क्या मूसीबतें आती

हैं । मैं रेलवे मिनिस्टर से कहांगी कि पेश्वर इस के कि वह दण्ड लगाये और जुर्माना करे, वह रेलवे की हालत को बहतर बनाने की कोशिश करे । जुर्माने वर्ग से हपया तो रेलवे के पास आ जायगा, लेकिन फायदा क्या होगा ? आज रेलवे की हालत यह है कि जहा भी हम बैठते हैं, किसी कोच की लिडकी टूटी होती है, किसी का लाक गायब होता है, फस्ट क्लास के डिब्बों को संकंड क्लास में और संकंड क्लास के डिब्बों को फस्ट क्लास में तब्दील किया गया है । जब पालियामेंट के मेम्बर वहाँ बैठते हैं तो रेलवे बाले हप्तोडे ले कर चटखनी बनाने के लिये आ जाने हैं । असल बात यह है कि आज रेलवे में कोई भी चीज़ ठीक नहीं है । जब हम लोगों को कोई फैसिलिटी तो वे नहीं सकते और उन पर जुर्माना अलग से करना शुरू कर दे, यह बिल्कुल गलत बात है ।

जहा तक विद्यार्थियों का ताल्लुक है, जहाँ प्राप कितने ही कानून क्यों न बनायें, वे लोग बगैर टिकट के ही सफर करेंगे । स्टेशन बालों के लिये भी उन को रोकना मुश्किल है । जैसा कि अभी श्री श्रीनारायण दास ने कहा है, हम को मालूम नहीं हैं कि हैवि-चूप्ल आफेन्डर्ज कौन है । अगर हम को बताया जाय कि इतने हैविचूप्ल आफेन्डर्ज पकड़े गये हैं, तो हमारी समझ में यह बात आ सकती है । लेकिन हम को यह भी नहीं मूलना चाहिये कि हम आज सब तरफ सामाजिक शिक्षा देने का इन्तजाम कर रहे हैं । हम जेलों का भुशार कर रहे हैं । हम कोशिश कर रहे हैं कि क्रिमिनल काइम को छोड़ कर कोई अच्छा पेशा अपनाये । लेकिन जहा तक रेलवे का ताल्लुक है, अगर कोई भाई या बहन बगैर टिकट के सफर करता है, तो चट से उस पर जुर्माना कर दिया जाता है । हमें लोगों को शिक्षा देनी चाहिये, हमें उन को समझाना चाहिये । हमारा देश बहुत गरीब है । हमारे यहाँ लोगों के पास इतना पैसा नहीं है कि वे जुर्माना दें । इसलिए

[श्रीनी उपा नेहरू]

मैं मिनिस्टर साहब से कहूंगी कि वह इन बातों पर विचार करें और बहुत सच्ची न करें, क्योंकि सच्ची से कायदा नहीं होने वाला है। सजा देने से पहले मुनाफिल यह है कि लोगों को सामाजिक शिक्षा दी जाये और उन को उनकी इकूलों के बारे में समझाया जाये।

ज्यादा न कह कर मैं मिनिस्टर साहब से कहूंगी कि वह जुर्माने के बारे में जरा विचार करें और उस को अलग कर दे, क्योंकि इस से रेलवे को कोई कायदा होने वाला नहीं है। रेलवे में अभी बहुत सुधार की जरूरत है। जब तक प्राप्त रेलवे में सुधार नहीं करेंगे, तब तक इन जुर्मानों से कोई लाभ नहीं होगा।

श्री राजेन्द्र सिंह (छपरा) अध्यक्ष महोदय, जैसा कि श्री श्रीनारायण दास ने कहा है, यह बात समझ में नहीं आती कि इस विशेषक का विग्रेष किया जाए, या समर्थन किया जाए। मेरी भी अवस्था इसी तरह की है।

श्री बजराज सिंह (फिरोजाबाद) : दोनों बिहारियों को एक सी है? तब तो मिनिस्टर साहब की अवस्था भी इस तरह की होगी।

अध्यक्ष महोदय समर्थन करना मुश्किल है?

श्री राजेन्द्र सिंह आर विग्रेष करना भी मुश्किल मालूम पड़ता है। मैं दविधा में पड़ा हुआ हूँ।

यह ठीक है कि हमारे मुल्क में बहुत से ऐसे आदमी हैं, जो बिना टिकट के मफर करते हैं और करने की मजा रखते हैं और उस का इलाज होना चाहिये। मगर यह भी सोचना है कि आखिर यह बात होती क्यों है। जहाँ तक मेरा साल्लुक है, मैं कहना चाहता हूँ

कि रेलवे मजाहरों से भी मेरा अविष्य का अवधारणा है और हिन्दुस्तान में रहने की हैसियत है, हिन्दुस्तान के बाशिन्दों को रेलवे सफर में जो तकलीफ उठानी है, उस का भी मुझे तजुर्बा है। कहा गया है कि चेन्नूलिंग से गाड़ियों के चलने में विलम्ब होता है। यह ठीक है, लेकिन यदि इस कानून को व्यवहार में लाया जाये, तो क्या नतीजा होता है? अभी पार्वती बहत ने एक किस्सा सुनाया। ठीक उसी तरह से मैं भी एक कहानी आप के मामने रखना चाहता हूँ। वह कोई ज्यादा दिन की बात नहीं है, केवल दो महीने की बात है। मेरे घर के सामने रेलवे लाइन है। एक बार मुझे मालूम हुआ कि मेरी गाड़ी जा रही है और लेट जा रही है। एन० ई० रेलवे में गाड़ियों का लेट चलाना मासूली बात है। वह पर गाड़िया टाइम पर नहीं चलती है। इधर कुछ इम्प्रॉब्रेमट हुआ है। जब मुझे मालूम हुआ कि मेरी गाड़ी जा रही है, तो मैं दौड़ कर उस पर सवार हो गया। कानून में मैं तोड़ दिया। मुझे पता नहीं था कि जिस कम्पार्टमेंट में मैं सवार हुआ हूँ, वह नेडीज़ कम्पार्टमेंट है। जब मैं भीतर गया, तो वहाँ बैठी दो तीन आगंतो हम्ला करने लगी कि गुड़ा आ गया, गुड़ा आ गया। अब मैं क्या करना? गत का मौका था और वे बहुत घबरा रही थीं। आखिर मूँज को चेन्नूलिंग करना पड़ा। उम के बाद गाड़ी मालूम ग्रामे। वह बेचारे मुँज को पहचानते थे, इस लिये उन्होंने मेरे माथ कोई बदसलूकी नहीं की। अगर इस कानून को मान लिया जाये, तो ऐसी अवस्था में क्या हालत होती?

चौं० रणबीर सिंह (गोदातक) : इसी लिये तो जजीर नगाई है।

श्री राजेन्द्र सिंह: इस के बाद मैं दूसरी कहानी कहना चाहता हूँ। उसी लाइन से एक बार गाड़ी जा रही थी। मेरी अद्वैतिनि को प्रसव पीड़ा थी और उन को दूसरी जगह

शस्त्रात्म में से जाना था । जब गढ़ी वहां आई, तो उन की डोली अभी पीछे थी । आखिर भज्बूर हो कर चेन-पुलिंग करनी पड़ी । अबर ऐसा न किया जाता, तो कम से कम मैं तो उस दिन विघुर हो जाता । इन सब बातों को ध्यान में रखा जाना चाहिये ।

यह भी कहा गया है कि जब रेलवे के अधिकारी या कर्मचारी अपने कर्तव्य का चालन करते हों, तो यदि उन के साथ कोई हस्तक्षेप करेगा, तो उस को दण्ड दिया जावेगा । यह ठीक है । सेकिन यहां पर दोनों पक्षों की बात कही गई है । कभी कर्मचारी बदसलूकी करते हैं, तो कभी यात्री बदसलूकी करते हैं ।

अभी कम्प्युनिस्ट पार्टी की ओर से श्रीमती पार्वती कृष्णन् ने कहा कि काप्रेस पार्टी के भेस्वरों के भाथ मुसाफिर बिना टिकट सफर करते हैं और जब उन से जबाब-तलबी की जाती है, तो काप्रेस के बड़े आदमी—लोक सभा या विधान सभा के भेस्वर—अपनी ताकत की आजमाइश करने लगते हैं । मैं एक दूसरी बात बताना चाहता हूँ । केवल आठ दिन की बात है । मैं जहाज पर सफर कर रहा था । जहाज पर ऐसा होता है कि फस्ट, मैकड और थड़ क्लास में ज्यादा अन्तर नहीं होता है । लोग इधर से उधर चले जाते हैं । उस दिन थड़ क्लास के कुछ आदमी डेक पर काप्रेस पार्टी के एक अभेस्वली के भेस्वर से बात करने लगे । एक हमारे कम्प्युनिस्ट दोस्त थे । उन्होंने एक टी० टी० का कह दिया कि जरा चैक कर लो और मैजिस्ट्रेट के सामने इन को खड़ा कर दो । उस को सामने खड़ा कर दिया गया । मैं ने उस को पहले नहीं देखा था और टी० टी० भी हाफ-बायल्ड कम्प्युनिस्ट या सीश-लिस्ट ही सकता है । मैजिस्ट्रेट खड़े थे । जब उन की मुझ पर नजर पड़ी तब कहानी खत्म हुई । मेरे कहने का मतलब यह है कि इस का यह अर्थ नहीं है कि बड़े सोग जो है, जो विधान सभा के सदस्य है या लोक-सभा के

मंम्बर हैं, वे ही बदसलूकी करते हैं या कर्मचारी ही करते हैं या पलिङ्क ही करती है, मेरे कहने का तात्पर्य यह है कि दोनों तरफ से ये बातें होती हैं । आज देश की ऐमी अवस्था हो गई है, ऐमी हालत हो गई है कि इन बातों को रोका नहीं जा सकता है और न ही रोकने का प्रयत्न किया जा रहा है । पिछले ग्यारह बरस की काप्रेसी हूँकूमत के दौरान मेरे जो सामाजिक विकार पैदा हुए हैं, उन को उस ने रोकने का कोई प्रयत्न नहीं किया है । यह दूराचार चारों ओर फैला हुआ है । जो बिल सदन मेरे रखा गया है यह कोई उस बीमारी की दबा नहीं है । मैं रेलवे मंत्री जी को जानता हूँ और उन के साथ मैं जेल मेरी भी रहा हूँ और मेरे उन के साथ गहरे तालुकात हैं, सेकिन उम के बाबजूद मैं ने कभी यह नहीं माना था कि रेलवे मंत्री इस तरह का बिल लायेगे ।

जब यहां पर ब्रिटिश हूँकूमत थी तब भी एक कानून बनाया गया था और वह सफल हुआ था । ब्रिटिश गवर्नरमेट के जाने के बाद समाज की जो पीड़ा है, समाज की जो अवस्था है उम के परिहार के लिये आप यहां पर दण्ड अवस्था करते हैं, दण्ड के कर आप समाज मुश्वार का काम करना चाहते हैं, यह मुझे तो बड़ी अजीब बात न लगती है । मूँह ना ऐसा लगता है कि जिन लोगों की हाथ मेरे नावन हैं या जो इस रेलवे विभाग को चला रहे हैं, उन के दबाव मेरा आ बरते उन की बात को मान करते हैं मेरा अनुमान है और हो सकता है यह मेरा अनुमान ठीक भी न हो । मैं कई बार इस सदन मेरे कह चुका हूँ कि इस देश के अन्दर लोकत्रात्मक हूँकूमत तो है नहीं, भूत्यों की हूँकूमत है, जो आप को जवाब देने के लिये दिया जाता है, वही आप दे देते हैं, जिस किसी प्रोपोजल को आप के सामने रखते हैं, उस को आप भंजूर कर लेते हैं ।

[**श्री राजेन्द्र सिंह]**

जो चिकित्सा या दवा बे बताते हैं, उसे आप मंजूर करते हैं।

जहा तक टिकिटलैस ट्रेवल का ताल्लुक है, यात्र्यक महोदय, मे रेल मंत्री महोदय को याद दिलाना चाहता हूँ उस कहानी का जो पिछले चार पाँच महीने के बीच से थटी है। हमारे यहा डिस्ट्रिक्ट हैडक्वार्टर है और वहा पर ढी० टी० एस० है। वह वहा के एक बहुत बड़े अधिकारी है। जब से वह आए है तब से हमारे वह ढी० टी० एस० साहब छपरा से बेयाओं को हर रोज अपने घर पर बुलाते थे और बिना टिकिट के उन को लाते थे और उन को बिना टिकिट सफर करते पकड़ने वाला कोई नहीं था। मे समझता हूँ कहा बात तो बड़ी थोटी है और मुझे कहनी नहीं चाहिये थी लेकिन नाचारी में कहनी पढ़ रही है। मैंने वहा के टिकिट एजेंसिनिर और टिकिट कलेक्टर से कहा कि आप चंक क्यों नहीं करते हैं। उन की तरफ से मूँझे यह जवाब दिया गया कि आप बोडे ही हमे बचा दोगे और अगर हम ने चंक कर भी लिया तो इस का उल्टा ही नतीजा निकलेगा। एक बार ऐसा भी हुआ कि उन के सम्बन्धी बिना टिकिट जा रहे थे। उसी समय अचानक वहा पर रेलवे ऐजिस्ट्रेट की चैकिंग शुरू हो गई। ढी० टी० एस० ने ढी० टी० से कहा कि इन के टिकिट बना दो। टी० टी० ने कहा कि गार्ड सर्टिफाई नहीं करता है और मे टिकिट नहीं बना सकता हूँ। इस के बाद ढी० टी० एस० ने सर्टिफाई किया तब जा कर टिकिट बनाये गये। मे आपने तजुबे की बिना पर कह सकता हूँ कि पुलिस ही सब से ज्यादा रेलवे पर बिना टिकिट सफर करती है और उस के लिये दण्ड भी देने वाला कोई नहीं है। रेलवे कर्मचारी, रेलवे के अफसर, उन के दोस्त, उन के सम्बन्धी उन के बीची बच्चे इत्यादि बिना टिकिट सफर करते हैं और उन को पूछने वाला कोई नहीं है। किस की

हिम्मत है कि उन को चंक कर जाये ? किसी की हिम्मत नहीं है।

रेलवे उपर्युक्ती (श्री बाहुबाल जा) : बिल्कुल गलत है।

श्री राजेन्द्र सिंह : यदि मे हैविचुप्रल टिकिटलैस ट्रेवलस की बात करता हूँ। मे हैविचुप्रल टिकिटलैस ट्रेवलस कीन है देहाती मादमी तो ये हो नहीं सकते हैं। मे रेलवे मंत्री महोदय से बड़े अदब के साथ कहना चाहता हूँ कि जिन लोगों को हैविचुप्रल कहा जाता है वे देहाती नहीं होते हैं।

13.25 hrs.

[**MR. DEPUTY SPEAKER in the Chair**]

इस केंटेगरी मे ज्यादातर देहातियों को शामिल कर लिया जाता है। कभी-कभी कुछ स्टूडेंट भी चक्कर मे आ जाते हैं और पकड़े जाते हैं। मगर पुलिस वाले और रेल कर्मचारी तो कभी भी पकड़े नहीं जाते हैं। उन को पकड़ना ना-मुम्किन है। मे आप को बताऊं कि अगर मे बिना टिकिट चलू तो मुझे भी पकड़ने वाला कोई नहीं है कम से कम मेरे सेवन से।

उपायकर्ता महोदय : कभी आप ने दाईं से नहीं किया है ?

श्री बाहुबाल सिंह : इसी लिए तो पास दे दिये गये हैं।

श्री राजेन्द्र सिंह : मैं किसी पर आकेप नहीं कर रहा हूँ, मैं तो जो स्थिति इस समय दियाजान है वह बयान कर रहा हूँ।

मैं हैविचुप्रल लोगों की बात कर रहा था। जो हैविचुप्रल है उन का मैं आप को बताना चाहता हूँ, आप को कभी पता भी नहीं चलेगा और जो बेचारे किसी कारणबद्ध बिना टिकिट चलते हुए पाये जायेंगे वे हैविचुप्रल हो जायेंगे। इस बास्ति मे समझता

जब यह विवेयक व्यवहार में आयगा तो बिल्कुल निर्जीव, निरर्थक और ठीक इस से जिन परिणामों की आशा की गई है उस से उल्टे ही परिणाम सामने आयेंगे, यह भेरा ख्याल है।

रेलवे कर्मचारियों का जहाँ तक सबाल है, यह ठीक है कि आदमी के मूड़स होने हैं, प्राक्तिविटीज होती है, इनकिलनेशस होते हैं, मोर्मीटरी इमपलसिस होती है और उम हालत में वह कुछ कर बैठता है जो अगर तो उस के पक्ष में चला जाय तब तो ठीक नहीं की उस के बिलाफ भी वह बात जा सकती है। रेलवे कर्मचारियों के बारे में यहाँ पर यह कहा गया है कि उन के काम करने के बक्त, उन के द्वारा कर्तव्यपालन के समय में यदि दूसरा कोई व्यक्ति उन के काम में विज्ञ डालेगा, उन के काम में बाधा डालेगा, उम को मजा होगी। मैं आप को पिछले महीने की १६ तारीख की बात बतलाता हूँ। हमारे यहा हिन्दुस्तान में सब से बड़ा प्लेटफार्म है। उस प्लेटफार्म पर एक ग्राम का मुखिया आया। उस प्लेटफार्म पर टिकिट नहीं बिकते और अगर बिकते भी होंगे तो मुझे पता नहीं। इन का पता केवल रजिस्टर से चल सकता है। वहाँ पर हमारे एक ग्राम के मुखिया आये। वह बी० ढी० ओ० के आर्किस में जा रहे थे। उन की टी० टी० लोगों से नडाई थी। मेरी दोनों के साथ दोस्ती है। उन को वहाँ पर पकड़ लिया गया और रेलवे मैजिस्ट्रेट के सामने पेश कर दिया गया। वह अपने साथ एक फाइल ले जा रहे थे। उन के पास सम्मान था। उन्होंने यह भी बताया कि उन के पास नोटिस है और वह फला फला दफतर में जा रहे हैं। अब उन पर मुकदमा चल रहा है। चूँकि रेलवे कर्मचारियों के बारे में यहाँ पर जिक्र आया है इसलिये मैं यह सारी बात कह रहा हूँ। मैं नहीं कहता कि रेलवे कर्मचारी दोष विहीन हैं या उन के अन्दर कमिया नहीं है, कमज़ोरिया नहीं

है। भ्रष्टाचार तो वहा भी है। मैं ने देखा है मैजिस्ट्रेट का चैकिंग हो रहा है और उस में टी० ढी० भी है और आर० पी० एक० के आदमी भी है, सिपाही भी है। सिपाही ने किसी को पकड़ लिया और उस से कहा कि तुम २५ रुपये दे दो और इधर से नहीं इधर से निकल जाओ, यानी उस को उलटा रास्ता बता दिया। तो इन कानून के मुताबिक वह आदमी जिम ने रुपये लिए बच जा रेंगा और बेचारा मुसाफिर कम जायगा। टी० ढी० भी बच मकता है, लेकिन मुसाफिर नहीं बच सकता है।

मैं कानून का विरोध नहीं करता हूँ। वह अपनी जगह पर है। परन्तु जो अवस्था इस समय देश की है उम और भी आप का ध्यान जाना चाहिये। मैं यही सोचता हूँ कि इस कानून का ६० प्रतिशत से दुरुपयोग होगा और १० प्रतिशत हो सकता है इस का सदुपयोग हो।

उपाध्यक्ष महोदय, मैं आप को बिना टिकिट की एक और बात बतलाना चाहता हूँ। आज का कानून यह है कि यदि कोई यात्री बिना टिकिट पकड़ा जायगा तो उस से यह कहा जायगा कि तुम कहा से आ रहे हो और अगर तुम्हारे पास टिकिट नहीं है तो इतना किराया और इतना महसूल अदा कर दो और अगर वह नहीं कर पाता है तो उस को सजा दी जाती है। मैं माननीय मंत्री को एन० ई० रेलवे के बारे में एक बात बतलाना चाहता हूँ। वहाँ पर रेलवे मैजिस्ट्रेट द्वारा चैकिंग होता है। एक यात्री से कोई सबाल नहीं पूछा गया और सीधे उम के हाथ में हथकड़ी लगा दी गई और कमर में रस्सी बाध दी गई। उम को ला कर अदालत में लड़ा कर दिया गया कि साहब इस के पास पैसा नहीं क्योंकि जब महसूल मांगा तो उस ने नहीं दिया। नतीजा यह हुआ कि उस के ऊपर १०० रु० फाइन कर दिया, २०० रु० फाइन कर दिया गया। फाइन ..

[श्री राजेन्द्र सिंह]

फाइन . फाइन । एक एक दिन में ५,०००, १०,००० रु० एक स्टेशन पर इकट्ठा हो जाता है । जब आप ने कानून नहीं बनाया था तब तो आप के मैजिस्ट्रेट और टी० टी० आई० इस तरह करते हैं । जहाँ तक कानून का सवाल है, कानून अपनी जगह पर है । उस का ठीक से पालन किया जाना चाहिये । मैजिस्ट्रेट को देखना चाहिये कि यात्री किराया दे रहा है या नहीं । तारीफ की बात यह है कि लोग फाइन दे देते हैं । एक आदमी एक घटे पहले किराया नहीं देता था, लेकिन एक घटे बाद जब फाइन होता है तो वह १०० रु० दे देता है । आखिर यह कैसे मुम्किन हो सकता है? आप को इम को मोचना चाहिये । आप एक आदमी को नियमित कर देते हैं कि वह लोगों से टिकट मारें । उस ने आदमी मे टिकट मारा, टिकट नहीं है, महसूल मारा, तो महसूल नहीं बसूल हुआ, लेकिन जब उस के हथकड़ी लगा दी ग़ तो वह १००० रु० दे देता है पाच या दस मिनट मे । इस तरह की कितनी ही घटनाये हो रही है । आज देश मे वह बीमारी फैली हुई है । उस के लिये कानून का अक्षरश धारन करने के बजाय कानून के तत्वों का पालन होना चाहिये ताकि कानून वा दृष्ट्योग न हो । शायद मिनिस्टर महोदय कहें कि मैजिस्ट्रेट तो प्राविशल गवर्नरेंट के हैं इसलिये हम क्यों अपने दिमाग को लगायें? लेकिन आप को मोचना चाहिये कि जो फाइन होना है वह किम तर्ग से होता है और किस अवस्था मे होना है । यह एक ऐसा सवाल है जो आपने दिन सैकड़ो आदमियों से ताल्लुक रखता है । कल मैं ने इस सम्बन्ध मे एक मवाल किया था । पटना शहर हमारे राज्य की राजधानी है । जहाँ मेरा घर है उस के दूसरे पार नार्य बिहार है । सैकड़ो हजारो आदमियों की हालत यह है कि वे गगा पार करते हैं, गाड़ी पर नहीं चढ़ते हैं । वे इस पार से उस पार आना जाना चाहते हैं लेकिन रेलवे उन को नीचा टिकट नहीं देती है । अगर मुझे दिल्ली से

गाजियाबाद जाना हो तो मुझे टिकट चिन जायेगा सीधा और उस का कोई एस्ट्रा पैसा नहीं लगेगा भवर वहाँ हालत यह है कि कोई आदमी पटना से पहलेजापाट सीधा टिकट ले कर नहीं जा सकता है । मैं नहीं जानता कि किस आदमी ने यह कानून बनाया था, लेकिन मुझे ताज्जुब और तकलीक होती है जब मैं देखता हूँ कि आज भी वह कानून जारी है ।

श्री जगदीवन राम । आप जैसे दिल्ली से गाजियाबाद जा सकते हैं वैसे ही सोनपुर जा सकते हैं पटना से ।

श्री राजेन्द्र सिंह यह दड ग्रहण कर के जा सकता हूँ । यहा पर तो महसूल दे कर जाता हूँ, वहा पर दड ग्रहण कर जाऊँगा क्योंकि आप वहा के लिये सीधे टिकट नहीं देते हैं । जबाब यह दिया जाता है कि वहा फेरी सर्विस है इसलिये गगा पार के लिये सीधे टिकट नहीं दिया जाता है । मैं जब दिल्ली से पटना जाता हूँ तो मुझे हवाई जहाज से पाच या साढ़े पाच घटे लगते हैं लेकिन अपने घर से पटना जाने मे मुझे कम से कम आठ घटे लगते हैं क्योंकि जब तक यह दड हम ग्रहण न कर ले गगा पार नहीं कर सकते हैं । इस का नतीजा यह होता है कि हमारे गाव के लोगों को पाच भील दूर जा कर दूसरे स्टेशन से गाड़ी पकड़नी होती है । जो लोग दूर दूर को जाना चाहते हैं मुझपरपुर या छपरा मे उन को तो इस पर ही जाना होगा क्योंकि न जाने से विलम्ब होगा । इस तरह से उन को गगा पार करना होता है । गगा पार करने के निये उन को कुछ दड तो भुगताना ही चाहिये । अगर यह कानून हो गया तो अभी तो मैं पालियामेंट का भेज्वा हूँ, सन् १९६२ के बाद कौन जानता है कि किस का घर हेगा और किस का आबाद होगा । मुझ को रोज हथकड़ी लगेगी क्योंकि घर से निकलने के लिये जहाज पर ही गंगा

पार करना होगा और जहाज का टिकट भूमि मिलेगा नहीं। इस कानून के मुताबिक हर तीन महीने पर भूमि सजा हुआ करेगी, परंतु नहीं मैं क्या काम करूँगा और क्या नहीं करूँगा।

मैं चाहूँगा कि यह जो विधेयक है उस को सरकार वापस ले ले। जो बीमारी आज है उस के लिये कोई सामाजिक चिकित्सा दूढ़ी जाय। जैसा उमा बहन ने कहा यह बीमारी सब जगह भौजूद है। हम लोगों में से बहुत से ऐसे हैं जो बिना टिकट ट्रेवल कर लेते हैं, अगर इस कानून को लागू कर दिया जायेगा तो नतीजा क्या होगा, मेरी समझ में यह बात नहीं आती। हमारे मित्र श्री ढी० सी० शर्मा बहुत बुजु़ंग आदमी हैं, वह पञ्जाब से आते हैं। शायद पञ्जाब में इस बात की सब से बड़ी तकलीक है और उन्होंने इस विधेयक का समर्थन कर दिया। लेकिन मैं तो विहार का हूँ और भूमि तकलीक होती है। उस तरफ पश्चर कांडिशन्ड और फस्ट क्लास जो होते हैं उन में दो आदमियों की जगह रहती है। बड़ी भौतिक जो गण स्नान के लिये जाती है वह आ कर ठसा ठस भर जाती है। उन के लिये आप ने क्या प्रबन्ध किया है? अगर उन के ऊपर भी यह कानून लागू कर दिया जाता है तो क्या उस से देश की बड़ी सेवा हो जायेगी? अगर आप को देश की इसी तरह से मेवा करनी है तो आप चाहे जो कुछ कीजिये लेविन फ़गर आप मही मानों में देश की सेवा करना चाहते हैं तो इस कानून को वापस ले लीजिये।

श्री बाजपेशी (बलरामपुर) उपाध्यक्ष महोदय, मैं इस विधेयक का विरोध करने के लिये खड़ा हुआ हूँ। जजीर खीचने की घटनाये पांचिना टकट याचा करना, यह दुराइया उतनी ही पुरानी है जितनी पुरानी रेलवे, और जिस अनुपात में रेलवे यात्रियों की सख्ता बड़ी है उस को देखते हुए इन दुराइयों में भी योड़ी बहुत वृद्धि हुई है। गत बर्ष रेलवे मंत्री महोदय ने अपने बजट

भाषण में इन दोनों दुराइयों की ओर संकेत किया था। उन्होंने यह स्वीकार किया था कि जजीर खीचने की एती घटनाये, जिन में जजीर नहीं लीची जानी चाहिये थी, ४०,००० बार हुई और उन को रोकने के लिये कदम भी उठाये गये, जैसे कुछ रेल गाड़ियों में या कुछ लाइनों पर जजीर को ही हटा दिया गया, या लेकिन मैं दूढ़ता से काम लिया गया। किर भी उ होने यह माना कि यह घटनाये बढ़ती जा रही है। यह स्वीकार करते हुए उ होने अपने बजट भाषण में सम्बद्ध के सदस्यों से यह अपील भी की थी कि यदि जजीर खीचने की घटनाओं और दूसरी बुगइयों पर हमें प्रतिबन्ध लगाना है तो उस में सम्बद्ध के सदस्यों का और जनता का सहयोग चाहिये, और इस के लिये जनता में चेतना उ पश्च करने की प्रावश्यकता है। मैं समझता हूँ कि यह जो विधेयक लाया गया है वह रेलवे-मंत्री के उस भाषण में व्यक्त दृष्टिकोण से भिन्न है। इस के पहले भी जजीर खीचने पर ५० रु० जुर्माने की सजा थी, लेकिन जजीर खीची ही गई। इस का अर्थ यह है कि ५० रु० जुर्माना लोगों को जजीर खीचने से नहीं रोक सका। अब उम से आगे बढ़ कर गाड़ियों में से जजीर को ही निवाल दिया गया।

श्री बलराज सिंह अब गाड़ी निकाल दी जायेगी।

श्री बाजपेशी अब यह विधेयक लाया जा रहा है और ५० रु० जुर्माना बढ़ा दर ३०० रु० कर दिया गया है। उम साथ जेल की मजा भी जोड़ दी गई। मैं पूछता हूँ कि क्या इसमें जजीरों को खीचने की घटनाये कम होंगी, और क्या इस बाद जिन रेल-गाड़ियों में से जजीर निकाली गई है और जिन लाइनों को यह पुरस्कार दिया गया है, उन्हें जजीर वापस कर दी जायेगी? मेरा

[श्री बाजपेशी]

निवेदन है कि केवल दण्ड की मात्रा बढ़ाने से अपराधों की संख्या में कमी हो जायगी, यह सोलहवीं और सत्वरहवीं शती में विवरण करना है। विचार इस बात का होना चाहिये कि अपराध क्यों होता है, जजीरे क्यों खीची जाती हैं। मुझे मालूम है कि पूरा और लोडावाना के बीच में जजीरे खीचने की घटनाये बहुत होनी चीं। परिणाम यह हुआ कि उस गाड़ी में मेरे जजीर खीचने वे उनका आरोप यह था कि टाइम टेब्ल में रेनगाड़ियों का समय ऐसा रखा गया है कि लोग पूना में समय पर दफ्तर नहीं पहुँच सकते। और जब रेलवे टाइम टेब्ल में दुरुस्ती कर दी गई, गलती सुधार दी गई तो जजीर खीचने की ज़रूरत ही भमाल हो गई। अभी मध्यग्रा में दिल्ली तक एक रेलवे ट्रेन आती है। पिछले अधिवेशन की बात में आपको बनाऊ कि तुगलकाबाद पर उस रेलगाड़ी को ४ घण्टे तक दफ्तर आने वाले कर्मचारियों ने उसे रोने रखा क्योंकि वह गाड़ी नियमित रूप से दिल्ली में अनियमित समय से पहुँचनी है और दफ्तर में जाने वाले कर्मचारी उसके कारण परेशान होते हैं। अब अगर रेनगाड़िया समय पर नहीं चल सकती और यात्रियों को जिन कारणों से विवर हांकर जजीर खीचनी पड़ती है, उन कारणों का निरवरण नहीं किया जाता तो नवं दण्ड की मात्रा बढ़ाने से इस अपराध में भी हो जायगी ऐसा कम से कम मेरे मानने वे विधेय नयार नहीं हैं।

जजीर खीचने का रेलवे की भीड़भाड़ से भी सम्बन्ध है और रेलवे मंत्री महोदय अभी नियंत्रण की यात्रा करने गये थे। उन्होंने बगलौर में भावण दिया कि रेलवे में भीड़भाड़ कम करने की तो अभी कोई आशा नहीं की जानी चाहिए। मेरे उनकी कठिनाई को मानता हूँ क्योंकि जिस मात्रा में रेल यात्रियों की संख्या बढ़ रही है उन्हें

लायक हमारे पास पर्याप्त साधन नहीं हैं लेकिन क्या यह सब नहीं है कि रेलवे की भीड़भाड़ का सम्बन्ध जजीर खीचने की घटनाओं से कुछ न कुछ मात्रा में है। जो खेल के लिए मनोरंजन के निये जजीर खीचते हैं उन्हें दण्ड दिया जाय, इसमें किसी का विरोध नहीं है लेकिन उनके लिए ५० रुपया दण्ड भी बहुत काफी है। मेरे रेलवे मंत्री महोदय से यह जानना चाहिया कि पिछले वर्ष मेरे जजीर खीचने के अपराध के दण्डस्वरूप किन्ती रकम रेलवे को प्राप्त हुई, इस का एक व्यौरा मदन के मामने रखते। जजीर कितनी बार खीची गई इसका विवरण तो उनकी बजट स्पीच में है लेकिन किन्ती लोगों ने गलत ढंग मेरे जजीर खीची, जिनको कि उन्हें लिये सजा दी गई और उनसे जुर्माने वसूल किये गये उग्रकी रकम कितनी है। उन्होंने अपनी पिछली बजट स्पीच में यह कहा था कि ५० रुपये के जुर्माने की रकम रखने के बाद भी जजीर खीचने की घटनाएँ बढ़ रही हैं तो मेरा निवेदन है कि दण्ड को बढ़ाने के बजाय जजीर खीचने की घटनाओं को रोकने। लिए उन्होंने अपनी पिछली बजट स्पीच में अन्य उपाय आनाने का वायदा किया था, उन्हें सम्बन्ध में क्या प्रगति की गई है क्या करने वे मदन का यह बनाये। इस सम्बन्ध में कितना प्रचार किया गया? क्या काई फिल्म बनाई गई जिसमें यह दिव्यनाया हो कि विद्यार्थी अधिकार जजीर खीचते पाय जाते हैं? विद्यार्थीयों में इस बुराई को गाने वे निए विद्यार्थीयों के क्षेत्र में जा काम करने वाली भिन्न भिन्न स्टूडेंट्स अर्गेनाइजेशन हैं क्या उनसे सम्पर्क स्थापित किया गया क्या उनका मट्योग प्राप्त किया गया? और क्या गाड़िया समय पर चलती है?

अब मैं आपका ध्यान एक छोटी भी बात की ओर खीचना चाहता हूँ। गाड़िया जहा से चलती है शुरू होती है वहां पर गाड़िया काफी समय पहने प्लेटफार्म पर लाई जा सकती है।

व्लेटफार्म हालाकि खाली रहते हैं लेकिन गाडिया चलने से केवल दस मिनट पहले ही व्लेटफार्म पर लाई जाती है। अब चूक भीड़ काफी होती है और जाहिर है कि इस १० मिनट के अल्प समय में बब लोग एक साथ नहीं बैठ मृतों प्रीर होता यह है कि कुछ बाहर रह जाते हैं और जो भीतर पृथुच भी जाते हैं उनमें से बहुतों का मामान बाहर व्लेटफार्म पर छुट जाना है और इस तरह की अव्यवस्था ऐसे रहने जब गाड़ी चलती है तो जजीर लीची जाती है। अब ऐसी गडबड़ी की हालत में क्या जजीर लीचना अवैध या अनुचित है? अगर विशुद्ध कानूनी इच्छा से देखे तो शायद उसे दड़नीय अपराध माना जायगा भगर ऐसी हालत में जो यात्री की वास्तविक कठिनाइया है उन पर रेलवे के प्रशासन को सहानुभूति के साथ विचार करना चाहिये। मेरा निवेदन है कि अगर रेलवे प्रशासन अपना घर ठीक करे तो इस किस्म की जजीर लीचने की घटनाएँ रोकी जा सकती हैं।

बिना टिकट यात्रा करने के सम्बन्ध में भी रेलवे मंत्री महोदय ने अपनी बजट स्पीच में यह कहा था कि जब से हमने विशेष चैकिंग का प्रबन्ध किया है बिना टिकट रेलवे में यात्रा करने वाले लोगों की स्थित कम हो गई है और मेरा भी व्यक्तिगत अनुभव यही है कि जिम म त्रा में पहले लाग रेलो में बिना टिकट यात्रा करते थे उनने अब नहीं चलते। यह हमने जो बिना टिकट मक्कर करने वालों को पब्डने के निया प्रबन्ध निया है और उसके चिए विशेष व्यक्ति नियुक्त किये हैं आवश्यकता इस बात की है कि उन लागों का माप और अधिक मतक और जागरूक बनाये और इमी तरीके वा प्रबन्ध अगर हम और धेनों में भी कर सके जहा कि यह बीमारी है वयोंके देन के सभी भागों में यह बीमारी दृष्टी बड़ी मात्रा में प्रचलित नहीं है बल्कि देश के कुछ भागों में ही है और इसलिये अगर उन विशेष धेनों में इस प्रकार की विशेष व्यवस्था की जाए तो मैं समझता हूँ कि दण्ड की मात्रा बढ़ाये बिना

भी बगैर टिकट सफर करने वालों की संस्था कम की जा सकती है। इस सम्बन्ध में रेलवे प्रशासन अपने यहा सुधार कर सकता है।

इसी तरह हम देखते हैं कि बुकिंग आफिस एज पर कही-कही बहुत भीड़ रहती है। आप स्वयं दिल्ली के यर्ड क्लास के बुकिंग आफिस पर जाकर देखिये कि समय पर टिकट लेने आने वाले व्यक्तियों को टिकट मिलने में कितनी कठिनाई का मामना करना पड़ता है। अब बुकिंग ब्लॉक्स की ही शिकायत है कि उन्हें काम अधिक करना पड़ता है और हृसूटी के जो घटे निश्चित हैं उसके बाद उनको हृसूट मिला कर देना पड़ता है और जिस स्टीड से उन्हें काम करना चाहिए वे नहीं करते हैं, बेगर सी टालते हैं। उनका असत्तोष और उनकी निराशा उनके काम में ज्ञालकती है और जिसका कि परिणाम यह होता है कि जो लोग भागते-भागते आते हैं उनको टिकट नहीं मिलता और वे बिना टिकट बैठ जाते हैं। क्या इस सम्बन्ध में हम रेलवे की व्यवस्था में कुछ सुधार नहीं कर सकते?

अब मुझे पता है कि गोरखपुर के नागरिक यह चाहते हैं कि गोरखपुर में एक स्टीटी बुकिंग आफिस खोले। इस सम्बन्ध में रेलवे प्रशासन को पत्र भी लिखा गया भगर जो बुकिंग आफिस खोलना चाहते हैं उनके पास कोई स्थान नहीं है और कोई जरिया नहीं है इसलिए उन्हें बुकिंग आफिस खोलने की अनुमति नहीं दी गई। अब गोरखपुर रेलवे स्टेशन जहा कि बहुत अधिक भीड़ होती है वहा पर सबके लिए एक लम्बी लाइन में लड़े होकर टिकट लेना आमान नहीं है क्योंकि काफी समय उसमें लगता है और इसलिए वहा पर एक स्टीटी बुकिंग आफिस खोला जाना आवश्यक है और एक नया बुकिंग आफिस खोलने में रेलवे का कुछ खर्च भी नहीं होता। इन बातों की ओर यद्यपि यह छोटी-छोटी है किन्तु जिनका कि परिणाम दूर्घामी होता है, रेलवे प्रशासन को जितना

[बी वाजपेही]

ध्यान देना चाहिए उनना उसने ध्यान नहीं दिया ।

एक बात जो कि श्री डी० सी० शर्मा ने कही और जिसकी कि और अन्य माननीय सदस्यों ने भी ध्यान आकर्षित किया और वह यह है कि रेलवे की जो बुराइया है उनको कम करने के लिए और रेलवे में यात्रा करने वाले अधिक सुविधाएं प्राप्त कर सकें, अगर हम इस उद्देश्य को पूरा करना चाहते हैं तो रेलवे के कर्मचारियों में जिनमें कि अधिकारी भी शामिल हैं, उनमें हमें कर्तव्यनिष्ठा और आत्म विश्वास की भावना को उत्पन्न करना चाहिए । रेलवे कर्मचारी अगर दक्षता से काम करें तो इन बुराइयों के निराकरण में बहुत सफलता मिल सकती है । रेलवे कर्मचारी यात्रियों को टिकट नहीं देते हैं । मैं कई बार देखता हूँ कि कानपुर से दिल्ली आने वाली रात की गाड़ी में बहुत से लोग जो कि कानपुर से सवार होते हैं वे टिकट नहीं लेते और अगर कोई चैक करने के लिये आता है तो टिकट की जगह उसके हाथ में पाच स्पष्टे का नोट रख दें तो है और यह रेलवे का मुनाबम मुक्तराता हुआ चला जाता है । अब इसको कैसे रोका जाय ? स्पष्ट है कि कर्मचारियों की नीतिकृती जाय ताकि वे इस प्रकार की बुराइयों का प्राचरण करने वालों के विरुद्ध कड़ी कार्यवाही कर सके और स्वयं लोभ में न फसें । मुझे यह कहते हुए लेद होता है कि इसके लिये रेलवे मन्त्री महोदय को और रेलवे प्रशासन को रेलवे कर्मचारियों वे जिस प्रकार के बातावरण के उत्पन्न करने की आवश्यकता है, वैसा उन्होंने पैदा नहीं किया । रेलवे कर्मचारियों के सिर पर इस समय रेलवे इंस्ट्रिलिशमेंट बोर्ड के रूल १४८ की तलावार लटक रही है । अनेक रेलवे कर्मचारी कहते हैं कि उन्होंने एक्सीडेट बचा लिया इसलिए नौकरी से निकाल दिये गये । उन्होंने एक्सीडेट किया नहीं बल्कि एक्सीडेट बचा लिया इस लिए उनको नोटिस दे दिया गया, कोई जवाब तलबी नहीं की गयी, कोई जाच पड़ताज नहीं

की गयी, भारत के राष्ट्रपति के नाम पर उनको धावेश दे दिया गया कि आपकी सेवार्थी की आवश्यकता नहीं है, और उनको एक महीने का नोटिस दे दिया गया । अगर रेलवे के कर्मचारियों के साथ ऐसा अवहार होगा तो उनमें असत्त्वोष होगा । अगर उनके सम्बन्ध में सही नीति नहीं अपनायी जायेगी तो संसद के द्वारा बनाये गये कानून रेलवे मन्त्रालय की अलमारियों में सुशोभित रहेंगे । आखिर उन्हें आचरण में लाने का उत्तरदायित्व तो रेलवे के कर्मचारियों पर ही है । उनमें निष्ठा और विश्वास पैदा करने में रेलवे प्रशासन अभी तक सफल नहीं हुए हैं । इसलिये ऐरा निवेदन है कि इस कानून को जो कि लीपापोती करने वाला है, सरकार को वापस ले लेना चाहिए । इससे बुराई के मूल पर कुठाराधात नहीं होगा । यह हमें एक आत्म-सन्तोष की भावना प्रदान करेगा कि हम इन बुराइयों को रोकने के लिए कदम उठा रहे हैं, जो न पहले सफल हुए थे और न अब सफल होने वाला है । जब तक आप बुराई की जड़ पर कुठाराधात नहीं करेंगे, जब तक आप ऐसी परिस्थितिया पैदा नहीं करेंगे कि बुराई करने का भौका न रहे तब तक यह बुराई दूर नहीं हो सकती । सही बातावरण उत्पन्न करने के बाद यदि आप कडे दण्ड की अवस्था करना चाहें तो यह सारा सदन आपके साथ रहेगा क्योंकि यह समाज विरोधी कार्य है और इसको महन नहीं किया जा सकता च है वह विद्यार्थी हो या पार्लियमेंट का भेस्बर बन गया हो जो कि वह पहले नहीं था । अगर कोई यह कहे कि मैं पहले बिना टिकट जाता था तो उमे भी सजा मिलनी चाहिये । मैं चाहता हूँ कि देश में इस प्रकार का बातावरण होना चाहिए कि दण्ड की माशा इतनी ही रहने पर भी यह बुराई दूर हो जाये । और यह तभी हो सकता है कि जब आप अपने कर्मचारियों में कर्तव्य निष्ठा और आत्म विश्वास की भावना पैदा करे ।

इन शब्दों के साथ मे इस विधेयक का विरोध करता हूँ ।

श्री सिंहासन लिंग, उपाध्यक्ष महोदय, अभी माननीय राष्ट्रपति ने अपने भाषण में कहा है कि गत वर्ष इस सदन ने ४६ कानून पास किये और नये सब में भी कुछ कानून पास किये जायेंगे जो कि उन्होंने अपने भाषण में गिनाये हैं । मगर हमको देखना चाहिए कि इन कानूनों के द्वारा हम अपने देश को आगे ले जाने मे कहा तक सफल हुए हैं और कहा तक देश मे इन कानूनों की मान्यता हुई है यह भी हमे देखना चाहिए । हम देखते हैं कि ज्यो-ज्यो हम कानून बनाते गये बीमारी बजाय कम होने के बढ़ती ही गयी ।

कुछ दिन हुए हमने रेलवे की वस्तुओं की चोरी के निराकरण के लिए एक कानून बनाया था और उसको भी हमारे माननीय शाहनवाज साहब ने पेश किया था, और रेलवे की वस्तु क्या है इसकी भी उसमे परिभाषा की गयी थी । लेकिन मैं जानना चाहता हूँ कि उस कानून के बाद रेलवे के सामान की कितनी चोरी रुकी और रेलवे न कितना माल बचा । आज भी चोरी उमी कदम जारी है जैसी पहले होती थी और शायद अब मुकदमे भी नहीं चलते । बड़े जोर-झोर के साथ हमने इस चोरी की बुराई को रोकने के लिए सीक्योरिटी फोर्स कायम की जो एक नई सेना का रूप धारण कर चुकी है । एक बलकर्स की एसोसियेशन है जिनका यह दायित्व है कि माल का बुक कराये और ले जाये, लेकिन माल की रक्षा करने की ड्यूटी है सीक्योरिटी फोर्स की । माल गायब होता है उसके लिए कौन जिम्मेदार है यह ठीक पता नहीं ।

तो हमने इस विधेयक को देखा । इसके भाव बड़े अच्छे हैं । लेकिन हमने किया क्या है । अब तक सजा की जो परिधि थी उसको बढ़ा दिया है ताकि अपराध रुक जाये । लेकिन जैसा कि मेरे पूर्व बत्ता ने कहा, इस तरह से

अपराधों की संख्या कम नहीं हो सकती । इसके लिये हमको समाज की स्थिति को भी कुछ देखना होगा कि समाज कहा जा रहा है । और लोगों की क्या-क्या कठिनाइया है । हम देखते हैं कि बड़े बड़े स्टेशनों पर लिखा रहता है कि २४ घंटे बुकिंग हो सकता है, लेकिन बास्तविकता यह है कि हर स्टेशन पर गाड़ी आने के घंटे दो घंटे पहले ही भीड़ होती है और काफी भीड़ होती है और सब लोगों को टिकट नहीं मिल पाता । इस कठिनाई को द्वारा करने से बिना टिकट चलना कम हो सकता है ।

जहा तक जजीर सीचने के अपराध का सवाल है, हमने देखा है कि जजीर सीचने वाले का पता ही नहीं चल पाता क्योंकि कोई बतलाने वाला ही नहीं है । यह भारी दिक्कत है । समाज में अभी यह चेतना नहीं आयी है कि प्रशासन की सहायता करना अपना कर्तव्य समझे और दूसरे लोग यह बता दें कि अमुक व्यक्ति ने जजीर सीची है ताकि उसको पकड़ा जाये । आजकल होता यह है कि जजीर सीचने पर गाड़ आता है और घूम कर लौट जाता है, पता नहीं चलता कि किसने जजीर सीची है, और वह वेब्युअम को ठीक कर देता है और गाड़ी चल पड़ती है । हमने देखा है कि कानपुर स्टेशन के दोनों तरफ कुछ दूरी पहने जजीर सीची जाती है और लोग उत्तर जाते हैं । वहा पर फ्लेग स्टेशन की मार्ग है । जब तक वहा स्टेशन नहीं बनाया जायेगा नोग इस तरह से उतरेगे जहर । चूंकि कोई बतलाता नहीं इसलिए जजीर सीचने वाले नहीं पकड़े जाते । और रेलवे कर्मचारी लोगों को इसलिए भी नहीं पकड़ते कि कही मार कर ठीक न कर दिये जाये ।

अभी हमारे पूर्व बत्ता ने बिहार का नाम लिया । मैं कहता हूँ कि जिस हिस्से से हमारे मन्त्री जी आते हैं वहा पर तो ऐसा मालूम होता है कि रेलवे का कोई कानून ही नहीं है । वहा पर लोग बिना टिकट कर्स्ट

[श्री सिंहासन सिंह]

कलास में बैठ जाते हैं। मैंने देखा कि एक बार बहुत से लड़के आ गये और फस्ट कलास में बैठने लगे। जब उनसे कहा गया कि यह फस्ट कलास है तो उन्होंने कहा कि तो क्या हुआ हम तो बैठेंगे। शायद बिहार में चेन बीचने का भी सबाल ज्यादा है। वैसे यह बुराई है तो सब जगह, पर कही ग्राधक है और कही कम है।

कभी-कभी ऐसा भी होता है कि गाड़ी में चढ़ने का प्रयत्न करने में आदमी नेडीज के ढब्बे में चढ़ जाता है और जहा पहुंच जाता है वही बैठ जाता है। इसे भी दुरुस्त करना होगा। लेकिन केवल सजा बढ़ाने से यह चीज बन्द हो जायेगी इसमें हमें अदेशा है। आप देखे कि पीनल कोड आज बहुत दिन का बना हुआ है और फिर भी अपराध होते हैं। रेलवे कानून भी बहुत दिन का बना हुआ है और पहले भी दण्ड की व्यवस्था थी। आज आप केवल उस डड को बढ़ा रहे हैं और कोई नई बात नहीं कर रहे हैं इसके बजाये तो यह अच्छा होता कि गाड़ियों की स्थग्य बढ़ायी जाये। पर इसमें कुछ दिक्कतें बतायी जाती हैं। मैंने एक दफा सदन में यह विचार प्रकट किया था कि गाड़ी में भीड़ ज्यादा होने के कारण लोग बिना टिकट खले हैं। इसका इनाज यही है कि भीड़ को कम किया जाये। पर मत्री महोदय कहते हैं कि यह नहीं कर सकते। लेकिन फिर भी आप कुछ तो कर सकते हैं। हम देखने हैं कि आज भी एक व्यक्ति के लिए मैलून नगाये जाते हैं। गोरखपुर से नवे का हैडक्वार्टर है। वहाँ से हर शनिवार वार को ३९ आग में लखनऊ के लिये दो मैलून लगाने हैं और वे ही मैलून इतवार को वापस गोरखपुर आते हैं। त भालम अफसर लोग शनिवार को लखनऊ क्या करने जाते हैं और किस चीज का मुआइना करते हैं।

एक मानवीय सदस्य सिनेमा देखने जाते हैं।

श्री सिंहासन सिंह : गवर्नरमेंट को इस प्रश्न पर विचार करना चाहिए। प्रगर वह इन सैलूनों को तीसरे दरजे के डब्बों में बदल दे तो भीड़ कुछ कम हो सकती है। हमारे बहुत से मन्त्री महोदय भी सैलूनों में चलते हैं। और साथ ही वह अपने को देश के सेवक कहते हैं। अभी मुझे सर्वोदय सम्मेलन में एक भाई भद्रास के मुझे मिले। उन्होंने एक आनंदोलन चलाया हुआ है कि मेरे लोग जो हमारे नीकर बने हैं इनको फस्ट कलास में उतार कर तीसरे दरजे में चलाया जाये। आप देखें कि नीकर तो चलते हैं सैलूनों में और मालिक चलते हैं ठसाठस भरे हुए डब्बों में। यह चीज असन्तोष-जनक है और यह कानून बना कर हम इस चीज को बदल नहीं सकते। हमको पहले अपने में सुधार करना चाहिए, अपने में साधनी लानी चाहिए, अपना सुधार करना चाहिए। तभी हमारा कानून भी सफल हो सकता है।

इस बिल में आप धारा १२१ को सख्त करने जा रहे हैं। अब तक यह था कि यदि कोई रेलवे कर्मचारी के काम में हुज्जत करे तो उस पर ५० रुपया तक जुरमाना हो सकता था। अब आप बढ़ा कर ६ महीने की सजा और २५० रुपये जुरमाना की सजा इसके लिए कर रहे हैं। इसका बहुत दुरुपयोग हो सकता है। इसमें आप रेलवे अधिकारियों को बहुत अधिकार दे रहे हैं। आजकल होता यह है कि अक्सर गाड़ियों में बहुत भा मामान नहीं होता, कहीं पढ़ने का बल्कि गायब रहता है, कहीं शीशा टटा होता है, आदि। हर जगह पढ़ने के लिए लैम्प लगे हुए हैं, लेकिन उन में बल्कि नहीं होते हैं। प्रगर लगाने के लिए कहा जाना है, तो नहीं लगाया जाता है। यह सम्भावना हो सकती है कि जब किमी कर्मचारी को इस तरह का कोई नाम करने के लिए कहा जाये, तो वह कहे कि मुझे काम करने से रोका गया है, मेरे काम में हस्तक्षेप किया गया है। मैं यह निवेदन करना

चाहता हूँ कि अगर सब बातों की सुविधा देने के बाद, व्यवस्था ठीक करने के बाद कानून को सख्त किया जाता है, तब तो ठीक है, लेकिन आज हम देखते हैं कि सब तरफ कमिया है, फिर भी मजा को सख्त किया जा रहा है। मैं यह जानना चाहता हूँ कि क्या सरकार के पास ऐसे आकड़े हैं कि रेलवे अधिकारियों के काम में हस्तक्षेप करने और उन्हें रोकने और उनके माथ जबर्दस्ती करने की कितनी घटनायें हुईं और कितने व्यक्तियों के खिलाफ मुकदमे चलाये गये। अगर हम को यह सब सूचना दी जाती और तब सज्जा बढ़ाने को व्यवस्था की जाती न। नौ हम ममक्ष सकते हैं, लेकिन इस तरह रेलवे अधिकारियों की इतने व्यापक अधिकार दे देना किसी भी तरह उचित नहीं है कि वे रिपोर्ट कर दें, तो मुकदमा कायम हो जायगा और मुकदमा चलाया जायगा।

14 hrs.

इसके बाद मैं यह भी सुझाव देना चाहता हूँ कि जो अधिकारी सही काम करता है, उस की इनाम देने की व्यवस्था की जाये। बुरा काम करने के लिये दण्ड भरें ही दिया जाये, लेकिन अच्छा काम करने वालों के लिये कोई प्रोत्साहन भी दिया जाना चाहिये। कई जगह टी० री० बड़ी इमानदारी से काम करने हैं और काम करने के दौरान मेरां भी खाते हैं, लेकिन उम वे बाबजूद न उन को कोई इनाम दिया जाता है और न उन के मुकदमा की पैरवी की जाती है। मैं एन० २० रेलवे की एसेसियेशन का अध्यक्ष था। मैं जानता हूँ कि लोगों ने अच्छा काम किया, उस मेर भी खाई और नुकसान भी उठाया, लेकिन रेलवे की तरफ से कोई पैरवी नहीं की गई। ऐसी व्यवस्था में कौन जहमत करेगा आप का पैसा बचाने के लिये और ठीक तरह से काम कर के नुकसान उठाने के लिए? मैं जानता हूँ कि गोरखपुर के रेलवे मैजिस्ट्रेट ने बड़ी इमानदारी से काम किया। उस ने कई रेलवे

अधिकारियों—गार्ड और स्टेशन मास्टर—को पकड़ा। लेकिन क्या नतीजा हुआ? उन लोगों को छोड़ दिया गया और उस व्यक्ति ने इमानदारी से काम करने के रेलवे के अधिकारियों को अपना दुष्मन बना लिया। हमारे यहाँ की व्यवस्था बड़ी खराब थी, लेकिन एक जनरल बैनेजर ने आ कर बड़ी सख्ती से काम किया और कुछ सुधार करने की कोशिश की, लेकिन कभी कभी मुझे डर लगता है कि उनके बहुत दुष्मन बन गये होंगे, कहीं उन को कुछ नुकसान न हो जाये। देवरिया में एक मैजिस्ट्रेट ने सब ब्लैक-मार्केटिंग को बन्द कर दिया। इस पर ब्लैक-मार्केटिंग करने वाले उन से नाराज हो गये। ननीजा यह हुआ कि उन को नीचे कर के कहीं ट्रास्कर कर दिया गया। मैं यह कहना चाहता हूँ कि कानून को सख्त करने के साथ ही साथ प्रशासन को भी सख्त और दब बनाना चाहिए। सही काम करने वालों को तरक्की दी जाये, ताकि उन को महसूस हो कि हमारे काम को रेकग्नीशन मिला है। लेकिन आज बातावरण दूसरा है। लोग समझते हैं कि नेकीयती से काम करने में कोई फायदा नहीं है, जिस की पहुँच होगी, उसी की तरक्की होगी।

रेलवे प्रशासन हमारा एक कार्मशियल डिपार्टमेंट है। उस को वैसे ही व्यवहार करना चाहिए, जैसे वि दूसरी कार्मशियल संस्थाये लाभ वे लिये कर्नी हैं। पेपर मे निकला है कि इस साल रेलवे को धाटा होने वाला है। धाटा होगा या नहीं, यह तो भगवान जाने, लेकिन हम देखते हैं कि कलकत्ता और बम्बई से माल रेलवे के द्वारा न आ कर ट्रकों के द्वारा आता है। अगर माल रेल के द्वारा जल्द पहुँचे, सही व्यवस्था में पहुँचे और कलेम करने को नौबत न आये ...

श्री म० ला० द्विवेदी (हमीरपुर) : और बीच मे लोग माल न चुरायें।

श्री सिहासन सिंह तो लोग रेलों का अधिक इस्तेमाल करें और रेलवे की

[श्री विहासन सिंह]

धामदनी भी बड़ेगी। हम देखते हैं कि रेलवे की रकम बढ़ती जाती है। यह कानून तो पास हो ही जावगा, जाहे कोई इस का विरोध करें न करे, लेकिन इस के साथ ही यह भी बढ़ती है कि एडमिनिस्ट्रेशन को भी सख्त और एकिसेंट बनाया जाय और यात्रियों को सुविधा दी जाय। मैं समझता हूँ कि तब चेन्सुरिंग नहीं होगी और अगर होगी, तो लोग अभियुक्त को पकड़ने में रेलवे की मदद करेंगे। अहां तक कानून का सम्बन्ध है, इस बहत जो कानून मौजूद है, उस से भी काफी अच्छी तरह से रेलवे का काम हो सकता है, सवारियां भी बढ़ सकती हैं, माल भी दोया जा सकता है और रेलवे को फायदा भी हो सकता है। एक तरफ सब बढ़ाया जाता है और भासोद-प्रभोद के साथनों में बुद्धि भी जाती है और दूसरी तरफ मुसाफिरों की तरफ स्थान नहीं किया जाता है। नतीजा यह है कि आप कानून बास्त करते जाते हैं और मुसाफिर मनमानी कार्यवाही करते रहते हैं।

Shri Jaganatha Rao (Koraput): Mr Deputy-Speaker, Sir, I rise not for supporting the Bill but for opposing it.

Shri Braj Raj Singh: How?

Mr Deputy-Speaker: Just wait and see.

Shri Naushir Bharucha (East Khandesh): He was a consistent supporter of the Government

Shri Braj Raj Singh: A new tradition is started in this session

Shri Jaganatha Rao: This Bill falls far short of my expectations. The hon. Minister, while moving for the consideration of the Bill, did not give reasons why it has necessitated the Ministry to come forward with this measure. He simply said that the increasing number of offences involving the commission of alarm-chain pulling, ticketless travelling and

intimidation of railway officials demands this legislative measure. But he has not given us instances where and why or how the existing law which deals with these subjects is not sufficient to meet the ends of justice.

Apart from that, the more important fact which has not been dealt with by the Railway Minister is about the increasing number of thefts that are being committed on the railways. According to a press note published by this Ministry, we find that on the North-Western Railway, in the year 1957-58, railway property worth Rs. 3,90,151 had been stolen. On the Central Railway, in the same year, theft of property worth Rs. 4,97,383 had been committed, and on the Western Railway, in the same year, property worth Rs. 1,84,327 had been stolen. The total loss during that year on these three railways is about Rs. 10,50,000. What steps has the Railway Ministry taken to ensure that this increasing number of thefts does not continue on the railways? I do not see that the Railway Ministry is agitated on this point at all. By bringing forward this Bill, it thinks that it can prevent ticketless travelling, that it will meet the offences of improper pulling of the alarm-chain and also prevent the intimidation of railway officials.

I now refer to clause 4 of this Bill which seeks to amend section 108 of the principal Act. Section 108 of the principal Act says

"If a passenger, without reasonable and sufficient cause, makes use of or interferes with any means provided by a railway administration for communication between passengers and the railway servants in charge of a train, he shall be punished with fine which may extend to fifty rupees"

Now the amendment says,

"with imprisonment for a term which may extend to three months, or with fine which may extend to two hundred and fifty rupees or with both".

As I submitted earlier, the hon. Minister has not made out a case as to how the existing penalty of Rs. 50 is not sufficient. He has not given the number of cases of improper alarm chain pulling. Does he think that by increasing the punishment, thus type of offence can be put an end to?

Clause 5 seeks to amend section 109 of the principal Act. I think this amendment is a rather retrograde step. It does not improve the position, but makes it deteriorate. Section 109 says:

"If a passenger, having entered a compartment which is reserved by a railway administration for the use of another passenger, or which already, contains the maximum number of passengers exhibited therein or thereon under section 63, refuses to leave it when required to do so by any railway servant, he shall be punished with fine which may extend to twenty rupees"

The amendment says,

"or having unauthorisedly occupied a berth or seat reserved by a railway administration for the use of another passenger, refuses to leave it when required to do so by any railway servant, he may be removed from the compartment or the berth or seat as the case may be "

I would venture to submit that this amendment would try to legalise overcrowding in the trains. Every compartment has a fixed seating capacity and it is open to the passengers who are in the compartment to obstruct persons coming in. But the amendment says that only when a seat or berth is reserved, it is open to the railway servant to remove the

person who unauthorisedly occupies a seat or berth. I can well appreciate the amendment if there is enough accommodation for seats or berths.

Shri M. L. Dwivedi: He is referring to the case when more tickets are issued.

Shri Jagannatha Rao: The seating capacity of every compartment is fixed, whether it is first, second or third class, but tickets are issued indiscriminately and once the tickets are issued, the person has to be allowed to enter the compartment.

Mr Deputy-Speaker: Is he saying that there ought to be no reservation?

Shri Jagannatha Rao: I am saying that this problem of overcrowding would not be removed by imposing a sentence. So, the existing provision is quite sufficient.

Mr. Deputy-Speaker: Does he say that option should be given to a passenger whether he would pay the fine or leave the seat that is reserved.

Shri Jagjivan Ram: What is ought to be done is that if a reserved berth or seat is occupied by an unauthorised person, he can be removed by any railway servant and he can also be fined. That is the new amendment.

Shri Jagannatha Rao: Even now the fine of Rs 20 is there; that has not been increased. Now you want to say you can remove him.

Shri Shahnawaz Khan: In the original Act, there is no provision for removing a person from a seat that is reserved. Now that provision is being made.

Shri Jagannatha Rao: Even in the absence of a clear provision, when the person who has reserved the seat comes, the person who has been occupying it without reservation is asked to vacate it.

Mr. Deputy-Speaker: Probably there is a provision for getting a berth vacated, but so far as a reserved seat is concerned, there is no such provision and so that is being put down now.

Shri Jaganatha Rao: Reservation of a seat is on a par with reservation of a berth. Even without the amendment, the effect is there. My only submission is that even after the amendment of section 109, there will be overcrowding. The only way would be to see that sufficient accommodation is made available. Then only this overcrowding and this stampede of persons would be removed.

In regard to clause 6, amending section 112 of the principal Act, I have no objection; it says that in addition to the fine, the excess fare is also to be paid.

Clause 11 seeks to insert a new section 113B which deals with security for good behaviour in the case of habitual offenders. This is on a par with section 110 of the Criminal Procedure Code which provides for security for good behaviour from habitual offenders. I fail to understand how such a provision can be imposed on the railways. Can a person be called upon under suspicion and asked to execute a bond for good behaviour for a period not exceeding three years. If a provision is made for enhanced punishment in the case of habitual offenders, that would have been more effective. A provision of this type will not serve the needs of justice and I am afraid it cannot be enforced.

Mr. Deputy-Speaker: What the hon. Member objects to is, to prove that he has been habitually committing or attempting to commit the offence, whether the records would be seen or whether evidence of reputation is admissible. Under section 10 of the Cr.P.C., evidence of reputation is admissible. Here, how can the court judge it—whether by conviction or by simple reputation?

Shri Jaganatha Rao: Yes; my objection is that it is too wide. Instead of minimising the offences which are being committed, such a provision will create a lot of hardship.

Coming to clause 10, seeking to amend section 120A, while I appreciate that the offence of hawking and exposing for sale any article without a licence on the railway premises is sought to be checked, one fact has been overlooked by the Ministry, and that is about beggars in the railways. They are also ticketless travellers. You find in the platforms and the waiting rooms these beggars in innumerable numbers and they are a nuisance. Some attempt should have been made by the Ministry to check this evil and give some comfort to the passengers.

Shri Naushir Bharucha: This Bill makes six important changes in the Indian Railways Act.

Section 108 is sought to be amended by clause 4 of the Bill. Section 108 deals with pulling of the chain. It has been stated by the hon. Railway Minister that there were 40,000 instances of chain pulling in the course of last year. I submit that that number is exceedingly small. If we bear in mind that in fact there are 4,000 trains running daily, 40,000 instances virtually work out to ten instances of chain pulling per train per year. In other words, for each train it comes to one chain pulling incident in over a month. I do not think that that can be described as excessive chain pulling. I want the House to bear in mind that fact when thinking of the figure of 40,000.

Mr. Deputy-Speaker: The hon. Member is including those trains where there are no chains at all.

Shri Naushir Bharucha: I am including those trains also. But assuming that in half the number of trains the chains have been disconnected, it really works out to two incidents per train in the course of one month. I definitely say it is not excessive. Therefore, we have to strike a golden

mean between the necessity of maintaining that apparatus and its legitimate use by honest bona fide passengers and its excessive use for intentional obstruction. So, the section should be amended, and I have given an amendment in similar lines. It reads

"Where it is proved that such use or interference was for the purpose of wilfully obstructing the course of a train or rolling stock, or intentional obstruction to normal functioning of railway administration, such person shall be punished with imprisonment for a term which may extend to three months or with fine which may extend to two hundred and fifty rupees or with both."

If we make every mistaken instance of chain pulling punishable with three months' imprisonment, people would be frightened even in legitimate cases to pull the chain, and there will be this complaint, therefore, that an accident to human life could have been prevented but nobody dared to pull the chain. So, I submit that section requires to be altered along that line. What we want to punish is not legitimate use or even bona fide mistaken use, but where there is wilful obstruction and deliberate intentional obstruction to normal functioning of the railway administration, then only should there be severe punishment. I hope the Act would be amended in that respect.

Secondly, with regard to unauthorisedly occupying seats, the speaker has made a very useful suggestion, namely, where a person who has purchased a ticket for one seat and occupies more than one seat by spreading his bedding or sleeping and refuses to get up and give place to another person with proper ticket, such types of offences also should be punished. I am of the opinion that this type of cases can be incorporated in clause 5 by suitable changes. I am also not satisfied that in cases where there is

wilful obstruction to occupation of seats by other passengers or unauthorised occupation of seats, a mere punishment of Rs. 20 is going to make any improvement in the position. I am of the opinion that in such cases the punishment should be imprisonment up to as much as one month. If a person defiantly obstructs other legitimate travellers, of course, he ought to be dealt with adequately.

Coming to the third point, amendment of section 116 by clause 9, of course, wilfully altering or defacing the pass or ticket so as to render the date, number of any material portion illegible is a grave offence. But may I point out to the hon. Minister that there are booking clerks who pass over such defaced ticket to unsuspecting passengers who have paid for them. Therefore, in the use of this particular section care will have to be taken to see that poor illiterate people are not victimised by railway servants. Of course, these are rare cases. But such things do occur and I am simply drawing the attention of the hon. Minister to that point.

Coming to the question of canvassing or hawking on railway carriage, the nuisance is terrible, particularly in the local trains in Bombay. So, unless some very severe steps are taken I am afraid this nuisance is not going to be minimised. It is not merely the question of a poor hawker trying to earn his livelihood. If anybody tries to ask them to get out of the compartment they even assault them. Here I am only speaking of my experience of local trains in Bombay where they make it impossible for the passengers to travel comfortably. Therefore, I suggest that in addition to the punishment prescribed, it should also be provided that the trial court may, on conviction of a person under this section order that the wares, goods or articles so hawked or exposed for sale, together with receptacles or containers, if any, in which such wares, goods or articles were hawked or exposed for sale, be confiscated, wholly or in part. Thus

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confiscation is very necessary. Till then you are not going to curb the nuisance of hawkers. I may say that in the city of Bombay the hawker nuisance has become so acute that police have been detailed to remove hawkers from one place near my office in the Central Bank Building. Even the regular police have not been successful in removing the hawkers. It is not merely a question of a person trying to earn his livelihood. It is a question of defiant, persistent obstruction to traffic, and unless there is very serious penalty such as confiscation of goods, I am afraid this evil is not going to be minimised.

I now come to the question of obstruction of the railway servant in the discharge of his duties. The words "obstruction of the railway servant in the discharge of his duties" have a very wide meaning. Suppose a railway servant is trying to collect fare from a particular passenger. A third passenger intervenes and says: no, you are wrong; you are not entitled to collect this fare. The ticket collector can very well construe this as an obstruction in the discharge of his duties. Perhaps the hon. Minister has in mind cases where force is used, where assault is committed on railway servants to prevent them from the discharge of their duties. So, we should amend the section as follows:

"If such wilful obstruction or impeding of a railway servant is accompanied by use of force, such person shall be punished with imprisonment which may extend to six months or with fine which may extend to five hundred rupees or with both."

The words "obstruction in the discharge of duties" are so wide that anything may be construed as obstruction. If I hold the ticket collector gently by the hand and tell him: "don't harass this person" the ticket collector can very well say: "you are obstructing me in the discharge of

my duties", and I may get six months' imprisonment! It will make the railway servants arrogant and haughty. I submit that only in such cases should punishment be imposed where wilful obstruction or impeding of a railway servant is accompanied by use of force.

Lastly, I come to ticketless travel. I am of the same view which is expressed here often, namely, that the Railway Act is being unnecessarily made harsh as a result of which genuine passengers will be put to a great deal of inconvenience. I am of the opinion that the Bill should be amended in the directions which I have indicated in my amendments.

Mr. Deputy-Speaker: I find that a large number of hon. Members are rising to speak. The time that has been allotted for general discussion is only 3 hours.

Shri Tangamani: Four hours.

Mr. Deputy-Speaker: For general discussion it is only three hours. Of course, I should blame myself that in the beginning I was giving to the hon. Members as much time as they liked. I had only a very few names with me, and on looking towards the House also I did not find a large number rising in their seats. I did not anticipate that there would be so many hon. Members desirous of taking part in this discussion; perhaps, some of them have made up their minds later. Therefore, every hon. Member should see that he does not take more than ten minutes. Now, Shri Mulchand Dube.

Ch. Ranbir Singh: Sir, many hon. Members have been trying to catch your eye right from the beginning.

Mr. Deputy-Speaker: I allow my eye to be caught by one hon. Member at a time.

Shri M. L. Dwivedi: In any order?

Shri Mulchand Dube (Farrukhabad): Mr. Deputy-Speaker, Sir, the amending Bill seeks to provide punishment for unauthorised occupation of berths which have been reserved for other persons. It also provides for enhanced sentences in respect of other offences like travelling without tickets, pulling of alarm chain etc. The penalty provided under the present Act, without the sentences being enhanced, is I think quite sufficient. The trouble that arises is, the persons who commit these offences are not arrested nor are they prosecuted. About three months ago I was travelling from Shikohabad to Farrukhabad. A large number of students with hockey-sticks and sticks of other kinds entered the first class compartment. They not only pulled the chain for about a score of times, but they were rowdy, walking about in the compartment making noises, intimidating the guard, the constable and others. Whenever some students found that their village was nearby the railway line they pulled the chain and some students got out. At other places, if they wanted to take in their companions standing near the railway line they pulled the alarm chain and some students and other passengers got into the train. This kind of thing lasted for about 50 miles. The chain was pulled, as I said, a large number of times. The constable was powerless. The guard was powerless. They were in fact so much intimidated that they found it difficult to carry on their duties. These are instances in which no reports were made, no reports could be made and no arrests were made. The result was that all those offences went unpunished. Some drastic action, I think, is called for not only in this section but in other sections also where such offences are common. The statement that only 40,000 cases of alarm chain pulling have occurred is I think an underestimate, because there are hundreds and thousands of cases in which no reports are made, no arrests are made and no prosecutions are launched.

Therefore, my submission is that even without enhancement the sentences provided in the Act are of a deterrent nature, if they could be enforced and the offenders caught and punished. Even these provisions are sufficient to stop people from pulling alarm chains or travelling without ticket.

There is one other thing. As you have pointed out, it is difficult to say when a person would be deemed to be a habitual offender or a person who habitually travels without a ticket. Would it depend upon the number of offences for which he has been previously punished or would it depend upon evidence of general repute as provided under section 110 of the Criminal Procedure Code? I think the words "habitual offender" should be substituted by the words "previous convict". If that is done, I think it would be possible to give effect to the amendment that is sought to be introduced in the Act.

There is also another difficulty. Cases sometimes happen in which bona fide passengers intending to pay the fare are unable to do so because they have come to the station at a time when the train is about to start and there is no time to buy a ticket. The provision that is sought to be made in the Bill is that there should be a certificate to that effect from a person authorised for that purpose. I do not know who is that authorised person. Is it the guard or is it somebody else who will be authorised to grant that certificate? The guard may be busy and he may say that he has no time to do it. What is the passenger to do in that case? There ought to be some kind of a provision to protect bona fide passengers, because in cases where the persons concerned have no time to buy their tickets they will have to pay the penalty even though they actually wanted to buy their tickets.

Sir, I welcome this Bill. The enhanced sentences may act as a deterrent, but what is necessary is that

[**Shri Mulchand Dubé**]

there should be some provision for bringing the offenders to book. There should be some provision for some kind of a police guard travelling with every train so that persons who are habituated to this kind of thing may be prevented from doing it. If they do it, they can be arrested and prosecuted.

My hon. friend, Shri D. C. Sharma said that efforts should be made to correct the people, to educate the people and to persuade people not to do these things. That is all very well. It is a long term measure, and we may be able to do it in 25 or 30 years. The question, however, is whether the persons who travel without tickets do not know that they are doing something wrong. There is no doubt that they actually know that they are doing a wrong thing. They know that they are doing something wrong and still they persist in doing it. Therefore, it cannot be said that they need some kind of teaching, they need some persuasion or that they have to be told that they are doing something wrong before they can be persuaded to stop from resorting to these offences. My submission is that this kind of deterrent measures are necessary, but what is more necessary is that there should be some kind of a police force or police guard travelling with every train on such lines where this kind of offences are very common, so that people who are in the habit of doing such things may be arrested and brought to book.

I hope the hon. Minister will take note of these things. It is no use merely enacting all these laws. There must be something to enforce them. So long as we do not have anything to enforce them, it is no use enacting laws which cannot be effective.

Shri C. R. Pattabhi Raman (Kumbakonam) Mr Deputy-Speaker, Sir, while rising to support the Bill may I, with your leave, make a few observations?

Mr Deputy-Speaker: Two neighbours can't agree

Shri C. R. Pattabhi Raman: I submit there are some lacunae in the Bill itself, which I am going to show presently. It has been shown by others, but there are one or two apart from what has already been pointed out. While it is necessary in a country which is trying to catch up with other advanced countries that some sort of a hastening in legislation is made to help the various administrations in the public sector, I do submit that we are having a Bill like this in a hurry. I will tell you frankly—many speakers before me have said so—that there has not been a proper enforcement of the sections in the Act already in force. Besides, Sir, it is perhaps forgotten that the old Act, the Indian Railways Act of 1890 was enacted when there were many private Railways. Now most of them are in the public sector excepting one or two. All railway servants are public servants and there are provisions in the Indian Penal Code prescribing punishment for obstructing public servants.

The Ministry say that on their experience they want to augment their powers. I am all for it if it is going to result in a real cleaning up.

I am glad my hon. friend, Shri Bharuchi referred to hawkers in Bombay. I am myself aware that not only in Bombay but also in other places beautiful lighting tubes in suburban trains and electric trains are removed from the trains. It is heart-rending that people have not yet realised that their own railways are being run. Even the railway staff do not seem to realise it. I once saw repair being done in a hurry because the tap was leaking. Someone came and hit it with the hammer and put some plug in it and removed the tap. That is just what is being done. That seems to be the idea. There was not even a little time for us to complain. I dare say there must be proper education if I may use the word, so far

as the general public is concerned as regards the railway being our railway. It is the duty, not only of the railway authorities but also of the railway servants and the public to join together in tracing the culprits.

Actually, I do feel that the railway guard as such is a hard-worked person. For a whole train, unless it is an important station, he is the only man who has got to do so many things. We have an Act for the protection of railway property but I think the rules have not been framed. I hope those rules will come into effect soon. In most countries, in Europe and America, not only the guard but also other railway servants are quite eager to help passengers not only so far as passenger amenities are concerned but also in some cases to take them to their seats.

Then I come to chain pulling. According to the statistics, chain pulling really happens roundabout big cities. It is really in suburban areas. I dare say mostly students do it. I know in Madras it is a favourite hobby of students to pull the chain near their college because the institution happens to be a few furlongs away. They pull the chain to get down and walk away to their college. Either the railway authorities must have the train stopping at that place by having some sort of a station near the college or if they think it impossible they must take strict action against the students. Neither is being done. I am myself aware of it and I have brought it to the notice of one of the hon. Deputy Ministers in the Railway Ministry. In my own constituency, Tanjore, there have been requests from the authorities and students of a certain college for a station near the college. They wanted to have some sort of a station. The Railways did not see their way to construct one. Sometimes, I dare say, there are good reasons. If persons pull the chain sometimes apprehending danger, there seems to be some justification for their doing that. But I do not at all support indiscriminate

chain pulling. We have got notice of this happening somewhere near Calcutta. I am all for restricting all this and for the offences being made more stringent. That will have some deterrent effect.

Then I also find that we have mobile courts. Shri Dube was referring to them. I ascertained just now that there were a number of mobile courts but they seem to be fighting shy with regard to their clashing with the judiciary. I do not think that the judiciary will object if there is going to be quick disposal of cases in the proper manner. I know most railways have got mobile courts or magistrates functioning. Now that the power to arrest without a warrant is given, it will become simpler.

So far as old section 109 is concerned, it says:

"If a passenger having entered a compartment which is reserved by the railway administration..."

It only refers to a man who is already in. If he is out and is trying to get in, I do not think any provision is made. Now section 109 is amended by clause 5. You will find that clause 5 just says, "having unauthorisedly occupied a berth". It means having entered. I would suggest with great respect that you may make a provision even for people trying to enter and thereby causing a breach of peace. They may feel that they have a right to get in. They may have a ticket but the compartment may be full and it might be that there is no place for them. Either they must have reservation or if the compartment is already full, you are merely winking at over-crowding.

Shri Jaganatha Rao: Or tickets should not be issued.

Shri C. R. Pattabhi Raman: Or tickets should not be issued. I am grateful to my hon. friend. Actually what happens is that in some stations for ticket issuing there are one or

[Shri C. R. Pattabhi Ramam]

two people in charge of this task. He takes his own time and I do not blame him. He is a hard-worked man. My good friends on the other side will have a long tale of woe so far as that is concerned. But actually they take so much time and there is a huge queue—sometimes they are not properly staffed—that by the time the ticket issuing is over the tram starts moving. That seems to be the trouble.

So far as clause 2 is concerned, i.e., the word 'President' therein naturally we have only one President—the President of India. So, the Chairman has been put which by some mistake was omitted on a former occasion. Quite properly, that amendment is made there.

With regard to excess fare, i.e., clause 6 which amends the old section 112, viz.,

"A person with intent to defraud the railway administration enters or remains in a carriage fraudulently travelling or attempting to travel without a proper pass or ticket"

Quite rightly the punishment, i.e., three months' sentence and fine of Rs 250 or both, has been found to be necessary. But I hope the railway administration will also bear in mind that they have got to educate not only the public but their servants also time and again.

Finally, I feel that begging is really a disgrace. Many tourists are coming to India. I have seen in many important stations beggars surrounding them round the compartments till the tram leaves. At some junctions the tram stops for a long time and then it is a terrible nuisance. I hope they will take proper steps to stop begging inside the station yards.

Nowadays a number of hawkers of books get into the compartment. I myself underwent a lot of trouble in

getting into the compartment. Whether it is air-conditioned or not, that does not matter, because these people are there inside the compartment trying to sell the books etc. I do not know why the railways are allowing them, especially in air-conditioned compartments. It is very common for these people with a load of books entering the compartment and blocking the way. So, unlawful hawking has also to be prevented.

Then, with regard to habitual offenders, I am very glad that a reference has already been made. You yourself, Sir, referred to the habitual offenders. Shri Dube referred to "previous convict". I can understand that, but regarding habitual offenders, as such, I am glad the House will take note of it and suitable amendments will be made.

Shri Jaipal Singh (Ranchi West—Reserved—Sch Tribes) Mr Deputy-Speaker, Sir I am grateful to you for giving me an opportunity to support this Bill.

Mr Deputy-Speaker. I have not given him the opportunity specifically for this purpose'

Shri M. L. Dwivedi: You can oppose it if you like.

Shri Jaipal Singh: I congratulate the hon. Minister that he has, at long last, brought in this Bill. The reason why I have to congratulate him is that his constituency, as far as I know, is the biggest sinner in this particular respect. Shahabad District—you can travel by any tram, goods train, passenger train, express, mail, air-conditioned or anything you like—holds a record in this particular regard, and I appreciate the courage of my hon. friend. I shall be travelling there during this week-end, I know, and whatever train I might be in will be pulled, just as if it is any station, everywhere wherever somebody wants to get in or to get out.

I know some hon Members think that this piece of legislation is very harsh. It is about time that we appreciated the fact that the general community, which is law-abiding, is not to suffer because of people who do just the opposite, break the law and become heroes. In that particular part of Bihar, it is a very, very common sight. If my old club Mohan Bagan is playing in Dinaupur or Painsa, believe me, it is impossible for the Railway staff to stop the student community or any other community from stopping the trains anywhere they like. When they disembark from the train, they just rush like what we saw in Allahabad some years ago, and bulldoze over the railway staff—the Kumbh mela incident. I am not pin-pointing the district of Shahabad in particular. This is a disease that is gaining in momentum and it is high time that we in this House and elsewhere also appreciated the fact that something drastic has to be done.

In my own view, the penal aspects of this Bill are not drastic enough. I would have liked them to be more drastic. In fact, even in a democratic country like this, I would have preferred if the Government were to bring forward something similar to the French *Droit Administratif* where persons can be fined on the spot, then and there. Then the action would be effective. I am not singling out the students only. I feel somehow or other that this is a disease that is gaining in strength in every stratum of our society. Now the time has come—it is not too late—when we should have something like this.

My only complaint is a prospective complaint. I do hope that this will not be a dead letter. I do hope that the Railways mean business and when they get hold of the offenders, they will get on with the business and implement the provisions, whatever the provisions may be subsequently. There may be any amendment. I do hope that the Railway administration will see to it that it is not firing blank, and they mean business. Otherwise,

by having more stringent laws, the people will become more emboldened. That is the only complaint that I have to make. My complaint is, therefore, that the measures are not stringent enough. I do hope that the Railway administration will see to it that immediate action is taken.

The other point is the charge that some hon Members have made that the Railway authorities may perhaps start victimising innocent people. I think that is a fear that has no foundation whatever. We have to think of public opinion in the implementation of any legislation that may be in this country. If the public do not side with the appropriate authorities, the authority will have to have battalions to enforce legislation. That is the real difficulty. In my mind, I am not quite certain as to how far the Railway administration with its present capacity can execute the penal aspects of this legislation. Really my appeal is not so much to the Railway Administration as to the general public that are law-abiding. Why do they put up with this? If the general public were to come to the rescue of the Railway administration in punishing the offender, I feel the legislation as sought to be introduced will suffice and will bring about a morality that is very badly needed in our country, certainly in regard to travel. It is not merely rail travel, with regard to other travels also we find the same disease. Once again, may I congratulate my hon friend the Minister and I hope we shall see a very healthy change particularly in his constituency.

Mr. Deputy-Speaker: Shri S. M. Banerjee is not in his seat. Shri Braj Raj Singh

श्री ब्रजराज सिंह : उपाध्यक्ष महोदय, मुझे दुख है कि मैं अपने माननीय दित्र श्री जयपाल सिंह के साथ अपने विचारों को नहीं पाता हूँ। यह कहना कि विदेयक में अधिक सजा की व्यवस्था करने से यह बोमारी रुक सकती है, मेरे विचार में ठीक नहीं है। रेलके

[बी बजराज सिंह]

मंत्री महोदय ने पिछले बजट-भाषण में बताया था कि आलीस हजार जजीर खीचने की घटनायें हुई थीं और यह भी बताने की कोशिश की थी कि किनने लोगों के खिलाफ मुकदमे चलाये गये। आज मेरे माननीय मिश्न ने कहा है कि शाहाबाद का निर्वाचन क्षेत्र जजीर खीचने और बिना टिकट के चलने के मामले में सब से आगे है। मैं जानना चाहूँगा कि उस क्षेत्र में किनने लोगों के खिलाफ जजीर खीचने और दूसरे जुर्मों के मम्बन्ध में मुकदमे चलाये गये हैं। मेरा कहना यह है कि जिसके लिए भाषण के अन्तिम चरण में कहा, महत्वपूर्ण बात यह नहीं है कि कानून क्या बनता है, बल्कि यह है कि उस पर अमल कैसे होता है। असन में जो कानून अभी है, अगर उस पर सही तौर पर अमल होता, तो मैं समझता हूँ कि बिना टिकट चलने और जजीर खीचने की घटनायें इतनी अधिक न होती। मैं यह नहीं कहता कि जजीर खीचने की घटनायें अनुचित नहीं होती—वे अनुचित भी होती हैं, लेकिन हमें यह भी देखना चाहिये कि कानून की धारा ६३ में यह व्यवस्था है कि जिस डिब्बे में निर्धारित मर्यादा से अधिक मुसाफिरों को बाहर निकाल मकान है। फर्ज कीजिये कि किसी डिब्बे में बैठे वाले मुसाफिरों की निर्धारित मर्यादा ६२ है और उस में १६२ आदमी बैठे हैं, तो सौ आदमियों का रेलवे अधिकारी कानून के मानहन हटा सकते हैं, क्योंकि वहाँ पर इनने आदमियों के लिये सोटिंग की व्यवस्था नहीं है। मैं जानना चाहता हूँ कि इस मम्बन्ध में क्या व्यवस्था की जा रही है। मैं यह कहना चाहता हूँ कि जब तक रेलवे की यह व्यवस्था जारी रहती है कि गाडियों से उनना स्थान नहीं है, जिनने के लिये आप टिकट जारी करते हैं तब तक जो यात्री, जिन के पास टिकट है, निर्धारित मर्यादा से अधिक मुसाफिरों के आने पर जजीर

खीचते हैं, वे भी इतने ही दोषी हैं, जिनना दोषी कि रेलवे प्रशासन है। जब रेलवे प्रशासन को कानून का उल्लंघन करने पर सजा नहीं मिलती, तो फिर इस प्रकार सफर करने वाले यात्रियों को भी मजा नहीं मिल सकती है। जब आप यात्रा के लिये पूरे स्थान की व्यवस्था नहीं कर मजां, तो फिर जुमानि को ५० रुपये से बढ़ा कर २५० रुपये तक करने और साथ ही तीन महीने की कैद की सजा भी रख देने का क्या अधिकार है? क्या सरकार यह सोचती है कि इस से यह जुर्म कम हो जायेगे? मैं निवेदन करना चाहता हूँ कि भारतीय दंड विधान में कत्ल और डकैती के लिये कासी की सजा रखी हुई है, लेकिन फिर भी कत्ल और डकैतिया होती है। इसके लिए हम को समाज की व्यवस्था बदलनी होगी और समाज में इस तरह की भावना पैदा करनी होगी कि लोग जुर्म न करे। यदि रेलवे मन्त्री महोदय ने उस भावना को पैदा करने का प्रयत्न किया होता, जिस का जिक उन्होंने अपने बजट-भाषण में किया था, लोगों का सहयोग प्राप्त करने की कोशिश की होती, तो यह समस्या काफी सुधर जाती। मैं चाहता हूँ कि दण्ड की व्यवस्था सकृद करने के बजाय यदि लोगों का सहयोग प्राप्त करने का प्रयत्न किया जाय, तो हमारा मार्ग बहुत सरल हो जायगा। इस विषय में विद्यार्थियों की बड़ी चर्चा की जाती है। मैं जानता हूँ कि कभी कभी विद्यार्थी, जब उन की इच्छा होती है, जजीर खीच लेते हैं और गाड़ी का बड़ा कर लेते हैं। लंकिन मैं जानता चाहता हूँ कि यह उन की इन कार्यवातियों को रोकने के लिए कभी उन के अभिभावकों, उन के प्रियमिल्ज और विश्वविद्यालयों के उप-कुनूपतियों का महयोग लेने की कोशिश की गई है? क्या इस मम्बन्ध में उन के साथ मीटिंग की गई है? यदि आप उन विद्यार्थियों के खिलाफ कार्यवाही नहीं कर सकते हैं, तो क्या उन अधिकारियों को कहा गया है कि वे उन के खिलाफ कार्यवाही करें? मैं निवेदन करना चाहता हूँ कि जो कर्मचारी इस तरह

की घटनाओं को रोकना चाहते हैं, उन की शिकायत है कि उन को इस सम्बन्ध में विद्यायियों के अभिभावकों, प्रिसिपल्स और कालेजों के अधिकारियों का सहयोग नहीं मिलता है। जो परिस्थिति इस समय है, उस को देखने हुए मैं कह सकता हूँ कि सजा को बढ़ाने के बावजूद आप यह जुर्म करने वालों के विरुद्ध मुकदमा नहीं चला सकते। मैं यह जानना चाहता हूँ कि इस समय पचास रुपये जुर्माना करने की व्यवस्था है, इस के अन्तर्गत कितने मुकदमे चलाये गये हैं और कितने लोगों को सजा दिलवाई गई है। जब तक आप कोई उचित कारण नहीं बतायेंगे, तब तक इस प्रकार सजा को बढ़ाना हमारी समझ में नहीं आता है। यह कहे हुए मेरा यह आशय कर्त्ता नहीं है कि जजीर स्थिति सही है, अच्छी चीज़ है। मैं जानता हूँ कि उस के कारण बहुत से यात्रियों को नाजायज तरीके से नुकसान होता है। यह घटनायें कम होनी चाहिये लेकिन उन को कम करने का तरीका यह नहीं है कि सजा को बढ़ा दिया जाये। इस सम्बन्ध में हम को देखना चाहिये कि जो लोग आदतन इस प्रकार के जुर्म करते हैं, उन को हम पचास रुपये जुर्माना कर के ठीक कर सकते हैं और जो ऐसे नहीं हैं, उन के साथ भिन्न व्यवहार किया जाना चाहिये। कभी कभी जल्दत पड़ने पर जजीर स्थिति पड़ जाती है। जिस डिव्हें में ६२ आदमियों के लिये जगह है और वहा १६२ आदमी बैठ जाते हैं, तो मैं नहीं समझता कि कायदे से आप कह सकते हैं कि उसने जुर्म किया है। जुर्म आप करते हैं, उसका इसमें कोई जुर्म नहीं है। इस कानून के मुनाबिक आप यह कह सकते हैं कि रीजेनेविल और सफियोट काज नहीं था कि उसने १६२ आदमी ६२ आदमियों की जगह पर बैठे हुये थे, इसलिये जजीर स्थित थी और चूँकि बहुत अधिक आदमी बैठे हुये थे इसलिये उसने ऐसा किया। जब बच्चा होनेजा रहा हो या कोई और जहरी

बात हो, उस बक्त अगर कोई जजीर स्थित है तो उसको आप सफियोट और रीजेनेविल काज समझते हैं। इसलिये मैं कहूँगा कि श्री भरुचा जाहव न जो संशोधन दिया है और जो यह कहा है कि इसमें इस तरह की व्यवस्था होनी चाहिये जिससे यह बात बिल्कुल स्पष्ट हो जाय और यह बात गोलमेल न रहे कि कभी भी जहा पर बहुत आवश्यक कार्य हो और उसके लिये जजीर स्थित दी जाये तो वह जुर्म नहीं होगा, इसको मान दिया जाये।

15 hrs.

यह में टिकिटलैंस ट्रैवल पर आता है। कई लोग रोजमर्रा बिना टिकट के ट्रैवल करने में मनमूल हुये हैं और हो रहे हैं। टिकिटलैंस ट्रैवल की जितनी घटनाओं का रेलवे प्रशासन को मालूम है या जो इस सम्बन्ध में उससे पास आकड़े हैं, वे उननी न हो करके उससे कही अधिक हैं। इसका कारण यह है कि रेलवे कर्मचारी कभी कभी जिससे वह किराया चार्ज बरना भी चाहते हैं, डर के मारे नहीं कर पाते हैं, उनकी सुरक्षा की कोई व्यवस्था नहीं होनी है। इस तरह की वारदाते होती मैं वे देखी हैं। जब कोई व्यक्ति जो कि गुण्डा होता है बिना टिकट सफर करता पाया जाता है और उससे किराया चार्ज करने की बात आती है तो वह उनको डराता बमकाता है और कहता है कि वह उनका सिर अलग कर देगा अगर उन्होंने उसके सिलाफ कुछ किया। इस बास्ते रेलवे कर्मचारियों की यह शिकायत रहती है कि उनकी सुरक्षा का कोई भी प्रबन्ध रेलवे प्रशासन की ओर से नहीं होता है। पिछले दिनों एक घटना का अखबारों में उल्लेख हुआ था।

[बी बजराज सिंह]

लक्षणक में एक भेला था और वहां पर लोग चा रहे थे। जब बीच में ही उनमें टिकिट मार्गे गये तो रेलवे कर्मचारियों को पीट दिया गया। इस वास्ते उनका कहना यह है कि उनकी सुरक्षा का प्रबन्ध होना चाहिये। साथ ही साथ रेलवे प्रशासन को और से जब कभी कोई मुकदमा चालू हो जाता है उसको लड़ने का भी कोई प्रबन्ध नहीं किया जाता है, रेलवे कर्मचारियों को उनके ही रहम पर छोड़ा दिया जाता है। यह अच्छी स्थिति नहीं है। जब रेलवे के कर्मचारियों की बिना टिकिट सफर करने वालों से चार्ज करने की बात आती है और इस कार्य को करते समय उन्हें कोई चोट आ जाती है या कोई दूसरी घटना हो जाती है, तो रेलवे प्रशासन का यह कर्तव्य हो जाता है कि वह देखे कि उन कर्मचारियों की सुरक्षा का प्रबन्ध कैसे किया जाना चाहिये और अगर मुकदमा लड़ने की जरूरत पड़ी है तो मुकदमा भी रेलवे प्रशासन की ओर से लड़ा जाना चाहिये।

मैं आपको यह भी बतलाना चाहता हूँ कि आज भी कुछ लोग ऐसे हैं, कुछ पुलिस के कर्मचारी हैं जिन्होंने यह पटा लिखा लिया है कि रेले जो हैं उनके वही मालिक हैं। वे अपने आपको उसी तरह से इनका मालिक समझते हैं जिस तरह से पहले जमीदार लोग या राजे महाराजे समझा करते थे कि वे मालिक हैं। यह छोटे मोटों की बात नहीं है। मैं आपको बताऊं कि पिछले दिनों जब बरहन में एटा के लिये रेलवे लालन का उद्घाटन किया गया था तब रेलवे मंत्रालय की ओर से कुछ नियन्त्रण-पत्र जारी किये गये थे। उसमें राष्ट्रपति जी भी गये थे और उनके लिये सैलून का प्रबन्ध कर दिया गया था। इसमें किसी को कोई एतराज नहीं हो सकता है, उनके लिये सैलून का अच्छी से अच्छी गाड़ी का प्रबन्ध होना ही चाहिये। उस समारोह

में हमारे माननीय रेलवे मंत्री जी भी थे। वह कुछ लोगों को निराश ही लौटना पड़ा क्योंकि रेलवे कर्मचारियों ने तो उपने लिये फस्ट क्लास का प्रबन्ध कर लिया था भगव दसरे लोगों के लिये यह क्लास की भी व्यवस्था नहीं की गई थी। उनके लिये तो फस्ट क्लास की व्यवस्था हो और दूसरों के लिये कोई व्यवस्था न हो, यह अच्छी बात नहीं है।

हमें यह देखना पड़ेगा कि कर्मचारियों की भावना में परिवर्तन हो। जब तक उनकी भावनाओं में, उनके दृष्टिकोण में परिवर्तन नहीं आयगा तब तक कुछ होने वाला नहीं है, चाहे आप कितने ही दण्ड की व्यवस्था करों न कर दे।

अब देखने वाली बात यह है कि क्या हम अधिक सीटों की व्यवस्था कर पाते हैं या नहीं, जिनमें आदमी रेलों में सकर करते हैं, उन सब को सीटें दे पाने हैं या नहीं। अगर हम नहीं दे सकते हैं तो कम से कम जीमा कि माननीय सिंहसन सिंह जी ने कहा सैलून, का चलना बन्द तो कर ही सकते हैं और अगर जरूरत हो तो फस्ट क्लास को भी बन्द कर सकते हैं। सीर, फस्ट क्लास और सैकिंड क्लास को बन्द करने का जहां तक सकाल है वह अलग बात है। लेकिन हम सैलून का चलन तो बन्द कर ही सकते हैं। आप दो रुपये ले कर रात को आदमियों के सोने की व्यवस्था भी करते हैं ताकि वे आराम से जा सकें।

एक माननीय सदस्य: एयर-कंडीशन भी बन्द होना चाहिये।

श्री बजराज सिंह: फस्ट क्लास को बन्द नहीं कर पा रहे हैं और आप एयर-कंडीशन को बन्द करने की बात कहते हैं।

तो मैं यह कहता चाहता हूँ कि आज यह आप आदर्श के तीर पर काम करता चाहते हैं और आपते हैं कि लोगों को सुख सुविधा मिले तो आपको ऐसी ओज करनी चाहिये जिस से लोगों के लिये बैठने की जगह का तो कम से कम प्रबन्ध हो सके। आज लोगों के पास टिकिट होता है लेकिन वे लड़े रहते हैं, शाम को उहँ पर पहुँचना होता है, वे गाड़ी से रह जाते हैं। लड़ों पर बढ़ कर के या बाहर लड़े हो कर जाते हैं और सियानल से टकरा कर उनका सिर कट जाता है, बच्चे देखते रहते हैं कि उनके पिता अब आये और अब आये। आप दो रुपया लेकर सोने की जगह लोगों के लिये सुरक्षित रखते हैं, उसको आप खत्म कर सकते हैं। इससे लोगों को बैठने के लिये स्थान मिल सकेगा। साथ साथ हमको कुछ भौतिक परिवर्तन करने होंगे तब जा कर जो हमारा मकसद है वह पूरा हो सकेगा। जब तक आपका इधर व्याप नहीं जायगा, तब तक आप चाहे ५० रुपये आयवा २५० रुपये या ५०० रुपये जुमरिं की व्यवस्था कर दें, कुछ होने वाला नहीं है।

Some hon. Members rose —

Mr. Deputy-Speaker. May I call the hon. Minister now because three hours have been exhausted?

Shri M. L. Dwivedi: I have been parading since this morning

Mr. Deputy-Speaker: Surely, I do appreciate

Shri M. L. Dwivedi: I want to say something very important in this connection. I think my suggestions will be very helpful to the hon. Minister of Railways

Ch. Ranbir Singh: The time may be extended by one hour

Shri Dasappa (Bangalore) I shall not take long, if you can spare a few minutes

Shri T. B. Vittal Rao (Khammam):
One hour more may be given

Mr. Deputy-Speaker: Now most of the arguments have been given

Shri M. L. Dwivedi: There are some other important arguments which have still to be given.

Mr. Deputy-Speaker: Now we are seeing that most of the arguments are being repeated. There is nothing new. Let us hear Pandit Brij Narayan "Brijesh". I will give some time to every one. Every hon. Member will try to condense his remarks within seven minutes

पंडित ब्रिज नारायण "ब्रिजेश" (शिवपुरी) उपाध्यक्ष महोदय, मैं समझता हूँ कि देश में शासन के सामने जो कठिनाइया लड़ी हो रही है उनको द्वारा करने की ओर शासन का व्याप जाना चाहिये। हमारे रेलवे मन्त्री बिना टिकिट सफर को बन्द करना चाहते हैं और साथ ही साथ यह जो जजीर सीची जाती है इसकी भी रोक आम करना। यहाँ तक तो बात ठीक है। अब सवाल पैदा होता है कि यह चीज़ किसे बन्द हो। इसमें मतभेद दिखाई पड़ता है। शासन चाहता है कि दण्ड व्यवस्था हो लेकिन माननीय सदस्य चाहते हैं कि देश का जो स्तर गिर रहा है, उस स्तर को ऊंचा उठाया जाये। मैं देखता हूँ कि स्तर शासन का भी गिर रहा है और समाज का भी गिर रहा है और यह बीमारी व्यापक रूप से न केवल रेलवे विभाग में है, बल्कि समस्त विभागों में है। इस देश का काम काज चलाने के लिये जितने भी विभागों का निर्णय हुआ है उन सभी में यह रोग विद्यमान है। चकिं जनता का रेलवे विभाग से अधिक सम्पर्क होता है, इसलिये उसमें यह अधिक दिखाई पड़ती है।

अब प्रश्न पैदा होता है कि इस रोग को कैसे रोका जाय। इसमें भी कोई सन्देह नहीं है कि जब तक दण्ड पूरा नहीं निलेगा तब तक जो गृहांगर्ही है वह दर नहीं लकड़ी

[पंडित बबू नारायण बजेश]

है। उपदेशों के द्वारा गुडागर्दी को दबाने का जो प्रयत्न करते हैं, वे व्यावहारिक जगत से दूर हैं। जो साधारण लोगों की है वह तो उपदेश के द्वारा ठीक हो सकती है लेकिन जिन के ऊपर संस्कार बदमाशी के आरम्भ से ही पह गये हो उनके साथ अगर आप सद्भावना, प्रेम और विश्वास के आधार पर बात करेंगे तो स्तर और भी गिर जायगा और देश में भव्यवस्था और भराजकता फैलेगी और उसका सकार यह है कि टिकिट भावने वाले को मरने का डर लग गया है, उसको यह डर होने लग गया है कि यदि मैं ने टिकिट भावना तो मेरा सिर फोड़ दिया जायगा। जब ऐसी स्थिति आ जाय तो वे लोग कर्तव्य परायणता का कैसे परिचय दे सकते हैं। प्राणों के भय के कारण वे गुडा को गुडागर्दी करने का अवसर देंगे और ये लोग अपना भैंग बना कर, अपना गुट बना कर और अधिक हावी होने का प्रयत्न करेंगे। शासन को यदि इससे नहीं बचाया जायगा तो शासन दुर्बल हो जायगा और अन्त में देश का भी नाश हो जायगा। अब शासन के हाथ मजबूत करने की ज़रूरत है। लेकिन जो शासन देश को बलवान बनाना चाहता है उसको आत्म-निरीक्षण भी करना चाहिये। भगवान कृष्ण में एक बार स्पष्ट कह दिया था —

यदाचरति श्रेष्ठस्तदेवेतरोजन ।
स यत्प्रमाणं कुश्ते लोकस्तदनुबृतं ॥

श्रेष्ठ पुरुष जैसा आचरण करेंगे, इतर जगत उसके अनुसार चलेगा।

हमारे जितने बड़े लोग हैं उनमें कर्तव्य परायणता की भावना नहीं हो गई है और वे अपने आपको शाह, शहूशाह, बादशाह, ऐसा समझने लगे हैं। उनके ऐसा समझने के कारण ऐसा भालूम पड़ता है कि शाहों, शहनशाहों का जमाना आ गया

है और जो साधारण आदमी था, जो मारा भारा फिरता था, अपने को बादशाह समझने लग गया है, तो लोग भी समझने लग गये हैं कि उनको छट्टी है। इस के कारण भ्रष्टाचार की भावना बढ़ी है। मैं तो लोगों को यहा तक कहते सुनता हूँ कि “कांग्रेस के राज में लूट सुके तो लट, अन्त समय पछतायेगा जब नौकरी जाये हैं कूट”। जब आप ही बताइये जब यह भावना हो जाये और कमिटीजन शुरू हो जाय तो क्या किया जाय। मैं इस का एक उदाहरण देना चाहूँगा। मैं अपने चुनाव क्षेत्र में आमिक बायुमंडल उत्पन्न करने के लिये उपदेश कर रहा था। मैं ने पिछली बार निवेदन किया था कि सेन्ट्रल रेलवे से मेरे क्षेत्र के नैरोजे का सम्बन्ध हो गया है। हमारे मध्यी महोदय उधर कभी गये ही नहीं। मैं चाहूँगा कि वह कभी कभी गुप्त रूप से जा बर्देला करे कि वहा क्या हो रहा है। प्रकट रूप से तो जाते ही हैं।

एक नानीय सदस्य कौन सा क्षेत्र है ?

पंडित बबू नारायण बजेश शिन्पुरी ।
वहा एक नैरो गेज चलती है। मैं आप को उस को हालत बताऊँ। वहा पर धक्का देने से गाड़ी ऊपर चलती है। पंसेन्जर्स नीचे उतर आते हैं। बार बार ड्राइवर गाड़ी चलाने की कोशिश करता है लेकिन जब गाड़ी का इजन केल हो जाता है तो पंसेन्जर्स ही इजन बनते हैं। टिकट कलेक्टर साहब का हाल भी देखिये। अगर गाड़ी में कुल ५० या ६० पंसेन्जर्स भी हुए तो ३० पंसेन्जरों का पैसा टिकट कलेक्टर अपनी जेब में डाल लेता है और स्टेशन मास्टर से ले कर गाड़ी तक सब उस को परस्पर वितरण कर लेते हैं।

श्री जगन्नाथनराम : वह भी आप के धर्म प्रचार के बाद ?

वंदित बलनारायण लखेश : जी हाँ, क्योंकि भ्रष्टाचार का आप का बड़ाबा हतना व्यापक हो गया है और स्तर हतना गिर गया है कि मेरा वर्म प्रचार काम नहीं कर रहा है। मैं बिना रंसा लिये आप का काम बनाना चाहता हूँ उपदेश के द्वारा लेकिन वह सब बेकार हो रहा है, इसलिये कि आप की व्यवस्था सुदृढ़ नहीं है, आप का निरीक्षण ठीक नहीं है।

एक मानवीय सदस्य : गाड़ी में सामान तो सुरक्षित है?

वंदित बलनारायण लखेश : क्या कहा जाय कि वह सुरक्षित है? जान माल दोनों का ही सवाल है। मैं तो समझता हूँ कि हमारे थी बाजरेयी ने एक बार ठीक ही कहा था कि गाड़ी में बैठने के समय जग और जीवन दोनों को छोड़ केवल राम जी की याद रहती है। भगवान ही मालिक है, पहुँचने तक अगर बच गये तो ठीक है। मेरा यह निवेदन है कि जब साधारण लोगों में भ्रष्टाचार का निर्माण हुआ और देख रेल बन्द हो गई तो सजा देने से ही क्या काम चलेगा? जब टी० टी० आई० स्वयं पैसे ले कर जेब में डाल लेते हैं तो आप मजा किस को देंगे? मैं एक स्टेशन पर जा कर बैठा। मेरे साथ देहात के चार आदमी और थे। वे लोग टिकट लेने गये और लौट कर कहा कि बाबू उन को टिकट ही नहीं दे रहा है। तो मैं यहा स्टेशन मास्टर के पास। वह स्वयं ही तार भी करते हैं, रसीद भी काटते हैं, टिकट भी वह ही बाटते हैं। उन्होंने मेरी तरफ देखा भी नहीं और कहने लगे "ठहरो जी," "ठहरो जी"। उधर गाड़ी जा रही थी। जब टिकट नहीं मिला तो टी० टी० आई० कहता है कि तुम बैठ आओ, टिकट नहीं मिलता तो कोई हर्ज नहीं। उस बक्त उस को मालूम नहीं था कि उस के सामने मैं लड़ा हूँ और उस की सारी बात को लोक सभा में जा कर कहूँगा। आज यह स्थिति हो रही है। रेलवे में होने

बाले हतने वडे भ्रष्टाचार को भी जो आज चल रहा है हम को रोकना पड़ेगा। हमारे मंत्री महोदय को, उप मंत्री महोदय को तथा दूसरे लोगों को भी जा कर देखना पड़ेगा, जगह-जगह दौरा करना पड़ेगा और पता लगाना पड़ेगा कि कहीं भ्रष्टाचार तो नहीं चलता है नहीं तो इस तरह के अधिकार से काम नहीं चलता। इस अभेदभेट को ला कर और कानून को संशोधित कर के यह होगा कि गरीब घूमने वाले व्यक्ति के पास अगर टिकट नहीं होगा तो उस को सजा दी जायेगी। मैं यह नहीं कहता कि उस को सजा दी जाये, लेकिन अगर टिकट लेने के बाद उस आदमी को रेलवे में जगह नहीं मिलती तो क्यों न उस के बबते में मंत्री महोदय को सजा दी जाये। जब आप टिकट के पैसे ले रहे हैं तो जगह देने की गारन्टी क्यों नहीं करते? अगर आप उस को जगह नहीं देते और साथ में इस तरह का सजा देने वाला बिल लाते हैं तो यह दोनों काम एक साथ नहीं चल सकेंगे। मेरा निवेदन यह है कि आप का ध्यान जनता को सुविधा देने की तरफ भी होना चाहिये यदि आप उस को सजा देने की बात सोचते हैं। आप उन को सजा भी दीजिये लेकिन सुविधा को भी बढ़ावदे और यह दोनों काम एक साथ ही चलने चाहिये। इसी तरह से स्थिति में सुधार ही सकता है, अन्यथा इस बिल का उद्देश्य पूरा नहीं हो सकेगा।

बी० रणबीर सिंह : उपाध्यक्ष महोदय, कई दोस्तों ने ख्याल जाहिर किया है कि सजा को बढ़ाया जा रहा है जंजीर खीचने के लिये आज से कोई २० साल पहले भी सजा ५० रु० ही थी जब कि १८० सेर थी मिलता था, दाई रुपये का एक मन गेहूँ मिलता था। हमें चाहिये तो यह या कि हम रेल के महकमे का शुक्रिया भदा करते कि उस ने अब तक न जुमाना ही बढ़ाया है और व किराया ही उतनी हद तक बढ़ाया है, बावजूद इस बात के कि हर चीज का दाम बढ़ रहा है। अनाज का भाव ३५ और ३५ रु० मन हो

चौ० रणवीर सिंह]

नया। इस में भी कुछ बड़ जाता तो कोई बात नहीं थी। रेल तो आप जनता के चलने के बास्ते है, उस में कोई बुराई आती है तो यह दुःख की बात है।

उपराष्यक बहोदय : आगर गाड़ी बाले थी ही ले लिया करे ?

चौ० रणवीर सिंह मैं दूध थी को तरक भी आऊगा। दूध और थी का बहुत काफी रिपता है। मैं ने आप से कहा था कि एक और नई बात है।

थी जगदीशन राम आप ने नई बात तो कही।

चौ० रणवीर सिंह मैं आप के द्वारा जो नई बात कहना चाहता था वह यह है कि जो आदमी दूसरी जगह से बिना टिकट बैठता है उस के लिये तो सजा की बात आ गई लेकिन आज आप सब्जी मण्डी स्टेशन पर सबेरे उठ कर आइये। वहाँ आप देखेंगे कि कितने आदमी दूध ले कर आते हैं जो सवारी रेल में बैठने के लिये दाखिल होते हैं उन हर गाड़ी में दाखिल होने ना जगह नहीं रहती। स्टेशन के लोग सब से एक एक लोटा दूध लेते हैं और उस का दाम नहीं देते हैं।

एक आनन्दीय सदस्य लेकिन दूध में पानी तो डालते हैं।

चौ० रणवीर सिंह पानी तो डालेंगे ही, आखिर कहीं न कहीं से तो उस धाटे को निकालेंगे ही। इसी तरह से थी का सवाल आ जाता है। तो जहा तक सजा को बढ़ाने का ताल्लुक है, उस में मुझ कोई आपत्ति नहीं। हाँ, एक बात जरूर है कि जहा तक टिकटों का सवाल है, पहले भी एक दो दोस्तों ने कहा कि जो भाई ईमानदारी से चलना चाहते हैं उन के लिये भी तो कोई स्पान रहना चाहिये। अद्वितीय यह है कि जो भी जरा ईमानदारी

से चलना चाहते हैं उन के रास्ते में आप रीड़ अटकाना चाहते हैं। वे तो पद यात्रा ही कर सकते हैं। उन को रेलों पर यात्रा करने की सहायित लिलनी चाहिये।

देहातों के स्टेशनों पर आप जानते हैं कि बाबू कम होते हैं और अगर होते भी हैं तो अक्सर गाड़ी के आने से पांच या सात मिनट पहले आते हैं। तो वे तो ठीक बक्स पर भी नहीं आते हैं, लेकिन जो देहात के लोग बेचारे टाइम से घटा घटा और डेढ़ डेढ़ घंटा पहले से आ जाते हैं उन को टिकट नहीं मिलता भले ही वह गाड़ी पर बैठें या न बैठें कई जगह पर तो एसा होता है कि चौबीस घटे में एक ही बार गाड़ी आती है और यात्रियों के लिये आकर्त हो जाती है कि आखिर वह करें क्या। जहा तक सजा का सवाल है उन गाड़ियों में मैजिस्ट्रेट रख दिये गये। वे लोग जहा से गाड़ी चलती है वहाँ से टिकट का पैसा ले सकते हैं, जहा चैक हुआ वहाँ से ले सकते हैं या जहा पर मुगाफिर राबार हुमा है वहाँ से के सकते हैं। इस प्रकार से अधिकार देने से नतीजा यह होता है कि जो रेल के कर्मचारियों को पैसा दे देता है उस का रेल के अधिकारी नहीं पकड़ते। मैं तो कहूँ हूँ कि सरकार सस्ती जरूर करे। जो लोग गलती करते हैं उन के रास्ते में अगर आप रोड़ दालें तो मुझे खुशी होगी लेकिन उन के ऊपर आप जरा ढग से रोकयाम कीजिये।

दूसरी बात हम प्रोनेसर साहब ने कही, वे जरा उन से घबराते हैं। वे कहते हैं कि आखिर कौन लोग जैन खीचते हैं। मैं तो कहता हूँ कि इस में ज्यादा कसूर रेलवे का नहीं, ज्यादा कसूर हमारे प्रोनेसर साहब का है क्यों कि उन के जो विद्यार्थी हैं उन को उन्होंने ठीक प्रकार से पढ़ाया नहीं और वे लोग रेल मन्त्रालय का तंग करते हैं। मैं उन की इस बात से सहमत था जब वह बार बार कहते थे कि हमारे विद्या के अंगी दूसरे अंगी

बी से बात कर रहे हैं वह इस के लिये ज्यादा चिन्मेदार हैं। मैं इसलिये सहमत था कि दरमसल काम ज्यादा शिक्षा भवानाय का है। वह भगवर ठीक ढंग से कालेजों को चलाये और प्रोफेसर साहब ठीक ढंग से काम करे तो वह मसला ठीक तरह से हल हो सकता है। मैं तो कहूँगा कि इस के लिये स्कूल और कालेजों को कुछ माइक्रो होने की दे दिये जाये ताकि याहे बगाहे बच्चों को लैक्चर दिये जा सके कि मह देश की रेल है और इस का दुष्प्रयोग नहीं करना चाहिये।

बी अण्डीबन राम वह यही कर रहे हैं।

चौ० रजबीर तिह उन को बताया आय कि उस में मुफ्त बैठना पाप है। लोगों को न मुफ्त उस में बैठना चाहिये और न जगीर ही सीचना चाहिये।

जहा तक दूध वालों का सबाल है मैं उन की भी बात बतलाता हूँ। मेरा हल्का सोनीपत है और कुछ भार जो मेरठ के हैं या दिल्ली के आस पास के हैं, उन को तजुर्बा है। सब जानते हैं कि दूध वा नो ने बिना टिकट के आने से बहुत नुकसान होता है क्योंकि उम से रेलव की आमदनी घटती है। इस का तजुर्बा किया गया अर बात सही साबित हुई। जिस दिन इस्पेक्टर गया उस दिन तो दूध का डम्बा कासी भर गया, लेकिन बाकी दिन में खाली आता है और उस में दूध वाले दूसरे फिल्डों में भर कर आते हैं। लेकिन जब तक सारे महकमे वाले इस को न रोकना चाहे तब तक इस को सुधारना मुश्किल है। जब उन का भी हिस्सा दूध में लगता है तो कुदरती तौर पर वह क्यों चाहेग कि यह रुके। उन को क्या किए हैं? उन को दूध मिलता है, सबारी चढ़े या न चढ़े, गाड़ी खाली आती है या भरी, रेलव की आमदनी कम हाती है या ज्यादा इस की उन्हे परवाह नहीं। इस बिल के द्वारा कम से कम इन

बारों का भी तो इनजाम होना चाहिये। अगर इस का इनजाम नहीं हो सकता तो इस कानून से क्या साम होगा?

बी अ० ला० हिंदूरी उपाध्यक्ष महोदय, मैं इस इडियन रेलवे (अमेडमेट) बिल, १९५८ के सम्बन्ध में दो चार बातें कहना चाहता हूँ।

पहले तो यह कि मैं भी महोदय को इस बात के लिये धन्यवाद देता हूँ कि उन्होंने यह विवेक प्रस्तुत। क्या और वह जो बिना टिकट सफर करने की कुशलता है वह इस से बन्द हो जायगी। लेकिन इतना मे जहर स्पष्ट कर देना चाहता हूँ कि यह बिल एकाग्री है। हम ने केवल उन लोगों के लिये कानूनी व्यवस्था की है जोकि बगैर टिकट चलाते हैं लेकिन बहुत से ऐसे और भी लोग हैं जोकि बगैर टिकट चलने में मदद पढ़ताते हैं। कर्मचारी खुद बगैर टिकट के चला है। उन के लिये कोई व्यवस्था नहीं की गई है। अब रेलव मजिस्ट्रेट्स इसलिये नियुक्त किये गये हैं कि वे बिना टिकट चलने वालों को सजा दिया करें लेकिन मैं जानता हूँ कि रेलव के मजिस्ट्रेट्स यह करते हैं कि वे टी० टी३० और पुलिस वालों से कह देते हैं कि वे आसी और मानिकपुर से चलने वाले तमाम बगैर टिकट चलने वालों को पकड़ कर आसी लायें और वहा पर हम मुकदमा द्राई करेंगे और वे यह दिल्ला देते हैं कि वे आसी से मानिकपुर चले जाकि वह लखनऊ की पात्रा अपने जाती काम के लिये करते हैं और उसी पास को वह इस्पेक्टर करते हैं जोकि आसी से मानिकपुर तक करना चाहिये। यह ठीक है कि उन को पूरे प्रदेश में टिकट बंक करने का अधिकार हासिल है लेकिन उन की एक लाइन मुकर्रर होती है जिस में कि उन को टिकट बंक करना होता है। दूसरी जगह अदि वे जाये तो उन को २५ रुपये तमले हैं और वे दूसरी जगह अपनी लाइन छोड़ कर इसलिये जाते हैं हैं ताकि उन को २५ रुपये का मता मिल जाय। अब होता यह है कि पुलिस

[श्री म० ला० बिदेशी]

वगीर टिकट सफर करने वालों को पकड़ पकड़ कर जासी बुला लेती है जहां पर कि हेडवार्टर होता है और वहीं पर वह मजिस्ट्रेट उन को सजा दे देते हैं। अब वे यात्री सवा भुगतने के बाद किर बिना टिकट यात्रा करने को बाध्य होते हैं क्योंकि उन के पास यात्रा करने के लिये पैसा नहीं होता है। मैं पूछता चाहता हूँ कि आप के पास मेरे इस की क्या अवस्था है? आप अपने मैजिस्ट्रेटों को यह आदेश क्यों नहीं देते कि वे स्वयं क्यों नहीं द्रेन में यात्रा करों जिस से यह कठिनाई जो यात्रियों को उठानी पड़ती है न उठानी पड़े। अब होता यह है कि मजिस्ट्रेट साहब तो ट्रैविल करते नहीं वे तो हेडवार्टर में मौजूद रहते हैं और भगवर कोई यात्री जल्दी या किसी अन्य कारण से टिकट नहीं ले पाया और वह टिकटबंकर को टिकट के दाम देना भी चाहता है तो टी० टी० कहता है कि मैं टिकट के दाम नहीं ले सकता क्योंकि मजिस्ट्रेट साहब का आदेश है कि तुम टिकट-फ्लैटविलिंग के केसेज पकड़ पड़कर दो और हालांकि यात्री टिकट के पैसे देना चाहता है लेकिन उस से नहीं लिये जाते क्योंकि थासिंग मजिस्ट्रेट साहब को अपनी कारणजारी तो दिखानी ठहरी और इस तरह टिकटनेस ट्रैविलिंग के केसेज की सभ्या जो अधिक हो जारी। यह तो मैं मजिस्ट्रेटों के सम्बन्ध में कहता चाहता हूँ।

दूसरी बात मैं टी० टीज० के सम्बन्ध में कहना चाहता हूँ। प्राप ने सुना होगा कि दिल्ली से बम्बई तक एक जनता एक्सप्रेस चलाई गई थी। मुझे बतलाया गया कि वह रेलगाड़ी बन्द की जा रही है क्योंकि उस में यात्री चलो ही नहीं है। एक बार मैं स्वयं उस ट्रेन में गया। एक स्टेशन पर मैं ने अपने सामने ५० यादमी स्टेशन पर बैठे हुए देखे। उन्होंने टी० टी० से कहा कि हमें स्टेशन मास्टर दिल्लाई नहीं देता तो उन्होंने कहा कि तुम लोग गाड़ी पर बैठ जाओ और

हर एक से उन्होंने ३, ३ रुपये बसूल कर लिये । उन में से तीन व्यक्ति भेरे डिव्हे में भी बैठे थे । उन के डैस्टिनेशन से एक स्टेशन पेश्तर उन को १, १, टिकट भिल गया । दिये तो उन्होंने ३, ३, रुपये भै लेकिन उन को ६, ६, ६, नये पैसों के टिकट दिये गये । मैं ने जब उन से पूछा कि भाई तुम लोगों ने दिये तो ३, ३ रुपये फिर यह ६, ६, ६ नये पैसों के टिकट कैसे लिये तो वे कहने लगे कि बातूँ जी हम पढ़े लिखे तो हैं नहीं फिर हम लोग बिना टिकट के पढ़े नहीं गये और हमारा काम बन गया, अब ३ रुपये के बदले उन्होंने हमें ६ नये पैसों का टिकट दे दिया तो फिर क्या किया जाय । मैं ने इस की बाबत टी० टी० से दरियापत किया तो उस ने कहा कि मुझे मालूम नहीं कौन टी० टी० था लेकिन दूसरे स्टेशन पर पांच टी० टी० मेरे पास आये और मुझ से कहने लगे कि साहब हम से गलती हो गई कसूर हो गया, हमें माफ कर कर दिया जाय । मैं ने उस सम्बन्ध में लिखा पढ़ी भी की लेकिन कोई कार्यवाही नहीं हुई । मैं बताना चाहता हूँ कि वह ट्रेन इसलिये बन्द कर दी गई कि मुमाफिर नहीं चलते हैं जबकि हकीकत इस के विपरीत है । इस बात की जाच करने के लिये कि बाकई उस रेलगाड़ी में यात्री सफर करते हैं कि नहीं, कोई ऊँचा अधिकारी जाच करने के लिए तैनात कीजिये

उपाध्यक्ष महोदय रेलवेज तो इस बिना पर इस बारे में अदाज़ लगाती है कि साल में उस से कितनी आमदनी होती है ।

श्री ८० ला० द्विवेदी जी हा, आमदनी
तो वह रेलवे के मुलाजिम खा जाने हैं,
रुपया बसूल लेते हैं गाड़ी पर चढ़ा देते हैं
और उन को टिकट नहीं देते । वे आप को
बतलाना चाहता हूँ कि बनारस से लखनऊ
तक एक बारात पूरे ४०० आदमियों की
बांगर टिकट के आई । रेलवे प्रशासन के

नोटिस में यह बीज लाई गई लेकिन उस पर कोई कार्यवाही नहीं की गई क्योंकि वह बड़े लोगों की सुपरिंटेंडेंट या आई० जी० के बहां की बारात थी। ऐसे ऐसे मैं आप को कितने ही केसेज बतला सकता हूँ जहां कि इस किस्म की गडबड की गई है।

तीसरी बात यह है कि हम टिकट ले कर भानिकपुर से ज्ञानी के लिये रेल में बैठते हैं लेकिन मैं अपने जाती अनुभव के आधार पर यह बतलाना चाहता हूँ कि चित्रकूट के मेले में लाखों आदमी वहां पर पड़े रहते हैं और वहां पर जो रेलगाड़ी में धक्कमधुक्का और रेलपेल होती है उस से भगवान ही बचाये। मैं जानबूझ कर यद्दृक्षलास के एक डिब्बे में बैठा ताकि मुझे इस का जाती अनुभव प्राप्त हो सके और मैं आप को बतलाना चाहता हूँ कि जहां उस डिब्बे में मेरे लिये कोई २ घंटने का स्थान रहा होगा वहां पता नहीं किन्तु १०, १० घंटने की जगह बेरने वाले लोग डिब्बे में एक दूसरे पर गिर पड़े और मैं ही जानता हूँ कि उस बक्त उस डिब्बे में कैसी हालत हुई। मैं भरते भरते बचा। मैं खुद जानता हूँ कि दो आदमियों की तो जान चली गई और चार भाइलालों के हाथ पैर टूट गये। अब यह हालत हर साल चित्रकूट के मेले पर होती है। इस सम्बन्ध में यहां संसद में प्रश्न भी पूछे गये और उस दुव्यवस्था की ओर रेलवे प्रशासन का ध्यान आकृष्ट किया गया। उस लाइन पर इतना अधिक रश रहता है कि आपे दिन एक न एक दुर्घटना हो जाती है लेकिन कोई सुनवाई नहीं होती है और कोई निकल द्वेष चलाने की व्यवस्था नहीं की जाती है। जो टिकट खरीदते हैं उन की तो न्सीबत और जो बगीर टिकट चलते हैं वे की निकल जाते हैं। इसलिये इस की उचित व्यवस्था होनी चाहिये और हर बार चित्रकूट मेले के अवसर पर जो यह अतिरिक्त दृश्य उपस्थित होता है, कही मारपीट होती है, लोगों को चोट लगती है और रेलवे की प्रापरटी का बे

लोग नुकसान करते हैं, कांच बगीरह रोड देते हैं, उस को रोकने की उचित व्यवस्था रेलवे प्रशासन को करनी चाहिये।

चौथी बात मैं याड़ मास्टर्स के बारे में कहना चाहता हूँ। अब होता यह है कि नार्दन रेलवे का याड़ मास्टर दूसरी रेलवे की सेंट्रल रेलवे की रेलगाड़ी नहीं निकालते। गाड़ी के कानपुर पहुँचने का बक्त ८ बजे है लेकिन वे याड़ पर ही गाड़ी रोक देते हैं और वे लिंगनल ही नहीं देते हैं। इस बारे में हम ने एक नहीं दौसंयों शिकायतें लिख लिख कर भेजी कि यहां पर गाड़ी क्यों रोकी जाती है लेकिन कोई जवाब नहीं द्या गया। मैं तो कहूँगा कि आप वहां पर एक स्टेशन ही बना दीजिये क्योंकि आज वहां पर १५०, २०० मुसाफिर जोकि बिना टिकट के होते हैं उत्तर जाते हैं या उस गाड़ी का टाइम पहुँचने का देर का कर दीजिये। अभी वह गाड़ी आध आध घंटा याड़ पर रुकी रहती है और जिस का कि नतीजा यह होता है कि दिल्ली आने वाली गाड़ी नहीं मिल पाती। पहले २५ मिनट का मार्जिन या अब केवल दस मिनट का मार्जिन कर दिया है। अपने दोस्तों को उत्तरने के लिये गाड़ी वहां पर रोक ली जाती है। इस तरह के अनेकों मामले हैं जिन में कि रेलवे कर्मचारियों की शिकायतें हमें सुनने को मिलती हैं। मेरा कहना है कि आप ऐसे कर्मचारियों को सजा देने की क्यों कोई व्यवस्था नहीं करते हैं। रेलवे प्रशासन ऐसे अपने रेलवे मुलायियों के खिलाफ क्यों नहीं कार्यवाही करता जोकि वहां पर गाड़ी रुकवा लेते हैं और अपने रिस्टेंट और दोस्तों से जोकि विद्युआउट टिकट होते हैं उन को उत्तर जाने देते हैं। मैं पूछता चाहता हूँ कि साल के ३६५ दिन कानपुर के पास याड़ पर ज्ञानी, बादा जाने वाली गाड़ियां क्यों रोकी जाती हैं? इस बारे में जो शिकायते रेलवे मंत्रालय के पास जाती हैं उन के बारे में क्यों नहीं उचित ध्यान

[बी म० ला० द्वितीयी]

दिया जाता और ज़रूरी कार्यवाही क्षेत्रों नहीं की जाती है।

मैंने देखा कि एक मुसाफिर की यह शिकायत थी कि टिकट कलक्टर ने उस से कहा कि उस की बच्ची जोकि ११ महीने की थी उस का भी उसे आधा टिकट लेना पड़ेगा। प्रब वह बेचारा पढ़ा लिखा नहीं था और उस को कहा गया कि वह १ रुपये ११ आने परदा करे। जब उस ने मुझ से यह शिकायत की थी और कहा कि देखिये साहब कांप्रेस के राज्य में कौसी अंधेरगार्दी चलती है तो मैं सौंट रखा और मैं ने जब कहा कि इस बीच बच्ची का तुम ने कौसी आधा टिकट के लिया यह तो केवल ११ महीने की है तो वह कहने लगा कि मैं ने समझा कि वह तीन बर्ष की है। मजा यह कि रुपये तो उस से बसूल कर लिये लेकिन उस को १ रुपये ११ आने की कोई रमीद और टिकट भी नहीं दिया। लैंड मेरे बीच में पड़ने से उस मुसाफिर को वह पैसा वापिस मिल गया। इस बारे में शिकायत की गई लेकिन मुझे पता नहीं कि उस के खिलाफ क्या कार्यवाही हुई? मुझे उस की कोई इतिला नहीं मिली। मैं यह बतलाना चाहता दूं कि यह १ रुपये ११ आने की कोई अकेली घटना नहीं है बल्कि इस तरह की चीजें रोजाना होती रहती हैं। मेरा सुझाव है कि इस तरह की गडबडियों को रोकने के लिये आप पालियामेंट के बेस्टरों को अधिकार दीजिये कि वे ऐसे खातावार कर्मचारियों को पकड़ें और उन को समूचित दंड दिलवा सकें। प्रब आप समझ सकते हैं कि जब वे लोग जिन पर कि रेलवे में टिकटलेस ट्रैवलिंग और अन्य अपराधों को पकड़ने की चिम्मेदारी होती है, जब वे ही इस तरह के अपराध करने लग जायें तब क्या हालत बनेगी? मैं इस के लिये यह सुझाव देना चाहता हूँ कि पालियामेंट के बेस्टर्स को ही नहीं आप पैसेजर्स को भी इस का अधिकार दीजिये कि वे कर्मचारियों की ऐसी

गडबडियों को पकड़ सकें और उन को दंड दिलवा सकें।

जहां तक इस बिल की मंशा का ताल्लुक है, मैं इस का स्वागत करता हूँ लेकिन आज जो आप के रेलवे कर्मचारियों में आपने कर्मचार्य के प्रति उदासीनता आ रही है और वे स्वयं टिकटलेस ट्रैवलिंग और अन्य अपराधों में इंस्ट्रूमेंट हैं हैं, उन को ठीक करने की समूचित व्यवस्था करें और ज़रूरी कदम उठायें।

आप दिल्ली, दलाहालाद और आगरे आदि बड़े बड़े नगरों में बड़े-बड़े आतिशाय स्टेशन बना हैं और लाखों रुपयों करों करों हैं लेकिन आप का व्यान मुझे लेद के साथ कहना पड़ता है उन एरियाज की तरफ नहीं जाता जहा कि गैरूं पैदा होता है और जहा कि लोग चाहों हैं कि वहां पर रेलवे स्टेशन बने। आप उन एरियाज में रेलवे ल इंस बनाइये जहा कि अभी रेलो की सुविधा नहीं है और जहा कि उन की बहुत ज़रूरत महसूस की जा रही है लेकिन हम ने देखा है कि जहा के लोग खुशामद कर लें हैं उन के वहां रेलवे लाइन बना दी जाती है। यह बात मैं बतामान रेलवे मत्री महोदय के बारे में नहीं कह रहा हूँ लेकिन उन के बहां पर ऐसा होता रहा है। मैं मत्री महोदय का व्यान उन के उस आश्वासन की ओर दिलाना चाहता हूँ जिस में उन्होंने उन एरियाज में जहा कि रेलवे लाइन नहीं है, रेलवे लाइन बनाने को कहा था।

बीमती सहोदरा बाई (सागर--रजित अनुसूचित जातियां)। उपाध्यक्ष महोदय, मुझे भी कुछ समय देने की कृपा की जाने।

Shri S. M. Banerjee (Kanpur): May I have five minutes, Sir?

Some Hon. Members rose—

Mr. Deputy-Speaker: I will try to accommodate all other Members after the Minister has spoken, during the next stage. Now I am asking Shri Padam Dev to speak for six or seven minutes.

श्री पदम देव (चम्बा) : अध्यक्ष महोदय, लेत को बाड़ की जारूरत तब होती है जब जानवर लेत को खाने लगते हैं, घर को ताला तब लगाया जाता है जब ज्यादा खोर हो जाते हैं। इस समय जो यह संक्षेपक विषेयक मंत्री महोदय लाये हैं इस को लाने में बहुत देरी हो गयी है, इस को तो कुछ सालों पहले ही आना चाहिये था। इस के पहले न आने के कारण दो बातों से बड़ी हानि देश को पहुँची है। एक तो आर्थिक हानि है जोकि बरदाशत की जा सकती है। लेकिन दूसरी हानि जो हुई है वह नीतिक पतन है। लोगों को यह हौसला हो गया है कि बिना टिकट चला जा सकता है, बिना टिकट सामान ले जाया जा सकता है, बिना टिकट सरकारी कर्मचारियों को दो चार रुपये का प्रोलोभन दे कर देश के साथ गदारी की जा सकती है। इस तरह का जो नीतिक पतन हुआ है इस का किफारा कभी भी मंत्री महोदय या प्रशासन नहीं कर सकेगा।

स्वतंत्रता प्राप्ति के बाद दो बातें देश के अन्दर बहुत ज्यादा बड़ी हैं जिन को कि यह माननीय सदन भी शायद स्वीकार करेगा, एक तो अनुशासन हीनता और दूसरे अकर्मण्यता। अकर्मण्यता के कारण लोगों के अन्दर परोपकारी का भाव बढ़ गया है जिस के कारण रिवतस्तोरी और सारे किस्म के जितने पाप हैं वे अपने यहां पर आ गये हैं। इस बात का मुख बड़ा अफ्रसोस है।

बहुत सारे माननीय सदस्यों ने इस बिल का इसलिये विरोध किया है कि नूकि रेलवे कर्मचारियों के अन्दर भ्रष्टाचार है इसलिये दूसरे लोगों को भी इस के लिये नहीं रोकना

चाहिये। मेरा अपना स्थान यह है कि हम लोग इस किस्म के पाप को सहन करने के आदी बन चुके हैं। हमारे सामने जो बातें होती हैं हम उन को चूपचाप देखते रहते हैं और अपनी सरकार का ज्यान उन की ओर नहीं दिलाते। इस का बहुत बुरा परिणाम हो रहा है। मैं आप को रेलवे कर्मचारियों के भ्रष्टाचार के अनेक उदाहरण बता सकता हूँ। परन्तु यदि किसी कर्मचारी ने दो लाख रुपया रिवत से कमाया और यदि उस पर मुकदमा चला और उस में से एक लाख रुपया खर्च हो गया, परन्तु फिर भी उस के पास एक लाख बच रहा जोकि वह अपनी कम तनावाह में कभी जमा नहीं कर सकता था। लेकिन अगर कोई यह कहे कि क्योंकि एक आदमी अच्छा है इसलिये मेरा कानून भी छिप जायेगा यह गलत है।

इस समय जो यह विषेयक लाया गया है यह बहुत जरूरी था। इस सदन के अन्दर अनेक बार बजट के अवसर पर और वेसे भी आवण दिये गये हैं और प्रश्न किये गये हैं कि लोग बिना टिकट चलते हैं जिस लिये सरकार कुछ नहीं करती। अगर यह बिल आज आया है तो हम इसका विरोध करते हैं। यह विचारणीय है कि हम इस किस्म की बात करने करते हैं। यहां पर कहा गया है कि पहले हम को लोगों को लेक्चर देना चाहिये ताकि उनमें यह भावना उत्पन्न हो कि मुफ्त में नहीं चलना चाहिये। पर मेरे स्थान में मनुष्य की प्रवृत्ति कुछ ऐसी है कि वह नीचे की तरफ सुगमता से जाता है और उस लिये ऊपर चलना कठिन होता है। अगर वह यह देखता है कि जो पाच रुपया मुझे खर्च करना पड़ेगा वह बच सकता है तो वह उसे बचाने की तरफ आसानी से चला जाता है बनिस्वत यह सोचने के कि अगर मैं यह पाच रुपया खर्च कर दूँगा तो इससे देश की सेवा होगी और मेरी आत्मा का भी हित होगा। इसलिये मैं यह समझता हूँ कि माननीय मंत्री महोदय जो यह बिल लाये हैं यह बहुत बहुरी था।

[श्री पद्म देव]

इसके साथ ही अध्यक्ष महोदय ने एक सुझाव दिया था। अगर उस विवेय का इस बक्त कोई संशोधन लाना सम्भव न हो तो आयन्दा मंत्री महोदय ऐसा संशोधन लाने पर विचार करेंगे।

यहां पर एक महोदय ने कहा कि कभी-कभी लोग बेबसी में बिना टिकट चलते हैं। मैं कहता हूँ कि जब आदमी अपने घर से चलता है तो वह सोच कर ही चलता है। वह पागल तो नहीं है कि बिना सोचे ही चल दे। और जब वह चलने के इरादे से आता है तो उसको यह भी मालूम होता है कि मेरा इतना पैसा लगेगा। यह कह देता कि उनको इसका पता नहीं रहता वह गलत बात होगी। मैं समझता हूँ कि अगर शासन के अन्दर अनुशासन के लिये प्यार नहीं है तो वह शासन कभी चल नहीं सकता। आज हम देखते हैं कि देश में लोग नाराज इस बात पर नहीं होते हैं कि कला व्यक्ति भ्रष्टाचारी है, बल्कि आज क्षण यह है कि दूसरा आदमी मुझ से भ्रष्टाचार करके कैसे आगे बढ़ गया। इसलिये मैं भी महोदय को बधाई देता हूँ कि वह यह विषेयक लायें। लेकिन मैं एक बात सुझाव के तौर पर जरूर कह देना चाहता हूँ। कानून बनने के बाद एक मशीनरी बनती है उसको कार्यान्वयित करने के लिये और जब उस के अनुसार काम शुरू होता है तो कभी-कभी ऐसा मालूम होता है कि भ्रष्टाचार का एक और भ्रष्टा हम ने खड़ा कर दिया है। तो जब यह कानून लागू होगा तो इसके लिये भी एक मशीनरी बनेगी। सुदूर में भी यह विचार व्यक्त किया गया है कि कानून तो सक्त से सक्त हो लेकिन जो कानून को चलाने वाले हैं उन पर भी कोई नियन्त्रण होना चाहिये ताकि वे अन्यथा आचरण न करे। आज देश के अन्दर जो लोगों में रोष है वह इसी कारण है कि जो सेवे के रखवाले हैं वही खुद सेवे को बरबाद

कर रहे हैं। ऐसी अवस्था में सेव की रका का प्रश्न ही उत्पन्न नहीं होता।

इन शब्दों के साथ मैं माननीय मंत्री महोदय को बधाई देता हूँ और इस विषेयक का स्वागत करता हूँ।

Mr. Deputy-Speaker: The hon. Minister

I will give time to Shri M. C. Jain, Shri Banerjee and the hon. lady Member there if they can be accommodated at the next reading.

Shri Shahnawaz Khan: Mr Deputy-Speaker, Sir, I have listened with very great attention and respect to the very forceful speeches of hon. Members on this subject. A number of hon. Members objected to the fact that in my opening speech I had not brought forward any statistics and figures to justify the introduction of this Bill. That was because I was aware of the feeling of the House and the very great concern which the House had expressed from time to time on the questions of ticketless travelling, alarm chain pullings and assault on railway employees. I was fully aware of the temper and mood of the House. That was why I did not bring forward very elaborate statistics. I thought that was not necessary. But, nevertheless, since this question has been raised, I should like to place some facts before the House.

First of all, regarding the number of passengers detected travelling without tickets and the amount of fares and excess charges realised. These are very revealing figures. In the year 1956-57, the number of persons detected travelling without tickets was 73,53,340 and the amount of fare and excess charges realised amounted to Rs 1,58,00,000 and odd. In the year 1957-58

Shri T. B. Vittal Rao: Sir, it would be better if the hon. Minister gives

the total number of passengers carried and the total passenger fares realised so that we can have a correct idea whether it is excessive or not

Shri Shahnawaz Khan: In the year 1957-58, the number of persons detected without tickets was 62,79,000 and odd, and the amount realised is Rs 1,42,00,000 and odd. In the year 1958-59, up to December, the provisional figures are 61,32,571 and Rs 1,34,85,810. These are some of the figures which show the extent of ticketless travel that has been detected

But, that is not the whole story

Shri T. B. Vittal Rao: The undetected go free

Shri Shahnawaz Khan: because there are still a large number of persons who escape without being detected. There are a number of schemes for trying to minimise ticketless travel. We have various methods, ticket collectors at the gates, TTE travelling in trains, then, we have special batches of ticket examiners travelling on trains. We have also the Railway Magistrates. All these methods have been put into operation. In order to check the efficient working of these methods, we are also having a few Railway Board quads. Certain Central squads were sent to sample check on some railways. Some of the figures that they brought back were revealing. We can surmise from those figures that the estimated annual loss to the railway revenues is somewhere in the neighbourhood of Rs 5 crores. It may even be a little more. These figures amply justify the introduction of a Bill which would to some extent minimise the evil of ticketless travel.

A number of hon. Members have drawn our attention to the various aspects of ticketless travel and to the responsibility where it rests. I am

quite aware of the fact that this evil of ticketless travelling is to some extent due to some people conniving at that and we are taking strong and deterrent action against the employees who are encouraging this sort of evil.

But there is the other side of the picture. We have some honest employees. (Interruptions)

Shri Braj Raj Singh: Only some?

Shri Shahnawaz Khan: I am just giving an instance. An honest ticket collector goes and tries to catch a person without a ticket. He is assaulted by five or six persons. On some occasion, the sympathy of the public is not with the railway employee but with the persons who indulge in these unlawful acts of pulling alarm chains or ticketless travellers. The House is aware that there was a serious incident recently where the railway magistrate was almost confined to his compartment. A student was sitting in the first-class with a third-class ticket. He was apprehended and was asked to pay the fine. Huge crowds collected and the police parties were assaulted. The railway magistrate could not get out until the additional police or the State police, came to rescue him. Without public co-operation, it will be very difficult for the railway administration to enforce effectively these new rules and new Acts that we are enacting. From our side we will try and see that our employees behave correctly. But from the other side, unless we get proper public co-operation these things cannot succeed.

With your permission, Sir, I would like to place before this House a version I have heard about some incidents that were happening in our neighbouring country of Pakistan. In Pakistan, just after Partition there was wholesale ticketless travel. They were just sitting in the trains and

[**Shri Shah Nawaz Khan**]

going The railway employees were just frightened to ask anybody to show his ticket. At that time, the Governor-General of Pakistan, Mr Jinnah issued an appeal to the people of Pakistan saying that if this state of affairs continued and people travelled without ticket, the economy of Pakistan would collapse. I wish to add that it had an immediate effect and that when people realise their responsibility they set things right. People themselves in the compartment would ask the others to show their tickets and they helped to catch people travelling without tickets and took them to the station masters.

Shri Braj Raj Singh: Is there nobody in this Government whose appeal could have the same effect in this country?

Shri Shah Nawaz Khan: I hope that in creating this sort of an atmosphere we shall have the co-operation of the Members of Parliament and also other leaders who are the chosen representatives of the people. (*Interruptions*).

A reference has been made to the prevailing ticketless travel by the student community. We have from our side tried to enlist the support of the educational institutions and the universities. In some places, the results have been encouraging but still a lot more has to be done and I hope that the educational institutions will come forward and extend their co-operation.

Hon. Members have quoted instances where they have tried to show that the honest railway employees who were trying to tackle these evils were not being given proper support by the Railway Administration. It is not so. The Railway Administration has instructions to extend full protection to such employees. We have been giving

prizes to persons who have performed their duties well. We are giving awards and other forms of encouragements. I am glad to say that there have been instances where our employees, despite of odds against them, have stood up and performed their duties very well. You are no doubt aware of an incident that took place in Gaya not so very long ago. There was a marriage party, consisting of about 40 persons. They arrived at the station and when they were asked to hand over their tickets, the leading person said that the man at the back had them. Then, one of them went out and purchased platform tickets and started distributing them to the members of the wedding party. The railway employee objected. Then the railway staff were attacked by the wedding party. Of course, the staff tried to defend themselves and managed to arrest three or four of them. It happened at Gaya.

Shri Feroze Gandhi (Rai Bareli): What happened at the starting station? When the marriage party started, nobody checked the tickets?

An Hon. Member: What happened to the marriage?

Mr. Deputy-Speaker: They might have got into the train in some jungle perhaps where the chain might have been pulled!

Shri Shah Nawaz Khan: It might have been a small wayside station.

Shri Jagjivan Ram: They might have the platform tickets there also. (*Interruptions*)

Mr. Deputy-Speaker: The Minister has not asked for co-operation in speech-making!

Shri Shahnawaz Khan: In this case, we have duly recognized the high sense of duty of the ticket-checking staff. Another incident happened not so very long ago in Punjab, in Sirhind. There, when the ticket collector asked the ticketless traveller to show him the ticket—the latter did not have any—the traveller asked what the ticket collector will do if he did not have his ticket. The ticket collector replied that he would hand him over to the police. The traveller promptly drew out a dagger and stabbed the railway employee and the employee died.

Shri Tangamani: You were referring to some rewards. Have you done the same thing to the Assistant Station Master who was assaulted at Kodambakkam? Not long ago he was stabbed there by the pick-pockets. Have you awarded him the same merit?

Shri Shahnawaz Khan: I am just trying to show that the railway employees, in spite of not receiving such great public co-operation, have stood up and done their duty very well.

Shri Sinhasan Singh: May I know what has happened to the dependants of the employees killed on duty, as in Sirhind where the employee was stabbed? Are the survivors given any compensation?

Mr. Deputy-Speaker: That can be found out in the general discussion.

Shri Shahnawaz Khan: The case is being looked into. But wherever there are dependants, such as sons, they are given jobs or other similar encouragement.

Shri Jaipal Singh: Is there any compensation paid?

Shri Shahnawaz Khan: Yes, for the survivors of the employees who are killed on duty, full compensation is given. Over and above that, certain rewards are also given. For relations like sons, jobs are given in the railways, in such cases. This much I have

said in relation to ticketless travel and the steps that we are taking.

Shri Rajendra Singh: The case he has cited is not a case of ticketless travelling. It is a case of *goondas* and dacoits.

Mr. Deputy-Speaker: "Ticketless travellers" includes that class also?

Shri Feroze Gandhi: That is a State subject!

Shri Shahnawaz Khan: Before I step on to the next subject, I think it would be unfair for me not to mention another category of ticketless travellers. There have been cases of that sort. I am told almost every month that the Railway Minister is receiving money orders from persons who were forced to travel without tickets. On reaching their homes, they realize their mistakes and they send M.O.s to the Railway Minister.

Shri Vajpayee: What is the total amount so far received?

Shri Jagjivan Ram: It might not be a very substantial amount, but it is a very healthy sign in the country when persons who travelled five or six years ago without tickets realize their failings and send cheques or money orders to me.

Shri Tangamani: That is absolute honesty.

Mr. Deputy-Speaker: Does the hon. Minister think that if those checks and detections are removed, then that number might increase?

वंदित बज नारायण "ज्ञेश" - तो घर्म प्रचार का प्रभाव नजर आने लग गया है।

श्री जगजीवन राम लेकिन जहा आपने किया, वहा यह नजर नहीं आया है।

वंदित बजनारायण "ज्ञेश" आपके कर्मचारी कर रहे हैं, हम क्या कर सकते हैं।

Mr Deputy-Speaker: Order, order. Let us proceed. We are far behind the schedule.

Shri Shahnawaz Khan: Some hon Members suggested the remedy, of the railways taking up social education. It is a big job, but we are not unaware of the importance of this job. Certain films have already been made on the evils of damaging railway property and also the evils of ticketless travelling and pulling the alarm chains unnecessarily. In fact, we are already doing things which have been suggested by my hon friend Shri D C Sharma.

About the alarm chain pulling, I have some figures with me now. The House may be aware of the number of cases of alarm-chain pulling in 1956. It was 41,846. In 1957, there were 46,453 cases. In 1958—January to October—there were 44,745 cases. In spite of all the precautions taken, there is an increase in the number of cases of alarm-chain pulling.

Shri Supakar (Sambalpur): May I know, if all the trains had chains, the number of such incidents that would have occurred?

Shri Shahnawaz Khan: It is very difficult to say, but, as the hon Member knows, in sections which are very badly affected, we have blanketed the alarm-chain pulling apparatus. I have not got the exact number of prosecutions here. But I could give the figures of cases in which the use of alarm-chain was justified. That figure is, however, small.

Then, my friend Shri Naushir Bharucha referred to unauthorized hawking.

Shri M. L. Dwivedi: And beggars also.

Shri Shahnawaz Khan: Yes. These unauthorized hawkings and vending have become a real nuisance. This nuisance has increased after the partition and it is particularly bad in

West Bengal and in areas round about Bombay. We have been trying to suppress this evil, but I should admit that we have not been very successful, because of lack of power. That is why we have brought forward this Bill. We hope that the enactment of this Bill would help us to deal with them more effectively.

16 hrs.

Shri M. L. Dwivedi: What about sub-standard vending by licensed vendors of eatables?

Mr Deputy-Speaker: That is not the subject-matter of this Bill.

Shri Shahnawaz Khan: That is a subject which the hon Member can bring forward during the general debate. We have been apprehending these unauthorised hawkers and vendors whenever we could catch hold of them. The real difficulty is there are so many of them and the ticket checking staff are so few that it is difficult for them to apprehend all the unauthorised hawkers. But still a number of them have been apprehended. During the three quarters of 1957, the figures are 6,429, 5,966 and 7,303 respectively. So, we have not just been winking at that evil. We have been trying to fight it and we hope that we shall be able to fight it more effectively after we are armed with some enhanced powers.

Mr Deputy-Speaker: Is that all?

Shri Jagjivan Ram: He has covered all the points.

Mr Deputy-Speaker: The question is

"That the Bill further to amend the Indian Railways Act, 1890 be taken into consideration".

The motion was adopted.

Clause 2 (Amendment of section 40)

Shri Tangamani: I want to make a few observations on clause 2. I submit that clause 2 is not at all relevant

so far as this particular amending Bill is concerned. They want to substitute the word "Chairman" for the word "President" in section 40.

I have got a copy of the original Act modified up to 1st May, 1957 and section 34 of the Act which deals with the constitution of the tribunal says.

"There shall be a Tribunal called the Railway Rates Tribunal for the purpose of discharging the functions hereinafter specified in this Chapter

(2) The Tribunal shall consist of a President and two other members appointed by the Central Government and they shall hold office for such periods and on such terms and conditions as the Central Government may, by general order, prescribe."

Section 40 deals with the powers of the Tribunal. It says

"The Tribunal shall have the powers of a Civil Court under the Code of Civil Procedure, for the purpose of taking evidence on oath, enforcing the attendance of witnesses, compelling the discovery and production of documents and issuing commissions for the purpose of examination of witnesses and shall be deemed to be a Civil Court for all the purposes of section 195 and Chapter XXXV of the Code of Criminal Procedure, and any reference to the presiding officer of a Court shall be deemed to include a reference to the President of the Tribunal."

Here the word "President" is sought to be amended, whereas in section 34 dealing with the composition of the Tribunal the word "President" remains.

Mr. Deputy-Speaker: Perhaps the hon. Minister has seen the force of it. The hon. Member is right that both sections 34 and 40 must be amended.

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Shri Shahnawaz Khan: Section 34 was amended in October, 1957.

Mr. Deputy-Speaker: That is all right. The question is

"That clause 2 stand part of the Bill"

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3 (Amendment of section 68)

Shri Tangamani: I beg to move

Page 1 line 13, add at the end—

and after the words 'to be travelled the words 'or grant a receipt after receiving from the passenger the fare payable for distance to be travelled' shall be added.'

Section 68 says

'(1) No person shall without the permission of a railway servant enter or remain in any carriage on a railway for the purpose of travelling therein as a passenger unless he has with him a proper pass or ticket.

(2) A railway servant when granting the permission referred to in sub-section (1) shall ordinarily if empowered in this behalf by the railway administration, grant to the passenger a certificate that the passenger has been permitted to travel in such carriage upon condition that he subsequently pays the fare payable for the distance to be travelled."

It is now just recast by adding a few words to sub-section (1)—by bringing on to sub-section (1) what is appearing in sub-section (2). Suppose there is a bona fide traveller and probably due to circumstances beyond his control, he was not able to get the ticket in time. In such cases, the present practice is, no such certificate is issued by any railway employee. My amendment seeks to legalise what is in practice today. If the train is about to leave and if he reports to

[Shri Tangamani]

the guard concerned, this particular passenger is put in touch with the ticket examiner who collects the money when the train is in motion and a receipt is issued. The ticket examiner does not issue any certificate. If the hon. Minister tells me that such certificates are issued for passengers and subsequently a receipt is issued, I will not press my amendment.

Shri Shahnawaz Khan The guard is authorised to issue the certificate and he does issue it.

Mr Deputy-Speaker. So that is there. The amendment is not pressed.

The question is

"That clause 3 stand part of the Bill"

The motion was adopted

Clause 3 was added to the Bill

Clause 4 (Amendment of section 108)

Shri Naushir Bharucha I do not desire to make a speech, I will only move my amendment No. 4, which is in connection with pulling of chains.

I beg to move

Page 1,—

for clause 4, substitute—

'4 Amendment of section 108—Section 108 of the principal Act shall be renumbered as sub-section (1) of that section and after sub-section (1) as so renumbered, the following sub-section shall be added namely—

"(2) Where it is proved that such use or interference was for the purpose of wilfully obstructing the course of a train or rolling stock or intentional obstruction to normal functioning of railway administration such person shall be punished with imprisonment for a term which may extend to three months or with fine which may extend to two hundred and fifty rupees or with both."

Shri Tangamani: I beg to move

Page 1, line 14,—

after "principal Act," insert—

'after the word "train" the words "like alarm chain-pulling" shall be inserted and—'

If you look into the original section it reads as follows

"If a passenger, without reasonable and sufficient cause, makes use of or interferes with any means provided by a railway administration for communication between passengers and the railway servants in charge of a train, he shall be punished with fine which may extend to fifty rupees."

Now by implication they want to say that alarm chain is also one of the means of communication. This amendment is very specific. We must remember that the original Act was passed in 1890. It is a very old Act. Subsequently, the question of alarm chain has come to stay. Apart from the alarm chain there may be other means also by which I can communicate with the railway employees but to include "alarm chain" will be in consonance with the spirit of the amending Bill.

Mr Deputy Speaker Has he any doubt that the means of communication will not include the alarm chain?

Shri Tangamani Why not make it more specific?

Mr Deputy-Speaker Is there any doubt? If the hon. Member has got any doubt that it does not include, he might make it clear. But if there are no doubts and the phrase is sufficient enough to include that as well, why should we interfere with it?

Shri Tangamani. But there may be other means of communication. If we really want only to penalise those people who resort to alarm chain pulling, we must make it specific.

श्री भारुचा लिह : उपाध्यक्ष महोदय, मैं आपकी इजाजत से यंत्री महोदय से केवल यह पूछना चाहता हूँ कि यह जर्जर सीचने के जो सही मामले थे उनमें से कितनों में मुकदमा चलाया गया और आप इन घटनाओं को बतला सका बढ़ा देने से कैसे रोक सकते हैं जब कि इस किस्म के अपराधियों पर मुकदमे नहीं चलाये गये हैं ?

श्री शाहनवाज खान : मुकदमे तो काफी चलाये गये हैं लेकिन बदकिस्मती से जो उस सम्बन्ध में फिरास और भाकड़े हैं, वे मेरे पास भौजूद नहीं हैं लेकिन मुकदमे काफी चलाये गये हैं ।

Shri Shahnawaz Khan: I am sorry, I am unable to accept the amendment of my hon friend, Shri Bharucha. The proposal in the Bill is that when a person without reasonable or sufficient cause uses the alarm chain apparatus he shall be punished with imprisonment up to three months or with a fine of Rs 250. The amendment of my hon friend places the onus of proof on the railways. The onus must necessarily rest on the person who pulls it. He has to prove that he has pulled it for a proper reason.

Mr. Deputy-Speaker: I will now put them to the vote. The question is.

Page 1,—

for clause 4, substitute—

'4 Amendment of section 108—
Section 108 of the principal Act shall be renumbered as sub-section (1) of that section and after sub-section (1) as so renumbered, the following sub-section shall be added, namely

"(2) Where it is proved that such use or interference was for the purpose of wilfully obstructing the course of a train or rolling stock, or intentional obstruction to normal functioning of railway administration, such person shall be punished with imprisonment for

a term which may extend to three months or with fine which may extend to two hundred and fifty rupees or with both."

The motion was negatived.

Mr. Deputy-Speaker: The question is.

Page 1, line 14,—

after "principal Act", insert—

'after the word "train" the words "like alarm chain-pulling" shall be inserted and'

The motion was negatived.

Mr. Deputy-Speaker: The question is

"That clause 4 stand part of the Bill."

The motion was adopted.

Clause 4 was added to the Bill.

Clause 5.—(Amendment of section 109)

Shri Tangamani: I beg to move.

Page 2, line 1,—

after "principal Act", insert,—

'(a) the words and figures "or thereon under section 63" shall be omitted and'

Section 109 reads as follows:

"If a passenger, having entered a compartment which is reserved by a railway administration for the use of another passenger, or which already contains the maximum number of passengers exhibited therein or thereon under section 63, refuses to leave it when required to do so by any railway servant, he shall be punished with fine which may extend to twenty rupees."

I will now read section 63.

"Every railway administration shall fix, subject to the approval of the Central Government, the

[Shri Tangamani]

maximum number of passengers which may be carried in each compartment of every description of carriage, and shall exhibit the number so fixed in a conspicuous manner inside or outside each compartment, in English or in one or more of the vernacular languages in common use in the territory traversed by the railway, or both in English and in one or more of such vernacular languages as the Central Government, after consultation with the railway administration, may determine."

These are all right on paper. But today when we are not having enough accommodation in compartments and when we are not having enough teams, to put such a thing in the penal clause, I am afraid, is very undesirable as it can never be enforced. I would like to know from the hon. Minister whether he will prevent any passenger from getting into the compartment which is full. Suppose the capacity is 73 and when it is full a passenger wants to get in. If the passenger gets in inspite of the protest by the railway employee will you make it penal? Then it will be really Utopian. If you amend it in some other way, I have no objection.

I am now pressing this amendment because otherwise the entire purpose of the amending Bill will be lost. The purpose is that we want to arm the railway employees with more powers, we want to prevent ticketless travel, we want to prevent unauthorised occupation and beggars coming in. So far so good. But when we say that when an unreserved compartment is full and if a passenger tries to get into the compartment inspite of the protest of the railway official he will come under the mischief of the penal provision it will be rather absurd. That is why I have brought in my amendment.

Shri Shah Nawaz Khan. The amendment does not serve any useful pur-

pose. In fact the present section is more satisfactorily worded.

Mr Deputy-Speaker: I appreciate the difficulty of the hon. Member. I have also felt the same difficulty about the words "or which already contains the maximum number of passengers exhibited therein of thereon under section 63". Suppose it is allowed as it is and the maximum number is exceeded. If a compartment is meant for 100 and one more person tries to get in. What would you do? Would he be shut out? Are you going to make it also penal?

Shri Shree Narayan Das: In view of the over-crowding in trains it is absurd to do that.

Mr Deputy-Speaker: When we cannot remove overcrowding, when we cannot provide seats for them, when we know that the maximum number that we have fixed cannot be enforced how can we reconcile this provision?

Shri Dasappa: I think it is better that the whole clause is omitted.

Mr Deputy-Speaker: I will hold it over, and the hon. Minister might think over it.

Shri Jagjivan Ram: I will think over that. It is the existing provision. We have not made any amendment to that. The only amendment that we have made is about reserved seats and reserved berths.

Mr Deputy-Speaker: So, will it not come into the penal clause?

Shri Jagjivan Ram: It is already there.

Mr Deputy-Speaker: It would be an anomaly.

Shri Jagjivan Ram: It has been already there. We have not amended that.

Shri Shree Narayan Das: This clause may be held over and the Government may think about it in the meantime

Mr. Deputy-Speaker: The hon. Minister says that there is no amendment so far as this provision is concerned. Therefore, he cannot take it up just now, so far as this Bill is concerned, though everybody is agreed that this provision should be looked into and it cannot be allowed to remain when we know that there is always going to be overcrowding for some years to come. If that clause remains penal it looks very queer. It ought to be considered by the Ministry how this has been allowed to remain so far and no attempt has been made to amend it.

Shri Rajendra Singh: An explanation should be added

Mr. Deputy-Speaker. You may think about it for some time. I will hold it over and proceed with the next clause. We now go to clause 6.

Clause 6. (Amendment of section 112)

Shri Tangamani: I beg to move

Page 2—

for lines 29 to 32, substitute,—

"(1A) The excess charge referred to in sub-section (1) shall be fifty naya paise."

What is sought to be done here is, a bona fide traveller, who under certain circumstances was not able to purchase the ticket, as soon as he is apprehended if he is prepared to pay the full charges he is going to be charged double the fare or 50 naya paise whichever is greater; that is, if the fare is Rs 10 he will have to pay Rs 20. My amendment is, when we are able to collect the full fare from him the excess punishment should be only to the extent of 50 naya paise, otherwise it becomes very vindictive, because even in cases

where the person concerned informed the officials but was not able to get a certificate it will authorise the ticket examiner to collect double the fare. I think if we authorise him to collect 50 naya paise more than the ordinary fare it will meet the ends of justice, because he has not taken pains to purchase the ticket.

Shri Shah Nawaz Khan: Section 113 (3) reads "For persons who travel without proper ticket with intent to defraud" I would like the hon. Member to notice this difference. The provision is that from persons who travel without proper ticket and without intent to defraud the Railway Administration the amount to be collected in addition to the single fare is an excess charge which shall be a sum equivalent to the amount of a single fare or 50 naya paise whichever is greater. The Bill seeks to make provision for the collection of similar amounts in the case of passengers who travel without proper tickets with intent to defraud. That is the change. Therefore I am unable to accept the amendment.

Mr. Deputy-Speaker. The question is—

Page 2—

for lines 29 to 32, substitute,—

"(1A) The excess charge referred to in sub-section (1) shall be fifty naya paise"

The motion was negatived

Mr. Deputy-Speaker: The question is—

"That clause 6 stand part of the Bill"

The motion was adopted

Clause 6 was added to the Bill

Clauses 7 to 9 were added to the Bill

Mr. Deputy-Speaker: Then we take up clause 10. Are there any amendments? No amendments

The question is:

"That clause 10 stand part of the Bill"

The motion was adopted.

Clause 10 was added to the Bill
Clause 11.—(Amendment of section 121)

Shri Naushir Bharucha: Sir, I beg to move:

Page 3.—

for clause 11, substitute—

"11. Amendment of section 121. Section 121 of the principal Act shall be renumbered as sub-section (1) of that section and after sub-section (1) as so renumbered the following sub-section shall be added, namely:—

"(2) If such wilful obstruction or impeding of a railway servant is accompanied by use of force, such person shall be punished with imprisonment which may extend to six months or with fine which may extend to five hundred rupees or with both"

I do not intend to make a speech

Shri Tangamani: I would like to make a few observations. Only yesterday in reply to one of the starred questions, i.e. Question No 121 this is what the hon Deputy Minister said:

"A few cases of assault and attempted assault on engine crew by travelling public and others have taken place when trains were running late due to any reason and these incidents did cause some alarm to engine drivers. Efforts are being made to check such incidents in co-operation with the State Police"

This particular question was about the frequent manhandling of railway

staff on the Sealdah Division (Eastern Railway) by passengers, so much so that it alarmed the engine drivers to seek protection and shelter. That is the sort of position that is obtaining.

What I would like to mention is that it is also linked with certain things which are happening. So, the question of late running of trains must be gone into. I have no time to go into that but the Estimates Committee have gone into this in great detail and what they wanted was that greater co-operation from the public and greater co-operation from the Members of Parliament was necessary and that certain propaganda has got to be done. I have got many instances. To this point so many hon Members have already referred

Mr. Deputy-Speaker: We will discuss it again at the time of general discussion of the Railway Budget.

Shri Tangamani: We have brought to the notice of the hon Minister also cases of honest employees who have been manhandled. In the case of one employee, which I have referred to the hon Minister also, the employee who has really done his duty has been demoted. Such cases are also there. So, I submit that although this amending clause 11 arms the Ministry with the powers required, it has to be read along with the amendment which my hon friend, Shri Bharucha, has made. As Shri Bharucha has himself explained that is the intention.

Shri Shahnawaz Khan: I am afraid I cannot accept the amendment of my hon friend, Shri Bharucha. The distinction between 'wilful obstruction or impeding of a railway servant' and 'wilful obstruction or impeding of a railway servant accompanied by the use of force' is not very clear. In any case, the statute provides only for the maximum punishment. It is up to the court to decide as to what the intention of the person was.

Mr. Deputy-Speaker: I will put the amendment to the vote of the House. The question is:

Page 3.—

for clause 11, substitute—

"11 Amendment of section 121
Section 121 of the principal Act shall be renumbered as sub-section (1) of that section and after sub-section (1) as so renumbered, the following sub-section shall be added, namely—

"(2) If such wilful obstruction or impeding of a railway servant is accompanied by use of force, such person shall be punished with imprisonment which may extend to six months or with fine which may extend to five hundred rupees or with both."

The motion was negatived.

Mr. Deputy-Speaker: The question is

"That clause 11 stand part of the Bill"

The motion was adopted.

Clause 11 was added to the Bill.

Clause 12 was added to the Bill

Clause 1—(Short title)

Shri Jagjivan Ram: Sir, I beg to move

Page 1, line 4—

for '1958' substitute '1959'

Mr. Deputy-Speaker: The question is

Page 1, line 4,—

for '1958' substitute '1959'

The motion was adopted

Mr. Deputy-Speaker: Clause 5 still remains

Shri Jagjivan Ram: I was going to point out to section 102 of the Railways Act which is corresponding to 109 I will read it out

"If a railway servant compels or attempts to compel, or causes,

any passenger to enter a compartment which already contains the maximum number of passengers exhibited therein or thereon under section 63, he shall be punished with fine which may extend to twenty rupees"

I think that both of them have continued in the Railways Act. It might be useful in the upper classes it is not in the third class

Mr. Deputy-Speaker: The railway servant may not compel. He may stand aside and the passenger might get into it. Perhaps the railway employee can escape this punishment. But, what about the passenger?

Shri Jagjivan Ram: The position at present is this. If it is by connivance of the passengers who are already in the compartment and the passengers who are entering the compartment, no notice has been taken of that. At present, we should presume that it is happening like that. It will create certain difficulties if the provision does not exist in the case of upper classes

Mr. Deputy-Speaker: You yourself happen to go round and say that you cannot remove overcrowding and the public should not expect it. If a passenger goes and forces his entry inside and others obstruct, what would be the position? Is the passenger who is trying to get in not guilty under section 109?

Shri Jagjivan Ram: According to the Act he is. I say that at present there is connivance between the passengers who are in the compartment and the passengers who are coming

Mr. Deputy-Speaker: The hon. Railway Minister cannot reconcile both the positions. When he goes round and says that he cannot remove overcrowding, still he allows this section to continue. He ought to do one thing. All right. That is for him.

Shri Shree Narayan Das: I would like to have a clarification. As the hon Minister just now said, in section 102 there is provision that if any railway employee allows any person to sit in any compartment beyond the number exhibited there, he may be punished with a fine. He does not come here. Suppose there is no seat in the first class compartment. The exhibited number 5 or 6 is indicated there. Suppose a first class bona fide passenger—he has purchased a ticket—goes and sits there, he may be punishable under section 109. Why should he be punished? There is no accommodation in the first class elsewhere. Therefore a bona fide first class passenger—he possesses a ticket—enters. Suppose the other passengers object to his entrance. There may be a seat in the first class. In a small compartment, three persons are authorised in day time, if no seats are available, any bona fide first class passenger can sit there. They can accommodate him. Suppose the passengers do not allow. That gentleman who has purchased a first class ticket is disallowed. He is punished also if he defies this order. It is a great anomaly. When we are just asked to support this measure why not make this necessary correction? When we are not able to provide sufficient number of seats in the first class and the second class, I request the hon Minister, that this is the time when these words in the section should be removed. These words "or which already contains the maximum number of passengers exhibited therein" should be removed for the time being at least until the Government or the Railway is in a position to provide sufficient number of seats in all the classes including the first and second classes.

Raja Mahendra Pratap (Mathura)
May I submit in this connection that our Railway Minister

Mr. Deputy-Speaker: Order, order. Has he got the permission of the Chair? Or does he not need it as

though ticketless travellers do not need tickets?

Raja Mahendra Pratap: The Chair is always kind and so I thought I got permission.

Mr. Deputy-Speaker: We are already complaining against these ticketless travellers. The hon Minister.

Raja Mahendra Pratap: There is an important question.

Mr. Deputy-Speaker: Order, order. I will allow him after this.

Shri Jagjivan Ram: To what I have said, I have not much to add, except that the argument in the case of first class is merely theoretical. The first class has been enjoying this privilege.

Mr. Deputy-Speaker: He is not talking of reserved berths. During the day a compartment is reserved for, say, ten persons of the first class. They can sit.

Shri Shree Narayan Das rose—

Mr. Deputy-Speaker: I will try to explain. If I am not able, then I will allow him.

The other persons come in. Those who are already there do not allow them to enter the compartment. There is a scuffle. You do not take notice of it, but supposing the other men who are in the compartment go to the court that these people have committed an offence. What will be the position?

Shri Jagjivan Ram: That position is there.

Shri Naushir Bharucha: Even then section 109 will have to remain for this reason.

Mr. Deputy-Speaker: That is quite a different thing. Section 109 has to remain, but it ought to be amended somewhat.

Shri Jadhav (Malegaon): An explanation should be added.

Shri Dasappa: If it is allowed to remain a dead letter as it has been hereto, there will not be any trouble

Mr. Deputy-Speaker: But now by this discussion, everybody will know it.

Shri Dasappa: Yes, therefore there is necessity for accepting the amendment.

Mr. Deputy-Speaker: So far, the public might not have known it, but with this discussion everybody will know it, and what will be the result?

Shri Jagjivan Ram: No, Sir. The prosecution will lie only at the instance of a railway servant. The passenger cannot prosecute.

Mr. Deputy-Speaker: You would say you would keep silent even when it occurred. All right, I have no help.

The question is

Page 2, line 1,—

after "principal Act", insert,—

(a) the words and figures "or thereon under section 63" shall be omitted and'

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That clause 5 stand part of the Bill"

The motion was adopted.

Clause 5 was added to the Bill.

Mr. Deputy-Speaker: The question is:

"That clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill

Enacting Formula

Mr. Deputy-Speaker: The question is:

Page 1, line 1, for "Ninth Year" substitute "Tenth Year"

The motion was adopted.

Mr. Deputy-Speaker: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill

The Title

Mr. Deputy-Speaker: The question is:

"That the Title stand part of the Bill"

The motion was adopted.

The Title was added to the Bill.

Shri Shahnawaz Khan: I beg to move

"That the Bill as amended, be passed"

Mr. Deputy-Speaker: Motion moved:

"That the Bill, as amended, be passed"

श्री स० म० बनर्जी उपाध्यक्ष महोदय, इस सदन मे काफी सदस्यों ने इस बिल की मुख्यालिकत भी की है और कुछ ने इस का स्वागत भी किया है। मे समझता हूँ कि इस बिल के पास करने मे माननीय मंत्री जी का जी मवसद है, वह पूरा नहीं होगा, उस की बजह यह है कि आज ओवर-क्राउडिंग बढ़ती जा रही है और वह बार बार इस सदन मे और उसमे बाहर भी यही कहते हैं कि यह मुमकिन नहीं है कि हम इस का उचित हूँल निकाल सके। जहाँ तक टिकटलैंस ट्रैवर्लिंग का ताल्लुक है, मैं बताना चाहता हूँ कि कुछ द्रेनेज इसनी क्राउडिंड होती है कि किसी टिकट क्लेटर या टिकट चेकर की मजाल नहीं है कि वह थड़ं क्लास के डिब्बे मे चला जाये। पहले मुमकिन है कि वे लिडकियों के रास्ते जा सकते हों, लेकिन अब वहा शीशे लग गये हैं इस हालत मे कोई चैकिंग नहीं हो सकती है कि

[श्री स० म० नर्जी]

कितने लोग बिना टिकट के सफर करते हैं। अब लोग स्टेशन पर उतरते हैं, तो कुछ गेट ऐसे बने हैं, जिन से बिना टिकट सफर करने वाले निकल सकते हैं। कानपुर में भी एक ऐसा गेट है, जिस को लक्षी गेट कहा जाता है। कहा जाता है कि जो लक्षी को घर में लाना चाहते हैं, उनको हमारे कमंचारी भाई उस गेट से निकाल दें।

उपाध्यक्ष महोदय, इस बिल पर अब अब रीडिंग चल रही है। हमें सोचना यह है कि इस कानून को पास करने से क्या लोगों के नीतिक स्तर को हम ऊचा उठा सकेंगे? आप यहा पर २५० रुपये फाइन रख रहे हैं, मैं कहता हूँ भगवर आप ५०० रुपये फाइन भी रख दें और उसके साथ-साथ इस तरीके से ओवर-क्राउडिंग चलता रहे, इसी तरह से लेट रनिंग आफ ट्रेस चलती रहे, तो कोई भी मकसद हासिल नहीं होगा।

गाडियों में यह लिखा रहता है कि रेले राष्ट्रीय सम्पत्ति है इमलिये इनकी रक्षा करना आपका कानूनी कानून का है, आप चाहे जैसे बैठें, चाहे पायदान पर लट्टे रहे, छत पर सवार हो कर मकर करे अगर बैठने की जगह म मिले तो बक्से पर बैठ जायें, लेकिन सोच लीजिये कि ये राष्ट्रीय सम्पत्ति है, देश आपका है, गाड़ी आपकी है, जान आपकी है और आपके हाथ मे रहेगी और अगर न रहे तो दूसरी बात है। मैं समझता हूँ कि इस तरह से लिखने के कुछ लाभ नहीं हैं। मैं समझता हूँ इसके साथ साथ यह भी व्यवस्था होनी चाहिये और ऐसा भी कानून बनाया जाना चाहिये कि जिस गाड़ी में जितने पैमेजसं के बैठने की बात लिखी रहती है उतने ही उस मे बैठें और उनको यह भरोसा होना चाहिये कि उनको बैठने की जगह मिल जाएगी। आज मैं देखता हूँ कि जिस डिब्बे मे २४ मुसाफिरो के बैठने की बात लिखी रहती है उसमें ७४ आदमी बैठ कर या लट्टे हो कर या किसी और तरह से

सफर करते हैं। उपाध्यक्ष महोदय, मैं प्राप्त करता हूँ कि भगवर मैं यह कहूँ कि यह बैंक-मार्टेंटिंग नहीं है नो अ० र० द्वा है, आप जैसे क्षमा करेंगे। २४ आदमियों के बैठने की जगह होती है और ७४ आदमियों से पैसा लिया जाता है।

श्री नवल प्रभाकर (वाह्य दिल्ली—रक्षित—प्रनुसारित जातियां) उसी के लिये तो कानून बन रहा है।

श्री स० म० बनर्जी इस कानून में भी एक ऐसा लैकूना है जिस को दूर किया जाना आवश्यक है और मुम्किन है आपको इसमें तरमीम करनी पड़े।

उपाध्यक्ष महोदय क्या बैंकमार्केटिंग करने वाला सुद मी कहता है कि मैं बैंक-मार्केटिंग कर रहा हूँ।

श्री स० म० बनर्जी यहीं तो उपाध्यक्ष महोदय, देश का दुभाय है कि हम सुद बैंकमार्केटिंग करते हैं।

दूसरी बात मैं जैन पुनिंग और लेट रनिंग आफ ट्रेस के बारे मे कहना चाहता हूँ। हमारे माननीय मत्री महोदय ने बड़ी मेहरबानी करके कानपुर के स्टेशन को जा करके देखा है। जब वह वहा गये तो मैं ने उनको दिलाया कि कौन सा जयहिन्द स्टेशन है। मैं ने उनसे कहा था कि कानपुर जैसे बड़े शहर के लिये केवल एक ही स्टेशन है। वहा पर से गाड़ी आती है, हजारों की तादाद मे लोग उतरते हैं और वही पर लेट गाडिया भी पहुचती है और लेट कूटी भी है। वहा ६० परसेट नहीं ६६ परमेट लोग टिकिट के साथ सफर करते हैं। हमारे मत्री महोदय ने साइट को देखा और महसूस किया और आश्चर्य भी प्रकट किया कि यहा पर केवल एक ही स्टेशन है जब कि आगरा जैसे शहर के लिये जहा की आबादी कानपुर

को आवादी से कम है, चार और पाच स्टेशन हैं। उन्होंने कहा कि उन्हें इस चीज का पता भी नहीं था कि यहा यह हालत है। तो मैं कहना चाहता हूँ कि जब तक इस तरह की चीजें चलती रहेंगी, जब तक ब्रोवर-कार्डिंग चलता रहेगा तब तक वेन पुलिंग भी होता रहेगा, हालांकि मैं इसको बहुत बुरा समझता हूँ।

हमारे डिप्टी मिनिस्टर साहब ने एक सुझाव दिया कि एक अपील होनी चाहिये और मैं इससे बिल्कुल सहमत हूँ। अगर मुहम्मद अली जिन्ना साहब की अपील का लोगों पर असर पड़ सकता है और लोग उसका स्वागत कर सकते हैं तो हमारे हर-दिल अजीज प्रधान मन्त्री अगर एक अपील करें तो उसका भी असर देश पर पड़े बिना नहीं रह सकता। आज भी जनता का विश्वास उन पर है। सभी नेताओं की ओर से अगर अपील की जाय तो उसका असर पड़े बिना नहीं रह सकता है।

मैं आपसे यह भी कहना चाहता हूँ कि अगर आप सेलेंस को छोड़ करके एक बार तीसरे दर्जे में चुकिया हालत में सफर करे तो आपको पता चलेगा कि उन में सफर करने वाले लोगों की क्या हालत है। उनकी जेबों में आपके फोटों तो रखे नहीं होते हैं जो वे एक दम आपको पहचान जायें। लेकिन हमारे देश का दुर्भाग्य यह है कि हम लोगों को भी फर्ट ब्लास के पास दे दिये गये हैं और मैम्बर भी अब तीसरे दर्जे में सफर नहीं करते हैं।

चूंकि समय थोड़ा है, इस बास्ते में एक ही बात कह करके खत्म किये देता हूँ। मैं चाहता हूँ कि हम सब की तरफ से जनता के नाम अपील होनी चाहिये, मिनिस्टर्स को तरफ से, प्रधान मन्त्री जी की तरफ से तथा दूसरों की तरफ से विद्यार्थी बनवायों से तथा दूसरों से अपील होनी चाहिये कि वे कोई

नाजायज काम न करें। दूसरे ओं छोटी छोटी दिक्कतें हैं, जो छोटी छोटी कमियां हैं, उनका भी हल होना जरूरी है, उनका भी दूर होना जरूरी है, ये कुछ सुझाव ही मैं आपको देना चाहता हूँ और आशा करता हूँ कि आप इन पर गौर करेंगे और जो समस्या है अबर वह पूरे तौर पर हल नहीं हो सकी तो कुछ हद तक तो हल अवश्य होगी, उसका समाधान तो अवश्य होगा और इसको हल करने में हम सब को मिल करके कोशिश करनी चाहिये।

श्री मूँ चं० जेन (कैथल) उपाध्यक्ष महोदय, अब यह तीसरी रीडिंग की स्टेज है। जिस बीमारी का इलाज हम इस बिल के द्वारा करने जा रहे हैं, हमें देखना यह है कि क्या वह हो सकेगा या नहीं? हाउस के मैम्बर साहिबान इस्तलाफ राय रखते हुये भी इस्तिकाक राय से इस बिल को पास करने जा रहे हैं। लेकिन जहा तक बीमारी का ताल्लुक है मैं ने माननीय मैम्बर साहिबान की स्पीचिज को सुना है और वह गौर के साथ सुना है और सभी मैम्बर यह स्वीकार करते हैं कि बीमारी है लेकिन जहा तक उसके इलाज का ताल्लुक है, रेलवे मिनिस्टर साहब और हाउस ये इस्तलाफ राय हैं। जो इलाज माननीय मन्त्री महोदय ने हमारे सामने रखा है, वृक्ति मैम्बर साहिबान ने तो उसको स्वीकार कर लिया है, इस लिये यह बिल पास होने जा रहा है।

लेकिन मैं मन्त्री महोदय का ध्यान मैम्बर साहिबान की स्पीचिज की तरफ दिलाना चाहता हूँ और जो जवाब दिया गया है मिनिस्टर साहब की तरफ से उन स्पीचिज का उम्मकी तरफ दिलाना चाहता हूँ। मैम्बर साहिबान की तरफ से रेलवे में कोरप्सन के बारे में जो कुछ कहा गया है उसका जवाब कोई सीटिस्पैक्टरो जवाब, नहीं दिया गया है। जो इलाज माननीय मन्त्री महोदय ने तजबीज किया था वह तो माना जा रहा है लेकिन जहा तक मैम्बर साहिबान का ताल्लुक है,

[बी मू० च० जैन]

उनका व्याप्ति है कि बीमारी के कारण कुछ और है जिन की तरफ एडमिनिस्ट्रेशन की वावज़द नहीं है और वह है रेलवे में कोरप्शन का होना। किसी भी बैम्बर ने अपनी स्पीच में यह नहीं कहा कि रेलवे में कोरप्शन नहीं है बल्कि एक के बाद दूसरे बैम्बर ने अपने जाती तजुर्बे की बिना पर और बड़े दुख के साथ यह कहा कि रेलवे कर्मचारियों में कोरप्शन है। मैं उस बक्त डिप्टी रेलवे मिनिस्टर के उस रिपोर्ट को भी सुन रहा था जब कि उन्होंने बड़ी सस्ती के साथ यह कहा कि कोरप्शन नहीं है। यह एक समस्या है। हाउस के बैम्बर, यह समझते हैं कि रेलवे में बेहद कोरप्शन है जबकि जिन के हाथों में एडमिनिस्ट्रेशन है

श्री शाहनवाज खां आज प्लाइट आफ क्लरिफिकेशन, सर। मैं यह समझता हूँ कि मेरे साथ बेहसाफी की जा रही है। मैं ने उस बक्त एतराज किया था कि जब एक आनरेल बैम्बर साहब कह रहे थे कि रेलवे आफिसर्स अपने बीवी और ज्वो इत्यादि बिना टिकट के ले जाते हैं। यह बात गलत है। मैं ने यह नहीं कहा कि रेलवे में कोरप्शन नहीं है।

श्री मू० च० जैन अभी डिप्टी रेलवे मिनिस्टर साहब ने जो सफाई दी है

श्री राजेन्द्र सिंह उपाध्यक्ष महोदय, मैं ने वह अभियोग लगाया था कि बहुत से रेलवे के आफिसर्स अपनी बीवी, अपने बाल बच्चों और अपने दोस्तों के साथ बगैर टिकिट बचते हैं और बेश्यामों को अपने घर बगैर टिकिट के बुलाते हैं।

श्री शाहनवाज खां यह बिल्कुल गलत है।

श्री राजेन्द्र सिंह अगर आप समझते हैं कि मैं गलत कहता हूँ तो हाउस के बाहर

चल कर के आप तहकीकात करा ले और अगर यह बात गलत साबित हो तो मैं रिजाइन करूँगा और अगर सही साबित हो तो आप रिजाइन कीजिये।

Mr Deputy-Speaker: Order, order. We would not allow any of you to resign. Let us continue

श्री मू० च० जैन डिप्टी स्पीकर, साहब, मैं यह कह रहा था कि जो अस्थारत माननीय मंत्री महोदय ने मार्गे हैं वे उन्हें मिल रहे हैं। हाउस खुा होगा और मिनिस्टर साहब और रेलवे एडमिनिस्ट्रेशन को अन्य-बाद देगा अगर एक बरस के बाद हमें आकड़े दे कर बतायें कि टिकिटनैस ट्रैवल इतना कम हुआ है, जो हमारे कर्मचारियों पर हमले होते थे, वे इस हद तक कम हो गये हैं, जो हाकर्स गडबड करते थे और नाजायज काम करा थे, वे इस हद तक कम हो गये हैं, नाजायज तौर पर जो जजीरे लीची जाती थीं, वे इन्हीं कम हो गई हैं। अगर एक बरस के बाद हमें वह कुछ इम्प्रूवमेंट दिला सकें तो मैं कहता हूँ वह तभाम हाउस की तरफ से मुवारिकाबाद के मुस्तहिक होगे।

लेकिन मैं जानता हूँ कि सजा बढ़ाने के बावजूद भी वही ढाक के तीन पात बाली बात होगी। मैं समझता हूँ कि इस बिल की माफत हम उस कमी को छिपाने का प्रयत्न कर रहे हैं जो कि एडमिनिस्ट्रेशन में है। कहीं यह बिल कमजोरी को छिपाने का एक डिवाइस ना हो। आज एडमिनिस्ट्रेशन में अप्टाचार है और इसको दूर करने का प्रयत्न नहीं किया जा रहा है। सभी स्टेजिज पर अप्टाचार है। अगर गुड्स बलार्क में अप्टाचार है तो मैं आपको अपने तजुर्बे की बिना पर बता सकता हूँ कि जब तक ऊपर का जो अफसर है वह मिला हुआ नहीं होता है, तब तक अप्टाचार ही नहीं ही सकता है अर वह बिल। हुआ न हो तो अप्टाचार करने की किसी की हिम्मत हो ही नहीं सकती है। आज टिकिट बाटने

वालों में कोरप्शन है और यह भी उपर के अफसरों के मधिवरा के बगैर मुमकिन नहीं हो सकता है। आप कायदा बनायें कि अगर गृह्य लार्क या कोई और कोरप्शन करता हृषा पाया जायगा तो उसके उपर जो अफसर है उसकी भी जिम्मेदारी होगी, चाहे इसे वीकेरियस लायाबिलिटी (vicarious liability) कहा जाये और जब आपने ऐसा किया तो कोरप्शन बन्द हो जायेगा। आज मैं देख रहा हूँ कि जनता में बही भारी अविश्वास की भावना पैदा हो रही है, कोरप्शन बढ़ रहा है और हमारे मध्दी महोदय और रेलवे विभाग भीठी भीद सो रहे हैं। जब आप इस तरह से सोचेंगे कि कोरप्शन नहीं है तो कैसे उसको दूर करने का सवाल पैदा हो सकता है।

बहरहाल उन्होंने जो पावसं चाही थी, हाउस ने उन्हें दी है। हाउस तो यह जानना चाहेगा कि यह न तीजा क्या दिखाते हैं। अगले साल जो फिरां दिये जायेंगे उन से पता चलेगा कि कितना फायदा या नुकसान इस विल से होगा। अगर अच्छा नतीजा निकला तो हाउस के मेम्बर उन्हें धन्यवाद देंगे। लेकिन मैं चाहूँगा कि हाउस के मेम्बरान ने जो दूसरी तज्जीजें दी हैं पालियामेट के अन्दर उन की तरफ हमारी सरकार ध्यान दे और अगर उन तज्जीजों पर अमल किया गया तो लाजिमी तौर पर जो नतीजा होना चाहिये वह होगा।

Mr. Deputy-Speaker There was an hon lady Member sitting there behind the pillar who wanted to speak

Shri Jagjivan Ram: She is not there, Sir,

Mr. Deputy-Speaker: Shri Dasappa

Shri Dasappa: Mr. Deputy-Speaker, S.r, I am glad that this measure has received practically unanimous support at the hands of this House (Interruptions.)

An Hon. Member: Question

Shri T. B. Vittal Rao: Ask Shri Jaganatha Rao

Shri Basappa: If there are still some dissentients, I must express my astonishment and surprise at the attitude of those few hon Members

I think the purpose is obviously to bring about a perceptible improvement in the general conduct and morality of the travelling public. That, I believe, is the main purpose of this Bill. I ask if this is not a measure which is going to help the railway authorities in trying to bring about that wholesome result. It is true that there may be so many other defects in the working of the Railway administration. But, I beg to submit that today, when considering this Bill, those are a little foreign to it. Therefore, those critics who have confused issues and tried to narrate the difficulties which they experience at the hands of the railway authorities had better reserve their observations to another occasion which is not far off from today.

I want to refer to just one or two things which need the attention of the hon Minister. It is a thing which you have particularly brought to his attention, and that is with regard to over-crowding. Now that the point has been so well brought out, it certainly encourages any passenger in a crowded compartment, particularly of the third class type where this is likely to occur, to bring anybody who gets into that crowded compartment under the purview of the penal provisions of this law. I want the hon Minister to tell me whether that section which has been there—section 112 or so—has not remained a dead letter all these years. If according to the hon Minister, it is going to remain dead letter, is it fair that we should allow to stand in the statute? There is nothing so demoralising as having a piece of legislation which you cannot yourself implement and which you do not believe in implementing.

An Hon. Member: Yes

Shri Dasappa: Therefore, I say that, even if the hon. Minister has not found it necessary to accept the amendment to which you yourself referred, I hope, within a short while he will see to the removal of that particular clause where he makes it penal for people to get into a bogie which has already had its quota and that would be a very wholesome thing.

Then, there is the other provision about the magistrate trying to bind over for good behaviour persons who are habitually committing the offence of travelling without ticket—not only they, but also those who have attempted to commit the offence of travelling without ticket. The latter clause is a very dangerous one. Though we have not expunged that particular clause, I hope the hon. Minister will see to it that no case will be launched for binding over for good behaviour on the mere basis that there has been attempts on their part.

With regard to the clause for binding over for good behaviour, in every law there is a provision for giving notice before such action is taken.

Shri Dasappa: Here, there is no such provision at all in this. If some proof is there before a Magistrate that he has been a habitual offender or he has attempted to do so . . .

Mr. Deputy-Speaker: That procedure would apply even now; it would remain the same. This is substantive law. The procedure would remain the same.

Shri Dasappa: I hope that procedure would apply in this case also . . .

Mr. Deputy-Speaker: The hon Member's time is up.

Shri Dasappa: Anyway, the hon. Minister deserves our heartiest congratulations for this measure.

Shri Shahnawaz Khan: Sir, I am grateful to the hon. Members who have taken such a lively interest in this debate . . .

Shri Rajendra Singh: Other than me, of course.

Shri Shahnawaz Khan: It is admitted that there is overcrowding on our railways but the House is fully aware of the circumstances in which the Railway Minister is working. We are charged with the primary task of coping with the goods traffic with very limited funds. This august House had to take a decision whether to give priority to the movement of goods for the development of our industries or to decrease the overcrowding and in all its wisdom it has approved the policy that priority has to be given to the goods traffic. I am proud to be able to tell the House that the Indian Railways carry all the traffic that is available and today we are in a very comfortable position. There are hardly any outstanding registration . . . (Interruptions.)

The House is aware that only a few days ago our respected President performed the opening ceremony of two of our huge steel plants. When they go into full production, our drawbacks from which we are suffering now and because of which we could not do away with overcrowding—shortage of rails, steel plates, sleepers, etc., for which we are depending on foreign exchange—will be removed . . .

Shri D. C. Sharma: What about the increase in population?

Shri Shahnawaz Khan: So, the time is not so very far off when we shall be in as happy a position in regard to overcrowding also as we are now in regard to the goods traffic.

My hon. friend, Shri D. C. Sharma has also hinted at a very important factor. With our very limited resources we are doing whatever is possible. The House is aware that we are adding additional coaches almost to the maximum capacity of the train. Wherever it is possible we are putting more and more coaches. We have taken off the air-conditioned coaches and put ordinary third-class coaches in the vestibule trains. But the

terrific rate at which our population is increasing should be taken into consideration by the House. So many people more means so many more travelling.

17 hrs.

My friend Shri Mulchand referred to corruption that was rampant in the railways. I do not say that there is no corruption at all. There is corruption and the Acharya Kripalani Committee has pointed out the many many aspects in which it exists. I can assure you that we are trying our utmost to fight corruption. In fact, the Railway Minister has issued orders to General Managers to use their special powers to weed out such undesirable people from the railway

administration, where corruption cannot be proved, but the General Managers are convinced that there is corruption. (Interruptions.)

With these words, I beg to move:

"That the Bill, as amended, be passed"

Mr. Deputy-Speaker: The question is.

"That the Bill, as amended, be passed"

The motion was adopted.

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday the 13th February 1959/Magha 24, 1880 (Saka).

[Thursday, February 12, 1959 / Magha 23, 1880 (Saka)]

ORAL ANSWERS TO QUESTIONS		543-80	WRITTEN ANSWERS TO QUESTIONS—contd		
S.Q.	Subject	COLUMNS	S.Q.	Subject	COLUMNS
No.			No.		
129.	Avoidance of Double Taxation	543-44	158.	Geological Laboratory at Dehradun	586-87
130.	Iron and Steel Equalisation Fund	544-49	159.	Official Language	587
131.	Engineering College in New Delhi	549-53	160.	Election Symbols	587-88
132.	U. S 100 Million Dollar Loans	554-57	161.	Foreign Exchange for Industries in Private Sector	588
133.	Ayurvedic University	557-58	162.	Escape of Pakistani from Delhi Jail	589
134.	All India Memorial for the Martyrs in Delhi	558-60	163.	Women in C. I. D.	589
135.	Madras-Andhra Boundary Dispute	560-62	164.	Eradication of Illiteracy	590
136.	Site for Assam Oil Refinery	562-64	165.	National Flag at Half mast	590-91
137.	Children's Museum in New Delhi	564-65	166.	Bhilai Steel Plant	591
140.	Coal Price Revision Committee	565-66	167.	Admission to National Defence Academy	591-92
142.	Holiday Homes for Children	566-68	168.	International Conference of Social and Child Welfare	592
143.	Assault on the Personnel of Oil and Natural Gas Commission	568-70	169.	Contract with Messrs. Hards Motors	593
144.	Odissi Dance and Music	570-71	170.	Taxes in Tripura	593
145.	Foreign Assets held by Indians	572-76	171.	Octroi-Tax on Khadi in Cantonments	593-94
146.	Small Savings Scheme	576-79	172.	Pension rules	594
147.	Chandrapur Firing Enquiry Commission	579-80	173.	Teaching Profession	594-95
WRITTEN ANSWERS TO QUESTIONS		580-614	174.	Reorganisation of Oil and Natural Gas Commission	595-96
S.Q.			175.	Central Public Health Engineering Research Institute, Nagpur	596-97
No.			176.	Shortage of Kerosene Oil	597-98
139.	Production of Steel and Iron	580-81	177.	Avoidance of Double Taxation	598-99
141.	Prize Bonds Scheme	581	178.	Central Service	599-600
149.	Assistant Commissioners for Scheduled Castes and Scheduled Tribes	582	179.	Zavar Mines in Udaipur	600
150.	Promotion Rules	582-83	180.	Sports Inquiry Committee	600-01
151.	Steel Equalisation Fund	583-84	181.	Pakistani Nationals Serving in Indian Armed Forces and Ordnance Factories	601
152.	Indo-Pakistan Financial Issues	584	182.	Steel Plants	602
153.	Scholarships	584-85	183.	Indian Educational Service	602-03
154.	Sainik School, Dehradun	585	184.	Categorisation of L. I. C. Employees	603
155.	Engineering College at Warangal	585-86	185.	Oil Potential	603-04
157.	Search Institute, Roorkee	586			

WRITTEN ANSWERS TO
QUESTIONS—contd

S.Q. No	Subject	COLUMNS
186	Indian Soldiers in U.N. Emergency Forces	604
187	Road Accidents in Delhi	605-06
188.	Bonus to Life Insurance Corporation employees	606
189	Oil Drilling School at Jwalamukhi	607
190	Transfer of Officers from Centre to States	607
191.	State Service Rules	608

U.S.Q.
No

135	Minerals	608
136	Tourists to Jammu and Kashmir	608-09
137	Department of Oceanography in Universities	609-10
138	Schools for Children of Government Employees	610
139	Pakistanis in India	610
140	Geological Survey of Andhra	610-11
141	Vigyan Mandirs	611-12
142	Ancient Indian manuscripts in Tibet	612
143	Collections of Dr Raghuvira	612-13
144	Central Government servants	613
145	Indian Technical Personnel Abroad	613
146	Foreign Exchange Allowed to Holiday on Sea Troop	613-14
147	Promotion in Ordnance Factories	614
148	Idle Time Payment in Ordnance Factories	614
149	I.B. patients in Defence Establishment	614-15
150	Quarters for Defence Industrial Workers	615
151	Hospitals in Ordnance Depot	615
152	Remittance of Profits by Tea Companies	616
153	National Cadet Corps in Bombay State	617
154	Defence Ministry Lands in Bombay State	617-18

WRITTEN ANSWERS TO
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155	Camping Grounds in Bombay	618
156	Loans on mortgage	618-19
157	Indian Economic Service and Indian Statistical Service	619
158	Birla Science and Industry Museum Calcutta	619-20
159	Harijan Welfare	621
160	Exemption of Industrial Concerns from Income Tax	621
161	Welfare of Ex-servicemen	621-22
162	Hours of Commissioner for Scheduled Castes and Scheduled Tribes	622
163	Aborigines in Minca Island	622-23
164	Educated Unemployed in Punjab	623-24
165	Land Revenue in Tripura	624
166	Suicides in Delhi	624-25
167	Aircraft	625-26
168	Emigrant Deposits in Punjab	626-27
169	Dalhousie and Bikholi Conventions	627
170	Gold Deposits in Amanapur	627
171	Houses for Scheduled Castes	627-28
172	Release of Prisoners on Republic Day	628
173	Assistance to educational institutions in Bihar	628-29
174	Andamans Forests	629-30
175	Natural Gas in Assam	630
176	Oil in Cambay and Bardoda	630-31
177	Cost of Steel plants	631
178	Copper Deposits in Rajasthan	632
179	Training of Indians in Oil Drilling	632
180	Oil Drilling at Bathula	633
181	All India Council for Technical Education	633
182	Retired Scientists	633
183	Research Scholars	633-34
184	Lord Foundation Grants	634
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QUESTIONS—contd.

U.S Q. No.	Subject	COLUMNS
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187.	Settlement in Andaman Islands	635-36
188.	Criteria adopted for other Backward Classes ¹	636
189.	Illegitimate Children	636-37
190.	Ford Foundation Grants	637
191.	Cheating Cases in Delhi	637
192.	Harjan Advisory Board	638
193.	Acquisition of Land around Bhulai	638-39
194.	Profit remitted by British Plantations	639
195.	Foreign students in Visva Bharati University	639
196.	Tomb of Sher Shah Suri's Father in Nar-naul	640
197.	Memorial to Poet Kalidas at Ujjain	640
198.	U.S Rocket—Pioneer	640-41
199.	Pay Scales of Motor Drivers under Tripura Administration	641
200.	Development Works in Lansdowne, Landhouri and Chakrata	641-42
201.	Repair of Jama Masjid	642
202.	Trades and Crafts in Delhi Jails	642-43
203.	Political Sufis	643-44
204.	Wealth Tax	644
205.	Export Duty on Assam tea	644
206.	Ammunition	644-45
207.	Convict Tickets of Mahatma Gandhi	645
208.	I.A.S Examination Centres in Madhya Pradesh	645-46
209.	National Defence Academy	646
210.	Colonies for Scheduled Tribes in Orissa	647
211.	Nickel Coins in Orissa	647-48
212.	Supply of C.I. Sheets to Manipur	648-49
213.	Transfer of Clerks in M.E.b.	649

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S Q. No.	Subject	COLUMNS
217.	Students pursuing Naval Architecture.	649-50
218.	Oil Development Scheme.	650
219.	Vigyan Mandirs in Bombay State	650
220.	Folk Songs and Paintings	651
221.	Oil from 'Kuth' Herb	651
222.	Youth Hostel Association	652
223.	T.C.M. Scheme	652
224.	Tripura Land	652
226.	Vigyan Mandirs in U.P.	652-53
227.	Anti-Corruption Results in 1958	653
228.	"Exchange of Scholars between India and China"	653-54

PAPERS LAID ON THE TABLE 655-55

The following papers were laid on the Table—

(1) A copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various sessions of Second Lok Sabha—

(i) Supplementary Statement No I, Sixth Session 1958.

(ii) Supplementary Statement No V, Fifth Session, 1958.

(iii) Supplementary Statement No XIV, Fourth Session, 1958.

(iv) Supplementary Statement No XVI, Third Session, 1957.

(v) Supplementary Statement No XX, Second Session, 1957.

(vi) Supplementary Statement No XIX, First Session, 1957.

(2) A copy of Notification No G.S.R. 1080, dated the 15th November, 1958, under Sub-section (1) of Section 28 of the Mines and Minerals (Regulation

PAPERS LAID ON THE TABLE—contd.

COLUMNS	COLUMNS
Development) Act, 1957 making certain further amendment to the Mining Leases (Modification of Terms) Rules, 1956.	to the Central Excise Rules, 1944—
(3) A copy of each of the following Rules under Sub-section (2) of Section 479 of the Delhi Municipal Corporation Act, 1957—	(i) G S R No 95 dated the 24th January, 1959;
i) Delhi Municipal Corporation (Determination of final issue rate of water) Rules 1958 published in Delhi Gazette—Notification No 40/5/58 (I)-Delhi dated the 22nd August 1958	(ii) G S R No 119 dated the 31st January, 1959
ii) Delhi Municipal Corporation (Determination of cost of disposal of sewage) Rules 1958 published in Delhi Gazette—Notification No. 40/5/58 (II)-Delhi dated the 22nd August 1958	(8) A copy of the Annual Report of the National Research Development Corporation of India along with the Audited Accounts for the period ending the 31st March 1958 (English and Hindi versions) under sub-section of Section 63 of the Companies Act, 1956
14 A copy of Notification No G S R 77 dated the 24th January 1959 under sub-section (2) of Section 3 of the All India Services Act 1951 making certain further amendments to Schedule III to the Indian Administrative Service (Pay Rules 1954)	(9) A copy of the Suppression of Immoral Traffic in Women and Girls (Andaman and Nicobar Islands) Rules 1958 published in the Andaman and Nicobar Gazette—Notification No Sup/ITWG 23/1 dated the 2nd July, 1958 and a corrigendum hereto under sub-section (4) of section 23 of the Suppression of Immoral Traffic in Women and Girls Act 1956
15 A copy of the Agreement between the Government of India and the Royal Government of Sweden for the avoidance of double taxation of income published in Notification No G S R 112 dated the 23rd January 1959	
6 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 8 dated the 3rd January, 1959,	
(ii) G S R. No. 9 dated the 3rd January, 1959	
7 A copy of each of the following two Notifications under Section 38 of the Central Excises and Salt Act, 1944, making certain further amendments	
	OPINIONS ON BILL LAID ON THE TABLE
	A copy of Paper No 1 containing opinions on the Code of Criminal Procedure (Amendment) Bill was laid on the Table
	CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE
	Shri Jagannath called the attention of the Minister of Railways to the death of some Railway employees and injuries to others due to falling of a girder of a bridge on Gadag-Sholapur Section of Southern Railway on the 8th February, 1959. The Deputy Minister of Railways (Shri S V Ramaswamy) made a statement in regard thereto

BILL PASSED

Further discussion on the motion to consider the Indian Railways (Amendment) Bill was concluded and the motion was adopted. After clause-by-clause consideration the Bill, as amended, was passed.

Columns

661-756

**AGENDA FOR FRIDAY,
FEBRUARY 13, 1959/Magh
24th, 1880 (Saka)—**

Columns

Discussion on the motion of thanks on the President's address, and Private Member's Resolutions.