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# LOK SABHA DEBATES



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LOK SABHA SECRETARIAT  
NEW DELHI

11. P. (INLAND)

THREE SHILLINGS (FOREIGN)

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## LOK SABHA DEBATES

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### LOK SABHA

Wednesday, 26th March, 1958.

*The Lok Sabha met at Eleven of the Clock*

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Tatas Automobile Project

\*1215. **Shri Gajendra Prasad Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) what is the progress made so far with regard to progressive manufacture of trucks, buses and cars in the Automobile Division of the Tatas; and

(b) whether any external financial assistance is being made available to Tatas by Government for the specific purpose of the Automobile project?

**The Minister of Industry (Shri Manubhai Shah):** (a) M.S. Tata Locomotive & Engineering Co. Ltd., Jamshedpur, are licensed for the manufacture of truck and bus chassis only. Axles, chassis members, propeller shaft and Universal Joints, radiator, leaf springs and brake drums are the main components being made by them now, some from imported raw materials and others from imported unmachined pieces. The indigenous content of the vehicle forms about 47% of the C.I.F. value of a complete unit.

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(b) This undertaking may get the benefit, if they so desire, along with other automobile manufacturers of the financial credit assistance extended recently by the U.S. Government to India.

**Shri Gajendra Prasad Sinha:** May I know whether they have submitted their expansion programme and whether they have also indicated that there may be reduction in the future cost of the project?

**Shri Manubhai Shah:** They have submitted their increased production programme for 12,000 trucks per year and naturally when the production goes up, the prices are likely to go down.

**Shri V. P. Nayar:** In 1956, in answer to a question, it was revealed that the cost per route mile of a truck of Tatas Mercedes-Benz was very much higher than that of Leyland. I want to know whether subsequently any steps have been taken to reduce the cost per route mile of Tatas Mercedes-Benz?

**Shri Manubhai Shah:** I am not aware of the question the hon. Member refers to, but these are two different types of trucks. One is a heavy truck—Ashok-Leyland—whereas Tatas Mercedes-Benz is a medium type of truck. When we compare the performance, we will have to go by the ton mileage of each truck and its capacity.

**Shri Ramanathan Chettiar:** What is the financial interest the Central Government has in TELCOs?

**Shri Manubhai Shah:** As far as this particular aspect is concerned, we have no direct financial interest and the majority capital is Indian. Only

Rs. 80 lakhs are from the foreign collaborators.

**Shri P. R. Patel:** May I know what is the target and what is the production?

**Shri Manubhai Shah:** Their target was 6,000 and their production is 7,417.

**Shri Joachim Alva:** We are not able to have one single model in the matter of small cars. Are we able to stick at least to only two models for a poor country like India for trucks?

**Shri Manubhai Shah:** This has been explained several times. As a matter of fact, at the moment this is the only diesel medium truck. Another truck is being licensed to the Hindustan Motors. As far as the other trucks are concerned, they are principally petrol trucks, though convertible to diesel engines.

**Shri Heda:** May I know according to the programme of Tatas, by what time we will have all the parts manufactured in our country?

**Shri Manubhai Shah:** Our expectation is that before the end of the second Five Year Plan, more than 75 to 80 per cent will be indigenous components. That is what any factory can do maximum as far as automobiles are concerned.

**Shri Ramanathan Chettiar:** May I know whether any loan has been given by the Central Government to TELCOs?

**Shri Manubhai Shah:** As far as the locomotive programme is concerned, perhaps a loan has been given, but not for the automobile portion of it, to which the question refers. He may address the question to the Railways about locomotives.

**Shri Tyagi:** Is it a fact that the Hindustan Motors have applied for permission to manufacture an engine which can run both on diesel oil and petrol? What has happened to that?

**Shri Manubhai Shah:** No, Sir. A part of the question is correct, namely, that they have applied for diesel engine. There is no engine which can run both on diesel oil and petrol simultaneously. But regarding that, as an hon. Member previously pointed out, we are not licensing too many engines, too many models and too many trucks in order to make it as economic as possible in the country.

**Quasi Matin:** What is the company's progress according to the programme submitted to the Government (a) in respect of the rate of out-put, (b) in respect of indigenous content and (c) in respect of quality?

**Shri Manubhai Shah:** I have already indicated that they have exceeded their target by almost 20 per cent. Against a target of 6,000, they have produced 7,417. The performance is excellent. As far as the indigenous content is concerned, with our very rigid definition of what is called indigenous, they have reached 47 per cent and they will very soon reach even more than what can be desired or expected by us.

**Shri Gajendra Prasad Sinha:** May I know why there has been increase in the price of components in spite of the fact that there has been reduction in the import duty of the components?

**Shri Manubhai Shah:** As I have indicated several times, in matters of automobile policy, when the deletion percentage increases because the volume to be imported from the counterpart collaborator decreases, always the price of components slightly goes up, irrespective of the import duty. That is the only reason. As the indigenous component increases and the volume of production goes up, the prices are likely to come down.

**Some Hon. Members rose—**

**Mr. Speaker:** I have allowed six minutes for this one single question. Next question.

## Foreign Scientists for Study in India

**\*1217. Shri D. C. Sharma:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that some foreign Governments have expressed a desire to send their scientists for study in the Indian Atomic Centre; and

(b) if so, the names of those Governments?

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):** (a) and (b). Yes; Burma, Egypt, Iraq, Poland and Yugoslavia.

**Shri D. C. Sharma:** May I know if any Indian scientists are being sent abroad for similar training in any atomic energy establishment?

**Shri Jawaharlal Nehru:** Yes, Sir; a very large number of them have gone abroad for such training to various countries—quite a number of them to Canada and France, I think some to countries of Scandinavia, some to England and maybe some others too.

**Shri D. C. Sharma:** In view of the fact that Iraq is a member of the Baghdad Pact and as they are having atomic energy establishments, may I know if exchange of atomic know-how with that country is permissible on account of its membership of the Baghdad Pact?

**Shri Jawaharlal Nehru:** There is nothing in our atomic energy work here which is supposed to be very secret and anyhow, it is not our intention to work in this secretive way. We treat science as public property. It is true that Iraq is a member of the Baghdad Pact, but in this matter, we have invited countries in Asia and I think some in Africa too to come. We do not wish to make any distinction in regard to the training given here, subject to limitations of the number of persons to be taken.

**Shri Ramanathan Chettiar:** What is the cost to our exchequer for the foreign scientists to come to India?

**Shri Jawaharlal Nehru:** That would vary. Sometimes we give scholarships. For instance, we are giving scholarships, I believe, to some countries in Europe and we pay their cost, whatever it is. At other times, they bear their own cost, but we give them training free, because it is not, by and large, a very large amount.

**Shri Joachim Alva:** Have we offered assistance of scholarships to the under-developed countries of Asia and Africa?

**Shri Jawaharlal Nehru:** That is what I have just ventured to inform the House.

**Shri Narayanankutty Menon:** May I know whether it is a fact that last year, a delegation from Pakistan visited our atomic energy plant at Trombay and they were allowed to take photographs of the machinery and material there?

**Shri Jawaharlal Nehru:** I think it is a fact that they visited it, but whether they took photographs or not, I do not know. I do not think they contravened any rule, but as I said, broadly speaking, we have nothing to hide.

## Road Rollers

**\*1218. Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Government of India has assessed the needs of the country for Engines for Road Rollers;

(b) whether some of the State Governments have requested the Government of India for permission to import Skoda Diesel Engines for Road Rollers in 1955 and 1956;

(c) whether the permission was declined; and

(d) if so, the reasons therefor?

**The Minister of Industry (Shri Manubhai Shah):** (a) The demand for road rollers has been placed at about

425 Nos. per year by 1960-61. No separate assessment for diesel engines for road rollers is made.

(b) As far as information is available, there has been no application for the import of 'Skoda' Diesel engines for road rollers during 1955 and 1956.

(c) and (d). Do not arise. I may also add that during the current licensing period, this import is totally banned.

**Shri V. P. Nayar:** May I know whether it is a fact that a Calcutta firm has been licensed to manufacture road rollers of the type of Avelin Bedford and, if so, what is the target for which they have been given the licence?

**Shri Manubhai Shah:** About 70 diesel road rollers with Britannia and Avelin Bedford is covered in the main answer.

**Shri V. P. Nayar:** Could we know whether this particular firm will get foreign assistance, either financial or technical? Also may we know the name of the particular firm?

**Shri Manubhai Shah:** If they approach us, as far as the local resources are concerned we can always look into the matter favourably and sympathetically. As far as foreign exchange is concerned, it is for the industrialists themselves to negotiate with their counterparts and obtain such credit terms as are acceptable to us.

**Shri V. P. Nayar:** Is it a fact that a firm from Bombay, Marshal & Co., applied for licence for the manufacture of several items including road rollers and they have been told that they will be given licence only for items other than road rollers and, if so, what are the special reasons?

**Shri Manubhai Shah:** As I have indicated to the hon. House several times, when this question of licensing of road roller manufacture was considered, we invited applications from several parties; and I think, if I mistake not, 7 or 8 applications came last year. All of them were considered on

merits, their performance and the use of these road rollers in the road-making programme of India. Ultimately, we selected two more firms which have been given the licence. Naturally, because the capacity is limited, the others had to be rejected.

### Steel for Industries

**\*1220. Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state how much additional iron and steel has been made available for expansion of engineering industries in (i) small scale (ii) large and medium scale separately during the years 1955 and 1956?

**The Minister of Industry (Shri Manubhai Shah):** A statement is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 1].

**Shri Harish Chandra Mathur:** In the statement it is said that the release of steel for the expansion of Small Scale Industries is primarily the responsibility of the State Governments. May I know whether this policy matter of making steel available for the manufacture was discussed with the State Governments and whether any agreements have been arrived at, and, if so, what they are.

**Shri Manubhai Shah:** This is a matter of continuous discussion between the State Governments and the Centre; and, as the hon. Member is a member of the Small Scale Industries Board, he fully knows how keen we are and how strongly we have recommended to the State Governments that more and more quota should be released for the development of Small Scale Industries.

**Shri Harish Chandra Mathur:** I wanted to know whether any definite conclusions have been arrived at but the hon. Minister has made a general statement. Now that the quota has been increased from 137,000 to 203,000 tons, may I know what was the basis

and the purpose of the increased quota and whether that purpose has been fulfilled?

**Shri Manubhai Shah:** It is not a matter of any categorical decision every pointwise. As far as we can see from the development that is taking place in the light engineering industries requiring steel as the raw material, I believe and firmly believe that every State Government is gradually releasing more and more quotas of steel to the small industries. The very fact that at their instance we raised it from 137,000 tons to 203,000 tons indicates the firm desire of the State Governments to proceed along with that policy. I have no reason to believe otherwise because the complaints from the small scale industries in the different States have been rather less after increasing this quota than what it was before.

**Shri Heda:** While there is a complaint from the small scale industries that they are not getting adequate quotas, there is another factor coming up that certain persons have got the quota but have no factories to work. May I know whether the Central Government and the Assistant Directors of Small Scale Industries have tried to find out how many people there are who have got the quota but who have no factories?

**Shri Manubhai Shah:** As far as that type of information is concerned, generally those who do not have the manufacturing capacity do not get the quota because the Director of Industries goes into the Essential Survey and has also the Inspection Branch to find out whether the manufacturing capacity exists. But, there may be cases where fraudulently the quota might be misused. If the hon. Member or any other hon. Member from the House or elsewhere brings it to our notice, we will certainly take the necessary action.

**Shri Tangamani:** From the statement we find that for the medium and large-scale industries the quota of iron and steel allotted is less in 1957 than what was allotted in 1956. May I

know whether this decrease will continue next year also?

**Shri Manubhai Shah:** We hope that by 1959 the situation will considerably improve when the national steel plants will start at least recording production of pig iron and steel. As I have said repeatedly, the year 1958 is going to be a difficult year.

**Shri V. P. Nayar:** I find from a recent issue of the journal *Industry and Trade* that an extra export quota for export of engineering goods—33-1/3 per cent.—is being given to the industries. I want to know whether Government have any machinery to check up whether the extra quota is properly used in the real promotion of exports or whether it is being misused.

**Shri Manubhai Shah:** As the hon. Member will know, this release is done by the Export Promotion Council for engineering industries and it is not done in an *ad hoc* manner. So, the party has to submit to the Export Promotion Council an actual account of the goods he has exported and what new measures he is going to adopt for the utilisation of that quota.

**Shri Gajendra Prasad Sinha:** May I know whether any survey has been made or is proposed to be made of the demand of iron and steel for these small scale industries and the engineering industries?

**Shri Manubhai Shah:** These facts are very broadly known to us and repeated surveys won't bring out the fact for which we have no immediate solution. The demand is of a very high order and what we can provide from the present production plus the foreign exchange available to us is very much lower than what we require to satisfy the entire demand.

**Shri Harish Chandra Mathur:** The hon. Minister referred to my being a Member of the Board. May I remind him that at the meeting of the Board there were serious complaints and requests made for more iron and steel from certain particular States? May I know whether in spite of this in-

creased quota, the complaints are due because of the uneven distribution of steel? If it is so, will the hon. Minister look into it and lay on the Table of the House a break-up of the supply to the various States?

**Shri Manubhai Shah:** It is true that complaints continue to come not only at the Board meeting but even from day to day. But, as I have already informed the hon. House, the acceleration in the production of the engineering industries is so fast—the other day in reply to the Demands for Grants of my Ministry I mentioned that the increase is 289 index as against 147 index of the general industries—that, with the internal production of steel so limited and with the foreign exchange for import also so restricted, it is but natural that there should be dissatisfaction that the progressively increasing requirements are not fully met.

As far as the demand of some particular State or other is concerned, every attempt is made to increase the quota.

As for the laying of a statement before the House, I have laid before the House several statements giving the State-wise break-up; and, if the hon. Member so desires, again I will further lay a statement about allocation of steel to different States for small scale industries.

#### Export of Indian Potteries and Crockeries

\*1222. **Shri Bishwanath Roy:** Will the Minister of Commerce and Industry be pleased to state whether any steps have been considered to procure foreign markets for the export of Indian potteries and crockeries during the Second Five Year Plan?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):** Items of crockery and pottery were displayed in several exhibitions and fairs held in foreign countries. These

items have also been included in the Schedules attached to Trade Agreements concluded with foreign countries in appropriate cases.

**Shri Bishwanath Roy:** May I know whether there has been any improvement in the export of these articles during the current Plan in comparison with the First one?

**Shri Satish Chandra:** Year by year there has been an improvement in the exports of earthenware, porcelainware, potteries, crockeries etc.

**सेठ गोविन्द दास :** जो इस प्रकार का माल बाहर के देशों में जाता है उसमें से सबसे अधिक किस कारखाने का जाता है ?

**श्री सतीश चन्द्र :** कारखानों के नाम तो मालूम नहीं हैं । यह तो प्राइवेट ट्रेड के द्वारा भेजा जाता है जो अपना कंट्रैक्ट करते हैं । हम से तो इम्पोर्ट लाइसेंस जाता है ।

**Shri V. P. Nayar:** May I know whether it is a fact that for decorative pottery, which will find a better export market, we are experiencing difficulties due to import restrictions on transfer pictures; and, if so, what are the steps proposed to be taken?

**Shri Satish Chandra:** I could not catch the question.

**Shri V. P. Nayar:** Is it a fact that exporters of crockery are experiencing difficulty on account of the fact that decorative crockery cannot be made without transfer pictures which have necessarily to be imported; and, if so, what action do Government propose to take?

**The Minister of Industry (Shri Manubhai Shah):** The import of transfer pictures has been freely allowed. But those people who are making complaints want imports for transfer papers which are already being manufactured in the country and are not of unsatisfactory quality. I hope the hon. Member will agree that such imports cannot be permitted.

**श्री हेवा :** कुर्जा जैसे स्थानों की जो पाट्टी है, जिस पर हाथ से पेंटिंग की जाती है, मैं जानना चाहता हूँ कि उस के लिये बाहर का मार्केट किस प्रकार तरक्की कर रहा है।

**श्री सतीश चन्द्र :** कुर्जा पाट्टी का डेबेलपमेंट करने के लिये यू० पी० गवर्नमेंट ने एक सेंटर खोल रखा है और गवर्नमेंट आफ इंडिया से भी वॉन्ट दी गई है।

**Shri Joachim Alva:** While examining the question of export of crockeries and potteries, does the Government at the same time examine whether there is any necessity at all for importing crockeries and potteries from abroad, except, perhaps spoons and forks?

**Shri Satish Chandra:** Imports of crockery and pottery have been gradually reduced and now there is no import at all.

**Shri Bishwanath Roy:** From which country has there been the largest demand for our crockeries?

**Shri Satish Chandra:** It is difficult to say. There are many countries. We are also exporting some of these to USA—artistic vases, etc., made by the handicrafts artisans. Then there are earthen-ware exported mostly to Asian and African countries.

#### Adjudication of Labour Disputes

\*1224. **Shri Ram Krishna:** Will the Minister of Labour and Employment be pleased to state the main features of the scheme in regard to adjudication of labour disputes in public sector and facilitate consultation among the employing Ministries on such matters?

**The Deputy Minister of Labour (Shri Abid Ali):** An inter-departmental Committee has been set up to facilitate consultation among the Ministries concerned on questions regarding labour demands in under-

takings in the public sector. The Committee consists of representatives of the Ministries of Labour & Finance and of the employing Ministries.

**Shri Ram Krishna:** May I know the steps to be taken in case of failure of the negotiations?

**Shri Abid Ali:** The purpose of this committee is to expedite the disposal of such cases concerning labour matters. There would not be any delay here.

**Shri S. M. Banerjee:** May I know whether it has been brought to the notice of the hon. Minister that the conciliation officers and the regional labour commissioners have found great difficulty and actually find great difficulty in dealing with the various Ministries? May I know what steps are being taken to see that the conciliation officers and the regional labour commissioners are properly heard in the matter of conciliation of labour disputes in railways and defence industries?

**Shri Abid Ali:** The purpose of this committee, as I have explained, is to facilitate consultation and expeditious disposal of the matter. Appropriate action is being taken and will be taken so that there would be no delay.

**Mr. Speaker:** The hon. Member says that the officers of the Ministries are not co-operating.

**Shri S. M. Banerjee:** Practically the Defence and the Railway Ministries are not co-operating with the conciliation officers with the result that many problems are not solved. What steps have been taken to see that these two Ministries co-operate with the conciliation officers in the matter of conciliation?

**The Minister of Labour and Employment and Planning (Shri Nanda):** In actual fact some difficulty was experienced and it was felt necessary that there should be some co-ordinated arrangement in the Government so that whenever the employees of any establishment in which a particular Ministry was concerned found that



things were not being dealt with expeditiously there should be a way to give proper redress in a quick manner. This committee has been set up for that purpose. It has been meeting and dealing with these questions as they arose. Therefore, the difficulty to which the hon. Member referred has now been met.

**Shri Panigrahi:** May I know the number of disputes which have come before this committee by now and the number of disputes settled so far?

**Shri Nanda:** The committee does not settle them. The committee sorts out the procedure and takes steps so that the machinery which is functioning on behalf of the Government does not create any delays and it also settles some general principles which will apply to all cases.

**Shri Tangamani:** May I know whether there is any time-limit fixed for the committee to consider and submit its report as in the case of the labour officer under the Industrial Disputes Act? Where the committee does not give its findings, is there any other method like referring the issue for reconciliation?

**Shri Nanda:** There is no question of a report here. This arrangement is to facilitate the working of the normal machinery. That is not part of the normal machinery for settling disputes. The employing Ministry deals with its employees and the Labour Ministry steps in in certain cases at the appropriate time. There may be certain matters which may have repercussions on other employees also. These things may be considered by this committee. The procedure should be such that it should give satisfaction all round.

**Shri Tangamani:** A labour officer has to submit a report, whenever an issue is referred to him, within fifteen days. Is there any such stipulation for this committee to submit its report?

**Shri Nanda:** Whatever time-limits are there, they will apply. Therefore, this committee is not intended to add

to the delays. There is no question of delay arising on account of this. It has been constituted in order to help the procedures which are otherwise established.

**Shri Narayanankutty Menon:** May I know whether the Labour Ministry will step in case this committee fails to reach a settlement?

**Shri Nanda:** It does not deal with disputes.

**Mr. Speaker:** It only helps to bring the parties together.

#### Import of Tractors and Agricultural Implements

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\*1225 { **S. R. Achar:**  
**Shri Gajendra Prasad Sinha:**  
**Shri Ram Krishan:**  
**Shrimati Ila Palchoudhuri:**

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have revised their classification of tractors and agricultural implements as non-essential goods for import purposes;

(b) whether Government have received any representation to reconsider this change;

(c) if so, whether Government have taken any decision in this regard; and

(d) if so, to what effect?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):**  
(a) Tractors used to be one item. This has since been sub-divided into tractors above 50 H.P. and below 50 H.P. However, there has been no classification as non-essential.

(b) to (d). Representations have been received for liberalisation of the import policy with regard to tractors. These representations are under consideration and will be kept in view while framing the policy for the next licensing period.



**Shri Achar:** May I know whether this new classification will affect the agricultural implements?

**The Minister of Industry (Shri Manubhai Shah):** This new classification is based on this division. Below 50 H.P. useful for agricultural work and above 50 H.P. for earth moving equipment, construction works and other things.

**Shri P. R. Patel:** May I know the number of tractors below 50 H.P. in our country, the acreage ploughed by these tractors, the requirements of the country and the capacity of these tractors to plough?

**Mr. Speaker:** Four questions in one!

**Shri Satish Chandra:** All these questions may be addressed to the Food and Agriculture Ministry.

**Shri Panigrahi:** May I know the number of tractors imported during 1957-58 and the countries from which they were imported?

**Shri Manubhai Shah:** The number of tractors imported in 1957-58 according to the provisional figures is 1215. The overall imports in the whole year had been worth Rs. 5 crores. Details for the last six months are not fully available. They are imported practically from all the countries of the world, including the United Kingdom, Germany and the Soviet Union.

**Shri Achar:** May I know the value of the agricultural implements imported in 1957-58?

**Shri Manubhai Shah:** From April to December 1956 about Rs. 5,09,11,000 and Rs. 3.82 crores from January 1957 to September, 1957 for agricultural tractors and parts. The horse power is not very well classified but these are all for agricultural purposes.

**Shri Ranga:** Is any distinction being made between the spare parts and the tractors? Is any preference being given to the imports of spare parts so

that the existing tractors can be serviced more easily?

**Shri Manubhai Shah:** That is precisely the policy at present.

**Shri Ram Krishan:** May I know whether any steps have been taken for the manufacture of these tractors and agricultural implements in India?

**Shri Manubhai Shah:** As far as agricultural tractors are concerned, there is already one factory in production in Madras and another is coming up in Calcutta. We have also recently notified and are collecting applications in respect of other tractors. There is a panel for co-ordination with the Ministries of Food and Agriculture, Irrigation and Power and our Ministry which will look into this aspect.

**Raja Mahendra Pratap:** Is there any plan to build these tractors in the country, because I think that before stopping import it is necessary to start building tractors here?

**Shri Manubhai Shah:** What I replied was that we have a plan to produce both agricultural and non-agricultural tractors in the country.

**Shri Kamal Singh:** May I know the names of the tractors that are being made?

**Shri Manubhai Shah:** There are different varieties of tractors. As far as Standard Motors people are concerned, they are, I think, in collaboration with Fergusons, and Mahindra and Mahindra are in collaboration with David Browns.

**Shri Gajendra Prasad Sinha:** May I know the rated capacity of these two units?

**Shri Manubhai Shah:** One unit which has gone into production has a capacity of 2400 tractors. The other one has not been yet licensed as to what will be its capacity; it is under discussion.

### Faridabad Development Board

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\*1226 { Shrimati Renu Chakravartty:  
Shri Ajit Singh Sarhadi:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether Faridabad Development Board is being wound up;

(b) if so, the number of employees who have already been given termination notices for their service;

(c) whether such employees would be absorbed in some other services; and

(d) when the Faridabad Development Corporation will start functioning?

The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar): (a) No; but due to reduction of work some staff is being retrenched.

(b) 79.

(c) Efforts are being made to secure employment for them elsewhere.

(d) The rules under the Faridabad Development Corporation Act are being framed. It will, however, be difficult at present to indicate any definite date from which the Corporation will start functioning.

Shrimati Renu Chakravartty: Is it a fact that up till now not a single officer has been retrenched whereas sometimes the entire staff of certain departments has been retrenched on the plea that there is no more work?

Shri P. S. Naskar: It is not a fact that no officer has been retrenched.

Shri Ajit Singh Sarhadi: May I know how many of the employees whose services have been terminated lately have been absorbed elsewhere?

Shri P. S. Naskar: They have only been retrenched lately. We are making every effort to provide them elsewhere.

Shri Ajit Singh Sarhadi: Has anybody been absorbed so far?

Shri P. S. Naskar: That figure is not available with me at the moment.

Shri Ranga: May I know what has been the upshot of negotiations that have been carried on with the Punjab Government with a view to transfer this to the Punjab Administration?

Shri P. S. Naskar: Negotiations are being carried with the Punjab Government to transfer the hospital and power house.

Shrimati Renu Chakravartty: Is it a fact that these retrenched personnel have been demanding that the Government should recommend that they become priority-I for re-employment in other Central Government offices; if so, may I know whether this has been considered and a decision reached?

Shri P. S. Naskar: In 1955 a somewhat similar case—though not exactly a similar case—arose about the retrenchment of 17 people. Their cases were taken up with the Home Ministry for giving certain priorities. We are also thinking of taking up the case of these 79 people with the Home Ministry for giving them priority.

### Aluminium Plants

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\*1227. { Shri Tangamani:  
Shrimati Ila Palchoudhuri:  
Shri S. M. Banerjee:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that there was a proposal to set up two aluminium plants one at Mettur, Salem District, Madras State and the other at the Rihand Dam Site in the Uttar Pradesh both of 20,000 tons capacity under the Second Five Year Plan;

(b) the estimated cost of these plants;

(c) whether it is a fact that Government propose to modify their earlier decision to establish these plants in the public sector; and

(d) if so, the latest position with regard to these projects?

**The Minister of Industry (Shri Manubhai Shah):** (a) and (b). Yes, Sir. However, the plants would have an initial capacity of 10,000 tons and may cost approximately Rs. 15 crores, each.

(c) and (d). No, Sir. It is not correct to say that Government had originally decided to establish these plants in the Public Sector. Where an industry is in Schedule "B" of the Industrial Policy Resolution and may therefore be in either Sector, Government are always willing to consider offers from the Private Sector to establish the industry. Two parties have expressed such intentions and the matter is under consideration.

If both internal and external resources could be provided, Government would any time consider establishment of one or more aluminium projects in the public sector also.

**Shri Tangamani:** May I know what will be the amount of power that will be supplied by the Mettur Dam for the aluminium plant which is going to be set up in Mettur?

**Shri Manubhai Shah:** 30,000 kw.

**Shri S. M. Banerjee:** May I know whether it is a fact that the aluminium factory at Mirzapur is being established in the private sector and that it will be run by Mr. Birla; if so, may I know what are the reasons which led to this decision of the Government, and whether the U.P. Government was consulted about it?

**Shri Manubhai Shah:** Actually, the answer to the main question gives all the details asked for by my hon. friend. This industry is in Schedule "B", and it is open to both the Government and the private industry to establish factories. Offers have come from private parties both for Mettur and Rihand which are under consideration.

**Shri S. M. Banerjee:** What is the final decision taken by the Government?

**Shri Manubhai Shah:** The final decision is that both of them are being considered and they will be allowed in the private sector.

**Shri V. P. Nayar:** The hon. Minister says that this is an industry in Schedule "B" and therefore it is open for either the public sector or the private sector to begin production. Is it not a fact that for industries in Schedule "B" Government had decided to progressively enter in the field of production; if so, why is it that, when our target in the Second Five Year Plan will almost be fulfilled by these two projects, Government did not think of entering in the field of production?

**Shri Manubhai Shah:** We are very keen to participate in production, but the programme at our disposal in the public sector is far more, as I have already said during the debate on our Demands, than what was originally contemplated. We want the production of all these basic things. Therefore, when the Government is not able to do it and private industry is coming forward, Government will certainly consider it so that production is established at the earliest opportunity.

**Shri Thanu Pillai:** What is the progress made in the setting up of the Mettur plant?

**Shri Manubhai Shah:** Preliminary surveys are all complete, and we are awaiting a regular project report and firm proposal from the party concerned.

सेठ गोविन्द दास: क्या मध्य प्रदेश की सरकार ने कोई आवेदन केन्द्रीय सरकार के पास भेजा है कि कटनी में जहां हिन्दुस्तान नगर में सब से अच्छा वाक्साइट होता है, एक एल्युमिनियम प्लांट लगाया जाए और वहाँ इसके लिये बहुत उपयुक्त स्थान है, यदि हाँ, तो उस पर क्या विचार किया गया है

धीर यदि किया गया है, तो उसका क्या परिणाम निकला है ?

श्री मनुभाई शाह: जहाँ तक स्टेट गवर्नमेंट्स का ताल्लुक है शायद बहुत सी गवर्नमेंट्स ने एल्युमिनियम प्लांट्स के लिये तथा दूसरे प्लांट्स के लिये हमें लिखा है और कहा है कि इनको वहाँ लगाया जाए लेकिन जो कुछ दूसरे प्लान में प्रोवाइड किया गया है वह वो प्लांट्स के लिये ही किया गया है। भविष्य में जब और एल्युमिनियम के प्लांट्स बँधेंगे तो कटनी में जहाँ बाक्साइट भन्खा होता है, वहाँ पर प्लांट लगाने के बारे में भी विचार कर लिया जाएगा।

जहाँ तक मौजूदा हानत का ताल्लुक है मध्य प्रदेश गवर्नमेंट ने यह राय जाहिर की है कि कटनी में एल्युमिनियम मतलब यह कि रिफाइनिंग और बाक्साइट एल्युमिनिया का प्लांट वहाँ लगाया जाए और उसका जो एल्युमिनिया है वह रिट्रोड डैम को मलाई किया जाए। इस सर्जेशन को हमने इंस्ट्रुक्शन्स के सामने रखा है और शायद उस पर विचार किया जायेगा।

Shri Dasappa: Are the local governments participating in the capital of these two concerns?

Shri Manubhai Shah: No, Sir.

Mr. Speaker: Next Question.

Shri Tangamani: I have two or three important supplementaries, Sir.

Mr. Speaker: Hon. Member cannot exhaust all his questions. Others also have assisted him. However, he may put one question.

Shri Tangamani: May I know whether the Government has seen a Press report that a third aluminium plant is going to be started in Kolhapur in the Bombay State; if so, may I know whether all the three plants are going to be taken up simultaneously, or two plants will be set up first and the third one will be taken up later?

Shri Manubhai Shah: What my hon. friend here asked me in Hindi has been repeated in English now. There are proposals from various State Governments to start aluminium plants and many other plants in different States. Such a news item about Koyna project has appeared but, as I have already indicated, unless these two plants are put up we cannot find the resources for any other plant.

#### Claims of Displaced Contractors

\*1228. { Shri Warlor:  
Shri A. K. Gopalan:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the last date for the submission of claims by the contractors for the works done by them in Pakistan before partition;

(b) the number of applications received upto date and how many of them are still pending; and

(c) the number of those whose claims have been paid?

The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar):

(a) The last date for submission of claims by contractors was 30th June, 1956. It was, however, decided later in consultation with the Pakistan Government that all claims received by either Government by 31st January, 1957 should be entertained.

(b) Number of applications received upto 28th February, 1958 is 5,318 out of which 3,894 are still pending verification.

(c) 380.

Shri Warlor: May I know the reason for the delay in settling these claims and the possible date by which these payments will be completed?

**Shri P. S. Naskar:** The claims received by us were sent to the Pakistan Government for verification. Out of the 5,318 applications we have received, 1424 applications have been received back from the Pakistan Government after verification. Out of these 1424 claims, 1044 cases were rejected and only 380 have been accepted. We have cleared up all these cases. As soon as we receive the pending cases duly verified by the Pakistan Government we will make the necessary payments. There is no question of any delay on our part.

**Shri Ajit Singh Sarhadi:** May I know the total amount that has been paid to the contractors?

**Shri P. S. Naskar:** So far, the payment authorised is for 380 claims, and the amount involved in this payment is Rs. 0.37 crores.

**Shri Ajit Singh Sarhadi:** What is the amount paid by the Pakistan Government?

**Shri P. S. Naskar:** I do not know how it arises. Just like any other claims we are paying.

#### Trade Delegation from West Germany

\*1229. { **Shri Subodh Hansda:**  
**Shri S. C. Samanta:**

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a request has been made by the Government of India to the West Germany authorities to sponsor a visit of a trade delegation to India to study the Indian market; and

(b) if so, what has been the response?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):** (a) and (b). The West German authorities were informally requested to sponsor a trade delegation to visit India. No decision has so far been communicated to us.

**Shri Hem Barua:** Is it because of the fact that the present balance of trade position is highly unfavourable to India and we want German imports from this country to be stepped up that we have invited a trade delegation to visit this country?

**Shri Satish Chandra:** A trade delegation from West Germany visited this country in September last, and then we made a formal request to the German departmental stores, mail order houses, wholesale business houses, etc., to send a delegation to India in order to explore the possibility of purchasing some goods from this country in order of course, to reduce our adverse balance of trade as far as possible.

**Shri S. C. Samanta:** May I know whether any private industrialists' delegation from West Germany visited India and, if so, whether any suggestions have been made by them?

**Shri Satish Chandra:** The delegation has not come so far. There is a proposal that a delegation from that country should visit India.

**Shri Joachim Alva:** It was pointed out in a report from the United Nations Headquarters this week that Germany has vast DM gold reserves amounting to 25,000 marks and that India was one of the very few countries to which they had extended help in regard to the Rourkela plant. May I know whether there are any further offers to grant any more aid to India?

**The Minister of Industry (Shri Manubhai Shah):** Shortly, a delegation of high level officers is going to that country to negotiate for credit terms from West Germany?

**Raja Mahendra Pratap:** Why do we not engage some experts from Germany to help our trade? My experience is that the Germans can help our trade better.

**Shri Manubhai Shah:** We do not need any experts from other countries to develop our trade, but we always welcome their advice.

**Shri Achar:** May I know whether the question regarding the items that we could export to Germany has been studied?

**Shri Satish Chandra:** The items of export, as the hon. Members know, are: textiles, jute goods, tea, cashew-nut, coffee—there can be other articles such as handicrafts, ores etc.

**Shri Heda:** I wanted only to know when this communication was addressed to the West German Government.

**Shri Manubhai Shah:** We have been in continuous correspondence with them, and when the former Finance Minister went to West Germany he initiated discussions with them. A high-level official delegation is going very soon to finalise the discussions.

#### **Bharathi Textile Mills in Pondicherry**

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\*1239. { **Shri Tangamani:**  
          { **Shri H. N. Mukerjee:**

Will the Prime Minister be pleased to state:

(a) whether the Bharathi Textile Mills in Pondicherry has been closed;

(b) if so, the reasons therefor;

(c) whether 1200 workers are unemployed as a result of complete closure; and

(d) the steps Government have taken for running of the Mills?

**The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):**

(a) The Mill is partly closed.

(b) The reasons are mainly economic. The more important of them are financial difficulties of the management, want of stocks of staple fibre, the necessity to purchase yarn from outside Pondicherry, absence of its own power generating plant thus requiring purchase of all power requirements, and the higher rate of

wages that have to be paid to the workers in terms of the Pondicherry Labour Tribunal 1956 award as for a mill with both spinning and weaving departments. In fact, however, only the weaving department is now working.

(c) The number of workers on the rolls is 1050 of whom about 100 are employed now. Shortly about 100 looms are expected to start working thus absorbing about 300 more workers.

(d) As the closure of the Mill is not due to any labour or industrial dispute, the Pondicherry Administration has not been able to intervene. The management has been advised either to try to raise a loan privately, to run the mill or to allow the workers to draw their retrenchment compensation and seek employment elsewhere. As a measure of relief the Government has taken steps for the mill to pay less excise duty for a period of one year from the 24th October 1957.

**Shri Tangamani:** May I know whether the management of Bharathi Textile Mills have approached the Government for a loan of Rs. 20 lakhs from the Industrial Finance Corporation and, if so, whether it is being considered?

**Shrimati Lakshmi Menon:** Yes, Sir. The mill did approach the Government for a loan, but, after scrutiny it was found that it is not advisable to grant that loan.

**Shri Tangamani:** May I know whether it is not a fact that the mill was partially closed in January, 1957, and it has been completely closed since December, 1957?

**Shrimati Lakshmi Menon:** As read out in the answer, only the spinning section is closed. The weaving section continues. The mill is not wholly closed.

**Shri Rameshwar Tanti:** May I know whether it is a fact that after the recent relief in excise duty it is felt that all the closed textile mills

should start working? If some units cannot start owing to the reasons mentioned by the hon. Minister, may I know whether the Government would take them over and re-start?

**Shrimati Lakshmi Menon:** No, Sir.

**Shri Tangamani:** In view of the fact that in this major industry—if it could be called a major industry at all there—in Pondicherry, they run three textile mills, and in view of the fact that this is one of the oldest textile mills run by Indian management, may I know whether the Government will reconsider the question of advancing the loan to this mill?

**Shrimati Lakshmi Menon:** No, Sir.

#### Iron ore Deposits

\*1231. **Shri Rajagopala Rao:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 862 on the 4th March, 1958 and state:

(a) the total quantity of iron ore deposits in India at present as estimated by the Geological Survey of India and the quantity as estimated by the Japanese Main Team;

(b) the total quantity of iron ore committed for exports to foreign countries so far;

(c) the estimated quantity of iron ore required for our Steel Plants during the course of next 100 years;

(d) whether a sufficient quantity of iron ore will be available for internal requirements after meeting the present export commitments; and

(e) the estimated Foreign Exchange earnings by the export of Iron ore?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):** (a) According to the Geological Survey of India iron ore deposits in India are estimated to contain approximately 21,240 million tons of iron ore. The Japanese team had confined its surveys to 3 areas only:

- (1) A few blocks in Rourkela;
- (2) Sukinda; and
- (3) Bailadila

and had estimated the reserves in the areas surveyed at about 888 million tons.

(b) The State Trading Corporation has commitments for sale of approximately 2.335 million tons for shipments from July 1957 to June 1958. Information about forward sales made by the Corporation is furnished in the statement which is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 2].

(c) No estimate can be made at present for the next hundred years. At the end of the second five year plan when all the plants go into full production, the total requirement of iron ore is expected to be about 12 million tons a year.

(d) Yes Sir.

(e) A Statement showing the actual exports and the amount earned from exports during the last few years is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 3].

**Shri Rajagopala Rao:** May I know the different prices at which iron ore is exported to the different countries?

**Shri Satish Chandra:** In the statement that I have laid on the Table, both the quantity in tons and the value realised are shown.

**Shri Supakar:** May I know the total quantity of iron ore proposed to be exported to Japan and how far that will affect our production in Rourkela and also in the Tatas?

**Shri Satish Chandra:** The quantity that has been exported in 1957-58 was about 1.5 million tons. The actual contract for the supply of iron ore during 1958-59 is yet to be signed. The supplies would be slightly on a larger scale than this year. The production in our plants is not to be affected at all by these exports.

**Shri Supakar:** I wanted to know the position after the commitments.

**Shri Satish Chandra:** If the hon. Member will look into the two statements that I have laid on the Table, the position will be clear to him.

**Shri Hem Barua:** May I know whether it is a fact that we have recently entered into a trade pact with Japan to the effect that Japan would take our iron ore and, if so, whether it is on a part-payment basis or on a cash and carry basis?

**The Minister of Industry (Shri Manubhai Shah):** The entire negotiation is still under consideration.

**Cement Factory at Siju (Assam)**

\*1232. **Shri Hem Barua:** Will the Minister of Commerce and Industry be pleased to state the present stage of the projected cement factory at Siju in the Garo Hills Assam, for which a licence was issued to the Associated Cement Company?

**The Minister of Industry (Shri Manubhai Shah):** The firm, M/s Associated Cement Companies, Ltd., Bombay have postponed implementation of the scheme to the Third Plan period.

**Shri Hem Barua:** Is it a fact that the Associated Cement Company has failed to make any tangible progress in exploiting the cement deposits in the Garo Hills because of the transport difficulties?

**Shri Manubhai Shah:** Yes, that is precisely the reason. They have postponed it to the Third Plan because there is no transport facility.

**Shri Hem Barua:** If that is so, what steps have the Government taken so far to remove the transport difficulties to develop this industry?

**Shri Manubhai Shah:** This will be a proper question for the Ministry of Railways. But they are taking appropriate steps to increase the transport facilities in the State of Assam.

**Shri Hem Barua:** Besides coal and lime-stone, is gypsum also available there?

**Shri Manubhai Shah:** It is not available in large quantities. But the gypsum required for a cement factory is hardly 3 to 4 per cent. So, that aspect will not be a deterrent in establishing a cement factory.

**Kidnapping of Indian Nationals by Pakistan Police**

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{ **Shrimati Renu Chakravarty:**  
**Shri Raghunath Singh:**  
 \*1233. **Shri Halder:**  
**Shri Bishwanath Roy:**

Will the Prime Minister be pleased to state whether it is a fact that in the first week of March, 1958 Pakistan Police kidnapped seven Indian nationals in 24 Pargana District?

**The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):** Yes, Sir. On the 6th March, 1958, some Pakistani Military personnel trespassed into the Indian side of the river Kalindi, in a motor launch and kidnapped four Indian boatmen, who were coming to Hingulganj, District 24 Parganas, in their boat, with 22 maunds and 36 seers of jute, and took them to Leksa Border outpost. The next day, some Pakistani Military men again crossed the river in a steam launch near Sigarkathi, P. S. Hasnabad and kidnapped three more Indian nationals with their boat, loaded with 20 maunds of paddy and one cycle.

The Government of West Bengal have lodged a protest with the Government of East Pakistan regarding the incident and asked for the immediate release of the kidnapped persons and return of the articles seized. Our High Commissioner in Karachi and our Deputy High Commissioner in Dacca have taken up the matter with the Government of Pakistan and pressed *inter alia* for immediate release of the seven kidnapped Indian nationals.



**Shrimati Renu Chakravarty:** In view of the fact that for almost twenty days these people are in custody, may I know the exact position regarding our nationals? Have we received any further news about them?

**Shrimati Lakshmi Menon:** We have not received any news from them. But we are doing our best to get them released as soon as possible.

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):** We are greatly concerned about this matter. We entirely agree that it is a very serious matter. We tried our best by telephone and telegram for two or three days running to Karachi and elsewhere to find out the position. Our High Commissioner himself has been, if I may say so, running about the various offices in Karachi to find out the position. And the latest information that we received yesterday was that the Karachi Government, who apparently did know much about what the East Pakistan Government has done, were enquiring directly from the East Pakistan Government and that they will let us know the position and the steps taken. That is the latest position.

**Shrimati Renu Chakravarty:** May I know whether we have received any information from our Deputy High Commissioner, Dacca, who is on the spot and who is dealing with matters connected with East Pakistan generally?

**Shri Jawaharlal Nehru:** About the condition of these people?

**Shrimati Renu Chakravarty:** It is stated in the reply that "our Deputy High Commissioner in Dacca has taken up the matter with the Government of Pakistan and pressed inter alia for immediate release". Have we received any information directly from him, because Dacca is actually in East Pakistan and that is the place from where we can get the information?

**Shri Jawaharlal Nehru:** I cannot immediately answer that question, whether we have received a particular message or not. The fact is that we have been in contact with Dacca and the Deputy High Commissioner has lodged a protest with that Government. The fact of the arrest of these persons is, of course, admitted. As to the reasons etc., it is for Pakistan to say.

**Shrimati Renu Chakravarty:** In view of the fact that for two days running, one after the other, the motor launches of the Pakistan Military Police have been crossing over to our side of the river, may we know whether we have no such motor boats for our police in order to patrol this area and actually protect those who are going and coming with paddy and other jute goods at this time of the year?

**Shri Jawaharlal Nehru:** Obviously, there were no motor boats on the spot. The Pakistan authorities have been behaving rather strangely there on the plea of preventing smuggling. I do not know whether they have got motor boats and formations in that area for this purpose.

**Raja Mahendra Pratap:** Why not have a summit meeting on this subject?

#### Indians in South Africa

\*1234. **Shri D. C. Sharma:** Will the Prime Minister be pleased to state the number of Indians to be displaced and the number of houses with their value to be affected by the Group Areas Act if enforced in South Africa?

**The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan):** The enforcement of the Group Areas Act, 1960, throughout the Union of South Africa will affect all persons of Indian origin who number about 3,65,000. It is not possible to furnish exact information about the number and value of houses affected but they are likely to run into hundreds and their value into millions of pounds.

**Shri D. C. Sharma:** May I know whether the Government of India have taken any effective action so far to protect the interests of those South African nationals of Indian descent?

**Shri Sadath Ali Khan:** Full facts on the Group Areas Act and its effect on Indian nationals in South Africa have been placed before the United Nations General Assembly from time to time. As the hon. House knows, that body has adopted resolutions requesting the South African Government to suspend the implementation of the Group Areas Act. But, unfortunately, the Union Government has not so far paid any heed to it.

**Shri D. C. Sharma:** As the South African Government is now in a mood to discuss the South West African question, may I know whether the Government of India have asked whether they are prepared to discuss the question with India and Pakistan?

**Shri Jawaharlal Nehru:** I do not know what the mood of the Government of the Union of South Africa is. But their actions are clear enough, and those actions raise a question for the world which, I think, is of the most vital importance—the apartheid, segregation and one dominant race ruling over another. It is a question which challenges the charter of the United Nations; in fact, all civilised notions of behaviour. We are up against something very important and vital; the whole world is. We are affected, the African population is affected, and the Chinese population is affected. But, as the hon. Member knows, what we can do short of, shall I say, war, which of course is absurd, is to go to the United Nations. We do not even directly deal with the South African Government now.

**Shri C. R. Pattabhi Raman:** Has any compensation been contemplated by the South African Government or is this mere expropriation?

**Shri Jawaharlal Nehru:** That I do not know. But I believe that when people are moved from one part to another, they are given other houses at other places.

**Raja Mahendra Pratap:** As there are summit meetings between U.S.A. and U.S.S.R., could we not have a summit meeting between Pakistan, South Africa, Ceylon and Delhi? Can we not have such a summit meeting? Kindly answer.

**Shri Jawaharlal Nehru:** The word "summit" only applies to very high and potent personalities. We do not possess them here.

**Shri Hem Barua:** In view of the proposal to isolate Indians who are mostly traders in Reyland Estate and Good Wood in Cape Peoninsula which will adversely affect their trade, may I know whether the Government is going to assist the Indians through diplomatic channels?

**Shri Jawaharlal Nehru:** We have no diplomatic channels. It is not possible for us to assist them through other channels.

#### Automatic Machine

\*1235. **Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a small scale unit in Delhi has manufactured the first automatic machine of its kind in India for manufacturing cycle spokes; and

(b) what assistance Government have given to the unit and what steps have been taken to stop import of such machines from outside?

**The Minister of Industry (Shri Manubhai Shah):** (a) A machine has been produced but it is still in an experimental stage.

(b) A licence for import of 14½ tons of steel wire for July-September 1957 period was granted to the firm to enable it to carry out running tests on the machine produced by them. As the usefulness of the

machine has still to be established, it is not considered desirable to ban import of similar or larger machines for the manufacture of cycle spokes.

**Shri Harish Chandra Mathur:** May I know if the Government have any scheme to encourage such experiments?

**Shri Manubhai Shah:** The House will be glad to know that at a recent meeting of the Council of Scientific and Industrial Research, a proposal has been accepted in principle to set up a small inventions development and promotion board.

**Mr. Speaker:** Question Hour is over.

12-40 hrs.

# SHORT NOTICE QUESTION AND ANSWER

## Indians in Indonesia

**S.N.Q. No. 8. Shri Rameshwar Tantia:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that state of emergency has been declared in Sumatra; and

(b) if so, what steps have been taken to safeguard the life and property of Indian nationals living in the area of hostility between rebel forces and the Indonesian Government?

**The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):**

(a) Yes.

(b) The Indonesian Red Cross are making arrangements for evacuating foreign nationals including Indians from Central Sumatra and North Sulawesi to safer areas. The Indian Embassy in Indonesia has brought this to the notice of the Indian population, after consulting the associations representing Indians settled there. All those either ordered by their Governments to leave the disturbed areas or who have expressed their personal desire to do so can avail of these arrangements. There are about 100 Indian nationals in Central Sumatra and over 100 in

North Sulawesi. None of them has so far approached our missions there for evacuation. According to the latest information received by us, all Indian nationals in the regions are safe, and they are likely to prefer to stay where they are.

**Shri Rameshwar Tantia:** May I know whether we approached the Sumatra Government for information regarding the present situation?

**Shrimati Lakshmi Menon:** We approached the Indonesian Government.

**Shri Joachim Alva:** Is it not true that Indians as a whole have been treated with fraternal feeling except for some minor incidents?

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):** I do not know what the hon. Member's idea of fraternity is. I cannot answer this, but it has been stated that they are living there. They have had no harm or injury done to them and they are carrying on their business.

**Shrimati Renu Chakravarty:** Is any information available with the Government of India regarding the position of the Civil War in Sumatra and whether the rebels have been crushed and the Government has re-established its authority?

**Mr. Speaker:** That does not arise out of this question.

**Shri Jawaharlal Nehru:** I cannot inform the House of military situations in this way. First of all, I do not get direct information and, secondly, it would be a rash adventure for me to say anything about such matters.

**Shri Hem Barua:** No special information.

**Dr. Ram Subhag Singh:** May I know whether there are any Indians in Government employment in the affected area?

**Shrimati Lakshmi Menon:** We have got our Consulate.

**Dr. Ram Subhag Singh:** How many?

**Shri Jawaharlal Nehru:** Our Government employees or some other Government's employees?

**Dr. Ram Subhag Singh:** Indians in Indonesian Government's employment. How are they at present?

**Mr. Speaker:** Hon. Minister wants notice.

## WRITTEN ANSWERS TO QUESTIONS

### Export of Oil-seeds

\*1216. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) what steps have been taken to expand export of oil-seeds;

(b) the main countries from which India is facing competition; and

(c) what steps have been taken to bring down the oil-seed prices?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):** (a) Export of oilseeds is generally not allowed in the interests of the indigenous crushing industry.

(b) Does not arise.

(c) Export of major edible oilseeds and oils is prohibited. Efforts are also being made to increase the production of oilseeds.

### Radio Station in Rajasthan

\*1219. **Shri Damani:** Will the Minister of Information and Broadcasting be pleased to state whether Government have got a plan to have one more radio station in Rajasthan during the year 1955-59?

**The Minister of Information and Broadcasting (Dr. Keskar):** No, Sir.

### Import of Cars

\*1221. **Shri Muhammed Elias:** Will the Minister of Commerce and Industry be pleased to state:

(a) how many cars have been imported by private individuals since

the imposition of restriction on imports in 1953;

(b) how many of such imported cars cost the buyer more than £ 600 in their country of origin;

(c) how many cars have been imported since 1953 by people who enjoy the diplomatic privileges;

(d) the number of complaints Government have received about the cars imported by diplomatic personnel having been sold to persons in India; and

(e) what machinery Government have got to check misuse of diplomatic privileges in the matter of importing consumer goods?

**The Minister of Industry (Shri Manubhai Shah):** (a) to (c). A statement showing the number of cars imported at different ports in India by private individuals and Diplomatic Missions is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 4]. Separate figures for cars which cost more than £ 600 in their country of origin are not available.

(d) and (e). Some complaints had been received. They were investigated, and it was found that such imports which had been made under international usage and Convention had not contravened our Import Trade Control Regulations.

### निवास स्थान का आवंटन

\*१२२३. जी. क०. भ०. जालंधर : क्या निर्वाह, जवाब और संवरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली का एस्टेट आफिस सरकारी कर्मचारियों से प्रति वर्ष निवास स्थान के लिये प्रार्थना-पत्र प्रामाणित करता है ;

(ख) यदि हाँ, तो क्या प्रार्थना-पत्र में प्रार्थी द्वारा यह बताया जाने के लिये कोई स्तर है कि क्या दिल्ली में उसका कोई

निजी मकान है

(ब) क्या ऐसे व्यक्तियों को भी मकान दिये गये हैं, जिनका दिल्ली में निजी मकान है ; और

(ब) यदि हां, तो गत दो वर्षों में ऐसे सब मामलों में क्या क्या कार्यवाही की गई ?

निर्वाह, आवास और संरक्षण उपमंत्रि (जी प्रमिल कुं० चन्दा) : (क) और (ख) जी, हां ।

(ग) जी, हां । कुछ हालतों में सरकारी मकान ऐसे कर्मचारियों को भी दिया जा सकता है जिनका दिल्ली में अपना निजी मकान है ।

(घ) सरकार ने ऐसे सब कर्मचारियों के मामलों पर फिर से विचार करने के लिये एक विशेष समिति बनाई है जो इस बात का फैसला करेगी कि इन कर्मचारियों को सरकारी मकानों में रहने दिया जाये या नहीं ।

#### Plantation Inquiry Commission

\*1236. Shri Muhammed Elias: Will the Minister of Commerce and Industry be pleased to state:

(a) how far the Plantation Inquiry Commission's recommendations have been implemented with regard to the structure of tea trade;

(b) the reasons why implementation is being delayed;

(c) whether any co-operative marketing organisation has been formed since the above Commission's recommendations have been published; and

(d) what help Government are rendering to people forming co-operative tea marketing societies?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (d). A statement is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 5].

#### Allocation to Transport Ministry

\*1237. Shri V. P. Nayar: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Transport Ministry have already fully utilised the allocation made to them for certain programmes under the Second Five Year Plan;

(b) if so, the various heads under which the amount was disbursed; and

(c) whether the Transport Ministry have approached the Planning Commission for further allocation?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). A statement is placed on the table of the Lok Sabha showing the allocations made in the Second Five Year Plan for programmes relating to the Ministry of Transport and Communications (Transport Department), expenditure incurred in the first two years of the Plan period, and the expenditure budgeted for 1958-59. [See Appendix VI, annexure No. 6]. It will be seen that the allocations have not yet been fully utilised under any programme. However, in respect of shipping, commitments have already been entered into for the entire amount provided in the Plan.

(c) Yes. The Transport Department approached the Planning Commission for further allocation of funds for shipping and road programmes.

#### Press Plots in Delhi

\*1238. Shri Rameshwar Tanti: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that a certain area of Delhi has been reserved as Press plots;

(b) if so, which are the newspaper establishments who have been allotted land in that area; and

(c) the terms on which the land has been allotted?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Yes, Sir. An area has been selected on Delhi-Mathura Road near Hardinge Bridge in New Delhi for the Newspaper Presses. A few plots had also been allotted by the erstwhile Delhi Improvement Trust for Printing Presses in the Jhandewala Estate on Mutiny Memorial Road, New Delhi.

(b) Express Newspaper Society (Private) Ltd; Shama; M/s. Gulab Singh & Sons Ltd. and Pratap & Ranjana have so far been allotted land in the area on Delhi-Mathura Road. In the Jhandewala Estate, the following allotments have been made:—

- (1) Rama Printing Press.
- (2) Caxton Press.
- (3) The Delhi Printing & Publishing Co. Ltd.
- (4) Shiv Narain Das Kumar, Prop. Indian Printing Press.
- (5) Roxy Press.
- (6) Model Press Ltd.
- (7) S. Nand Singh and Sons, Prop. Punjabi Press & Diamond Calendar Mfg. Co.

Whether any of these printing presses are connected with any Newspaper Establishment is not known to Government.

(c) The land has been allotted to the Newspaper Establishments at a concessional rate of Rs. 1,25,000/- per acre plus 2½% annual ground rent thereon. The plot is required to be utilised for the construction of a multi-storeyed building for a Newspaper Press with residential flats on top-most floor for the bonafide staff of the press, the other terms being the same as are applicable to the

allotment of Government land in Delhi for business purposes.

#### Foreign Geologists

\*1239. Shrimati Ila Palchoudhuri: Will the Minister of Commerce and Industry be pleased to state:

(a) Whether it is a fact that some foreign geologists have been invited by Government to assess the bauxite deposits in the country;

(b) whether they have completed their survey and submitted any report;

(c) if so, what are their main recommendations; and

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

The Minister of Industry (Shri Manubhai Shah): (a) M/s. Pechiney, a French firm interested in extending collaboration to India for the establishment of aluminium plants at Mettur and Rihand, deputed one of its experts, Mr. Sabot, to India to see the main bauxite deposits in the country and to advise on the best and most economical way of estimating the total amount of the reserves suitable for the production of aluminium.

(b) The expert visited India in October-November, 1957 and his report is still awaited.

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

#### Industrial Gases

\*1240. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state the present position of production of Industrial Gases in India?

The Minister of Industry (Shri Manubhai Shah): The production of industrial gases during the year 1957 was as under:

Name of gas.	Production.
1. Oxygen	405.04 m. cft.
2. Acetylene	64.09 m. cft.
3. Nitrous Oxide.	11.12 million gallons.

### Import of Cotton

\*1241. **Shrimati Ha. Falchoudhuri:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Government of India have decided to permit the import of 70,000 bales of cotton from East Africa; and

(b) if so, the details of conditions under which the import is to be made whether on a charter system or cash payment basis?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):**

(a) Yes, Sir.

(b) Licences for this cotton are granted to actual users, namely, the mills on production of quota letters issued by the Textile Commissioner, Bombay. Payments against these imports are made on presentation of shipping documents.

### Trade Mission from Belgium

\*1242. **Shri D. C. Sharma:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a six-member Trade Mission from Belgium visited India recently with a view to exploring possibility of expanding Indo-Belgian trade;

(b) whether they held any talks with Government; and

(c) if so, what was the result?

**The Deputy Minister of Commerce and Industry (Shri Satish Chandra):**  
(a) to (c). A non-official fact-finding mission of businessmen and industrialists from Belgium visited India in order to study at first-hand the scope for industrial collaboration and expansion of trade between the two countries. During the course of general discussions, Government's policy in regard to capital participation, technical collaboration, imports on the basis of deferred payments, etc. was explained to the mission.

It is hoped that these discussions will help the Belgian industrial circles to get a fuller picture of our economic policy and programme and the possibilities of foreign participation in India's industrial development.

### सरकारी मकानों पर अनधिकृत कप से

कब्जा

१६६१. श्री म० ला० शिवदी : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५६ के अन्त में दिल्ली में कितने व्यक्ति सरकारी मकानों पर अनधिकृत रूप में कब्जा किये हुए थे ;

(ख) अनधिकृत रूप में कब्जा करने वाले इन व्यक्तियों में कितने सेवानिवृत्त सरकारी कर्मचारी थे और कितने अन्य व्यक्ति थे ;

(ग) अनधिकृत रूप से कब्जा करने वाले व्यक्तियों से १९५६ में हरजाने के रूप में कितनी रकम वसूल की गई और कितनी वसूल नहीं की जा सकी ;

(घ) इस रकम के वसूल न होने के क्या कारण थे ; और

(ङ) इस रकम को वसूल करने के काम में कितने व्यक्ति लगाये गये थे ?

निर्माण, आवास और संभरण मंत्री (श्री क० बा० रेड्डी): (क). ३८३ (अनाधिकारी व्यक्तियों के कुटुम्बियों का छोड़ कर)

(ख) १२ सेवानिवृत्त सरकारी कर्मचारी, और ३६४ दूसरे व्यक्ति .

(ग) ऊपर (क) और (ख) में दिये गये व्यक्तियों से सम्बन्धित वास्तविक आंकड़े इकट्ठा किया जा रहे हैं और सभा की भेज पर रख दिये जायेंगे। इन व्यक्तियों तथा अन्य ऐसे व्यक्तियों से जिनसे १९५६

के नहीं व्यवहार करना करने के बिना सरकार को रकम वसूल करनी थी उनके २२,५५२ रुपये का हुरबाना वसूल किया गया और २,४६,११६-५-० रुपये नहीं वसूल हुए ।

(ब) कुछ मामलों में निकाले गये व्यक्ति जिनसे हुरबाने की रकम वसूल करना बाकी था, सापता हो गये । कुछ अन्य मामलों में बीवानी प्रदातों ने सरकार को रकम वसूल से रोकने के आदेश जारी किये ।

(क) केवल रकम वसूल करने पर कोई कर्मचारी नहीं लगाये गये हैं । सेवा-निवृत्त कर्मचारियों से वसूली उनके प्रशासनीय विभाग द्वारा की जाती है । अन्य मामलों में अभी हाल तक पब्लिक प्रेमिसेज (एविकशन) ऐक्ट [Public Premises (Eviction) Act] के अन्तर्गत सर्टीफिकेट प्रोसीडिंग्स (Certificate Proceedings) की सहायता की जाया करती थी ।

#### बायाम अभिक आवास योजना

१६६२. श्री ज० सा० द्विवेदी : क्या निवीज, आवास और संरक्षण मंत्री यह बताने की कृपा करेंगे कि :

(क) अब तक किन किन राज्यों ने बायाम अभिक आवास योजना चालू कर दी है ; और

(ख) इस योजना के अन्तर्गत अब तक राज्य-सरकारों को कितना ऋण दिया गया है ?

निवीज, आवास तथा संरक्षण उपमंत्री (श्री जगिन कु० चन्दा) : (क) केरल, मद्रास, आन्ध्र, मध्य और त्रिपुरा का केन्द्रीय प्रवेश ।

(ख) २.३३५ लाख रुपये ।

विस्थापित व्यक्तियों को दिये गये मकानों को किराये पर उठाना

१६६३. श्री ज० सा० द्विवेदी : क्या पुनर्वास तथा अल्पसंख्यक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली तथा अन्य स्थानों में विस्थापित व्यक्तियों को दिये गये मकानों तथा दुकानों को किराये पर उठाने के बारे में कोई प्रतिबन्ध लगाये गये हैं ; और

(ख) यदि हाँ, तो वे क्या हैं ?

पुनर्वास तथा अल्पसंख्यक-कार्य मंत्री के सहा सचिव (श्री पू० जे० भास्कर) : (क) और (ख). जहाँ तक दिल्ली का सम्बन्ध है वहाँ शरणार्थियों को किराये पर दिये गये मकान/टेनीमेंट या दुकानों के किराये-नामों में इस बात का जिक्र है कि एलाटी उन्हें किराये पर किसी और को नहीं देंगे । दूसरे राज्यों के बारे में जानकारी एकत्रित की जा रही है और समा की मेज पर रख दी जायेगी ।

#### गैर-सरकारी इमारतों का अधिग्रहण

१६६४. श्री ज० सा० द्विवेदी : क्या निवीज, आवास और संरक्षण मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली तथा अन्य संघ राज्य-क्षेत्रों में सरकार द्वारा अधिगृहीत कितनी गैर-सरकारी इमारतें इस समय सरकार के अधिकार में हैं ;

(ख) इन इमारतों को कब तक वापस कर देने का विचार है ;

(ग) १९५६-५७ में कितनी इमारतें वापस की गईं ;

(घ) इन अधिगृहीत इमारतों का कितना किराया और किन्तु हिसाब से दिया जाता है ; और



(क) वह किरावा किस आधार पर दिया जाता है ?

निर्वाच, आवास और संभरण मंत्री (बी.क. चं. रेड्डी): (क) २४६ (हिमाचल प्रदेश को छोड़कर)। वहाँ से अभी सूचना नहीं आई है।

(ख) दिल्ली में ही सरकार के पास कार्यालयों के लिये ५.४४ लाख वर्गफुट स्थान और रहने के लिये ४१.४५० मकानों की कमी है। इसलिये यह नहीं कहा जा सकता कि ये इमारतें कब तक मुक्त कर दी जायेंगी। जहाँ सरकार को इतमीनान हो जाता है कि मालिक मकान को अपने निजी इस्तेमाल के लिये इमारत की ज़रूरत है और इसे अधिवृहीत रखने से मालिक मकान को कष्ट होगा, वहाँ सरकार इमारतों को मुक्त करती रही है। सरकार का इरादा अब यह है कि जिन लोगों की जायदाद बहुत अधिक समय से अधिवृहीत है उनकी मुक्त करने की प्रार्थनाओं पर प्राथमिकता पूर्वक विचार किया जाये।

(ग) ६० जिनमें कुछ इमारतों के हिस्से भी शामिल हैं।

(घ) और (ङ). ४,६४,८०२ रुपये बाधिका। मुभावजा की रकम निर्माण की लागत, मकान की स्थिति और उपलब्ध सुविधायें आदि को ध्यान में रखते हुये तय की जाती हैं।

साक्षरत नगर में विस्थापित व्यक्ति

१६६५ बी. अ०. ला० डिबेदी : क्या पुनर्वास तथा अन्य संबंधक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) साक्षरत नगर में विस्थापितों के लिये जो ४४८ मकान बनाये गये हैं उनमें से उन्हें कितने दिये गये हैं ;

(ख) क्या कोई मकान अब भी दिये जाये है ;

(ग) इन मकानों पर कितना व्यय हुआ और इन से कितनी आय हुई है ; और

(घ) इन मकानों को बनाने में कितना समय लगा और मकान बनाने के बाद से वे कितने दिनों तक खाली रहे ?

पुनर्वास तथा अस्तित्वक-कार्य मंत्री के सहा-सचिव (बी. पू० शे० नासकर) : (क) और (ख). ४४८ एं टाइप के सब टेनोमेंट नीलामी द्वारा बेचे गये।

(ग) १७,४१,११६ रुपये केवल मकानों के बनाने पर खर्च हुए। इन में डेबेलपमेंट और जमीन की लागत शामिल नहीं है। नीलामी द्वारा कुल ४१,५६,४५० रुपये की रकम वसूल हुई।

(घ) लगभग १ लाख और १० सहोने। ये टेनोमेंट दिसम्बर, १९५५ में बन गये थे और फरवरी १९५६ में नीलाम हुए।

केन्द्रीय सरकार के कर्मचारियों को गृह-निर्वाच के लिये ऋण

१६६६ बी. अ०. ला० डिबेदी : क्या निर्वाच, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि अप्रैल, १९५६ में, जब से केन्द्रीय सरकार के कर्मचारियों को घर बनाने के लिये ऋण देने की योजना पुनः खालू हुई है, इस में कितने कर्मचारियों ने लाभ उठाया है और उन्होंने ऋण के रूप में अब तक कितनी राशि ली है ?

निर्वाच, आवास और संभरण उपमंत्री (बी. जिनिल कु० चन्दा) : १९ मार्च १९५८ तक सरकार ने १३४ केन्द्रीय सरकारी कर्मचारियों का मकान बनाने के वास्ते कुल मिलाकर १७.०० लाख रुपये का ऋण देने की स्वीकृति दी है।

### ग्राम अनुभाग

१६६७. श्री म० सा० द्विवेदी :  
क्या निर्माण, आवास और संभरण मंत्री  
यह बताने की कृपा करेंगे कि :

(क) मंत्रालय के ग्राम अनुभाग (रूरल  
सेल) ने अब तक कितनी बार तकनीकी  
परामर्श तथा सहायता दी है ;

(ख) इस अनुभाग में कितने कर्मचारी  
काम करते हैं और उन्हें प्रति वर्ष कितना  
बेतन तथा भत्ता दिया जाता है ;

(ग) इस अनुभाग ने अब तक कितने  
प्रकार के आदर्श मकानों के नक्शे तैयार किये  
हैं और ये नक्शे किस किस के लिये तैयार  
किये गये हैं; और

(घ) शमसपुर आदर्श ग्राम में मकानों  
के पुनर्निर्माण में इस अनुभाग ने क्या सहायता  
दी है ?

निर्माण, आवास और संभरण उपमंत्री  
(श्री बलिल कु० खन्ना) : (क) तकनीकी  
सलाह और सहायता देने का काम लगातार  
जारी रहता है। इसलिये ऐसे अवसरों की  
संख्या ठीक ठीक बता मकान कठिन है जिन पर  
अनुभाग ने मौखिक या लिखित रूप में सलाह  
या सहायता दी।

(ख) अनुभाग में ६ कर्मचारी हैं और  
उनके बेतन व भत्ते पर लगभग २०,०००  
रुपये वार्षिक खर्च होता है।

(ग) आदर्श मकानों के जाँ नक्शे  
इस अनुभाग ने तैयार किये हैं उनके कुछ  
नमूने "रूरल हाउसिंग—ए ड्राफ्ट मैनुअल  
(Rural Housing—A Draft Manual)"  
नामक पुस्तक में बताये गये हैं। इस  
पुस्तक की प्रतियाँ मंत्रालय के पुस्तकालय में  
उपलब्ध हैं। ये नक्शे स्थानीय परिस्थितियों  
के अनुसार परिवर्तित किये जाने के बाद  
प्रयोग में लाने के लिये हैं। अनुभाग ने अब तक  
आवधिक विकास, गृह, रक्षा तथा आवा

और कृषि मंत्रालयों, राज्य सरकारों और  
ग्राम-आवास में अभिवृद्धि रखने वाली  
अन्य संस्थाओं के लिये नक्शे तैयार किये  
हैं।

(घ) अनुभाग ने शमसपुर गांव के  
लिये सर्वेक्षण, गांव तथा मकानों की माप-  
दायिक केन्द्रों के नक्शे बनाये और उनसे  
सम्बन्धित व्याख्या-पत्र और अनुमान तैयार  
किये। ब्लाक डेवलपमेंट अफसर की प्रार्थना  
पर निर्माण की विभिन्न प्रावस्थाओं में अनुभाग  
के कर्मचारियों ने समय समय पर निर्माण  
कार्य का निरीक्षण किया और आवश्यक  
तकनीकी सलाह दी। ईंट का भंडा बनाने,  
आवश्यक वस्तुओं (जैसे ईंटें पकाने के लिये  
कोयला) के प्राप्त करने, लोगों को आवश्यकता-  
नुसार ऋण देने तथा हरिजनों को ग्राम  
सहायता देने के लिये धन उपलब्ध करने के  
प्रबन्ध आदि में भी सहायता दी गई।

### लघु उद्योगों में विशेषज्ञों की भरती

१६६८. श्री म० सा० द्विवेदी :  
क्या बाणिज्य तथा उद्योग मंत्री यह बताने  
की कृपा करेंगे कि :

(क) अब तक किन किन लघु उद्योगों  
के लिये विदेशों से विशेषज्ञों की भरती की गई  
है ;

(ख) उन विशेषज्ञों के नाम क्या हैं  
और वे किन किन उद्योगों में काम करेंगे ;

(ग) अब तक भारत में कितने विशेषज्ञ  
आ चुके हैं और उन्होंने काम आरम्भ कर दिया  
है ; और

(घ) इन विशेषज्ञों के लिये फोर्ड  
फाउन्डेशन से कितनी सहायता मिलेगी और  
सरकार उन पर कितना व्यय करेगी ?

बाणिज्य और उद्योग तथा वित्त मंत्री  
(श्री मोरारजी देसाई) : (क) से (घ).  
एक विवरण सभा पटल पर रख दिया गया है।  
[देखिये परिशिष्ट ६, अनुसूचक संख्या ७]

(घ) लघु उद्योगों के लिये सरकार ने जो विदेशी विशेषज्ञ भरती किये हैं, उनका सरकार सर्व फोर्ड फाउंडेशन से मिली वित्तीय सहायता में से दिया जाता है। लघु उद्योगों के लिये विदेशी विशेषज्ञ भरती करने के लिये सरकार को अब तक फोर्ड फाउंडेशन से कुल ७,११,००० डॉलर के अनुदान प्राप्त हुए हैं। हाल ही में सरकार ने इसी उद्देश्य से फोर्ड फाउंडेशन से ७,६७,००० डॉलर का एक नया अनुदान भी स्वीकार किया है।

#### प्रसवारी कागज

१६६१. श्री म० सा० द्विवेदी : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रसवारी कागज इस समय प्रसवारी के सिवाय और किस किस काम में लाया जा रहा है ;

(ख) क्या दूसरे कामों में इसके प्रयोग पर सरकार ने कोई प्रतिबन्ध लगाया है ; और

(ग) क्या इस कागज को पुस्तकें छापने में भी काम में लाया जा रहा है ?

वाणिज्य और उद्योग तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) पत्र-पत्रिकाएं, सरकारी पुस्तकें, जर्नलों, हैण्डबुक, पैम्पलेट आदि छापने के लिये।

(ख) प्रायतः किया हुआ प्रसवारी कागज का प्रयोग करने की इजाजत सिर्फ प्रमाणिक व्यवसायों और पत्रिकाओं के प्रकाशन के लिये दी जाती है। लेकिन देश में बने प्रसवारी कागज का प्रयोग करने पर किसी तरह की रोक टोक नहीं है।

(ग) जी, हाँ।

#### Employment Statistics

1670. Shri Vajpayee: Will the Minister of Labour and Employment be pleased to state the comparative statistics in respect of the employment situation obtaining in the country at the end of the years 1955, 1956 and 1957, as ascertainable from the records maintained by the various Employment Exchanges in the country?

The Deputy Minister of Labour (Shri Abid Ali): The information is given below:

Year	No. of applications on the Live Register of Employment Exchanges at the end of the year, seeking employment assistance.
1955	6,91,958
1956	7,58,503
1957	9,22,099

#### गुबार गोंद

१६७१. श्री बाजपेयी : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि गुबार गोंद तैयार करने के कारखाने कहाँ-कहाँ हैं। उनके मालिक कौन-कौन हैं और उन कारखानों में प्रतिदिन कितने टन या मन गुबार गोंद तैयार किया जाता है ?

वाणिज्य और उद्योग मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) :

१. मिशनी : मेसर्स एक्सप्रेस डेरी कम्पनी ; एक-पाली के आचार पर २० टन बीज प्रतिदिन।

२. बम्बई : श्री सी० मोरचनदास और मेसर्स आरगाना आफ चिक्करलेण्ड ; एक-पाली के आचार पर ३ ½ टन प्रति दिन।

**State Trading Corporation of India (Private) Limited.**

1672. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state the total quantity of cement handled by the State Trading Corporation of India (Private) Limited during the period from the 1st July, 1957 to the 31st January, 1958?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): 36,68,178 tons.

**Export of Cycles**

1673. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any permission has been given for the export of cycles to African countries;

(b) if so, for how many;

(c) the agency which is handling the export; and

(d) whether Sen-Raleigh or T.I. made cycles will be exported?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a) and (b). There is no Governmental ban over cycles being exported out of India.

(c) No specific agency handles exports.

(d) No, Sir. There are some restrictions from their foreign collaborators which are under discussions for removal or relaxations.

**Birla Brothers (Private) Ltd.**

1674. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of companies working under the Managing Agency of Birla Brothers (Private) Ltd., which have been registered so far under the Companies Act;

(b) the total capital of such companies;

(c) the total profits—gross and net of such companies as revealed from the balance sheets in the year 1956-57; and

(d) the total remuneration taken by the Managing Agents in the said year?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai):

(a) 18 companies.

(b) Authorised Capital = Rs. 108.11 crores  
Paid up Capital = Rs. 24.58 crores

(c) Gross profits = Rs. 6.66 crores  
Net profits = Rs. 2.93 crores

(d) Rs. 53 lakhs.

NOTE.—The totals of gross and net profits and managing agency remuneration relate to the accounting years ending during 1956-57 for 15 companies, for year ending March 1956 for 2 companies and for year ending September, 1957 for one company.

**Displaced Persons from East Pakistan**

1675. Shri Kumbhar: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that certain number of displaced families from East Pakistan are to be rehabilitated in Sambalpur District of Orissa State; and

(b) if so, the nature and details of the schemes for their rehabilitation?

The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar): (a) Yes.

(b) Details of the schemes are being worked out.

### Handlooms in Kerala

1674. **Shri Jinechandan:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of handlooms working in Kerala;

(b) what progress has so far been made to bring the looms under Co-operative sector and how many looms are now under this sector in Kerala;

(c) what is the present stock of unsold handloom goods in the private sector and in the Co-operative sector;

(d) the amount of Central aid given for this industry in Kerala during 1957-58 and the amount proposed to be given in 1958-59;

(e) whether any financial aid is proposed to be given to those looms outside the Co-operative fold; and

(f) whether Government contemplate to publish the report of the Sabhanayangam Committee which was appointed to look into the various aspects of Handlooms Industry in Madras and Kerala?

The Minister of Commerce and Industry and Finance (Shri Merarji Desai): (a) 1,01,611.

(b) The total number of looms in the Co-operative sector as in December 1957 was 40,605, as opposed to 9,000 in March, 1955.

(c) 21,99,207 yards in the Co-operative sector as on 31st December, 1957. Similar figures for stocks outside the Co-operative fold are not available.

(d) Central aid given from the Cess Fund during 1957-58 was Rs. 14,63,545. Ceiling allocation for 1958-59 has been provisionally fixed at Rs. 19 lakhs.

(e) No Sir.

(f) A copy of the Report is placed on the Table of Lok Sabha. [Placed in Library. See No. LT-621/58.]

### राष्ट्रीय नमूना सर्वेक्षण का कार्यालय

१६७७. पंडित सत्यनारायण "सर्वेक्ष" : क्या प्रचालन मंत्री यह बताने की कृपा करेंगे कि :

(क) जब से राष्ट्रीय नमूना सर्वेक्षण खुला है तब से उस के लिये कुल कितनी राशि स्वीकृत हुई और कुल कितना व्यय हुआ; और

(ख) जब से उक्त कार्यालय खुला है तब से अनुसूचित जाति के कितने लोग सीसरी श्रेणी में नियुक्त किये गये ?

प्रचालन मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) (१) १६५० में राष्ट्रीय नमूना सर्वेक्षण कार्य के प्रारम्भ से १६५७-५८ तक स्वीकृत कुल राशि रु० ४,५६,१४,८०० है ।

(२) इस काल में व्यय की गई कुल राशि वर्ष १६५७-५८ के प्रत्याशित व्यय को मिलाकर रु० ३,८५,६३,४३१ है । इन राशियों में राष्ट्रीय नमूना सर्वेक्षण संस्थापन सम्बन्धी व्यय और राष्ट्रीय नमूना सर्वेक्षण कार्य के ही लिये भारतीय सांख्यिकी संस्था और राज्यों को दिये गये सहायता-अनुदान भी शामिल हैं ।

(ख) १०६ ।

### Development of Handicrafts in Bombay State

1675. **Shri Pangarkar:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government propose to extend any help to Bombay State for the development of handicrafts during the Second Five Year Plan; and

(b) if so, the total amount of money proposed to be advanced in this regard?

The Minister of Commerce and Industry and Finance (Shri Mawarji Desai): (a) Yes, Sir.

(b) The total allocation for handicrafts for the Bombay State under the Second Five Year Plan is Rs. 35 lakhs which includes expenditure both by the Central Government and the State Government. The break-up of this provision between the Central Government and the State Government cannot be determined at this stage as allotments are made from year to year depending on the overall financial position, the types of schemes proposed by the States, the progress made, etc. The following assistance has been sanctioned by the Central Government so far during the period of the current plan.

	Grant Rs.	Loan Rs.
1956-57	3,53,042	1,11,800
1957-58	1,84,098	38,615

The allocation of Central assistance for 1958-59 is Rs. 2.5 lakhs as grants and Re. 1.0 lakhs as loans.

#### Accidents in Coal Mines

1679. { Shri S. M. Banerjee:  
Shri Tangamani:  
Shri N. R. Manisamy: ..

Will the Minister of Labour and Employment be pleased to state:

(a) the number of accidents which took place in coal mines during the period from the 1st January, 1956 to the 28th February, 1958;

(b) the number of persons dead and injured; and

(c) the amount of compensation paid during the same period?

The Deputy Minister of Labour (Shri Abid Ali): (a) 6175.

(b) 662 dead and 5980 injured.

(c) Information in regard to total amount of compensation paid is not available.

#### Safety Measures in Coal Mines

1680. { Shri S. M. Banerjee:  
Shri Tangamani:

Will the Minister of Labour and Employment be pleased to state:

(a) the number of mines owners prosecuted for not having proper safety measures in coal mines during the period from the 1st January, 1956 to 28th February, 1958; and

(b) the nature of prosecution?

The Deputy Minister of Labour (Shri Abid Ali): (a) 974 prosecutions were launched against mine owners during the period.

(b) 324 prosecutions were for working mines without qualified managers, 170 for submission incorrect returns, plans etc., 420 for offences of general contraventions of various provisions of the Mines Act, and the Regulations and Rules framed thereunder; and 60 for working mines in a dangerous manner.

#### श्रमजीवी पत्रकार मजदूरी बोर्ड

१६८१. श्री भक्त दर्शन : क्या श्रम और रोजगार मंत्री १० मार्च, १९५८ के तारांकित प्रश्न संख्या ८३४ के भाग (क) के उत्तर के बारे में यह बताने की कृपा करेंगे कि :

(क) किन किन समाचार-पत्रों के मालिकों ने श्रमजीवी पत्रकार मजदूरी बोर्ड की सिफारिशों पूरी तौर से या प्रांशिक रूप में कार्यान्वित की हैं;

(ख) ये समाचार-पत्र किन किन भाषाओं में प्रकाशित होते हैं; और

(ग) ये किन किन स्थानों से प्रकाशित होते हैं ?

श्रम उपमंत्री (श्री आशिष जली) : (क) से (ग). एक विवरण जिसमें प्रावश्यक सूचना दी गई है, सभा की मेज पर रखा है।  
[विशेष परिशिष्ट १, अनुसूच संख्या ८]

## Employees' State Insurance Scheme

1692. **Shri Sarju Pandey:** Will the Minister of Labour and Employment be pleased to lay a statement on the Table showing the amount contributed by the workers and employers separately unit-wise and industry-wise in U.P. State since the Employees' State Insurance Scheme came into operation?

The Deputy Minister of Labour (Shri Abid Ali): The accounts of the Employees' State Insurance Corporation are compiled region-wise and not unit-wise or industry-wise. The workers and the employers in the Kanpur Region as a whole (which comprised Uttar Pradesh and a part of the former Madhya Pradesh) contributed Rs. 1,36,03,924 and Rs. 88,90,101 respectively upto the 31st December, 1957.

## Rabies Disease in N.E.F.A.

1693. { Shri Subodh Hansda:  
Shri S. C. Samanta:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that many tribals suffer from Rabies; and

(b) if so, what type of infection is prevalent in the North East Frontier Agency?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). No Sir. In the three year period 1955-57, there were only four (4) cases of Rabies among 223 tribals who were reported to have been bitten by dogs.

सेवागर (नई दिल्ली) के निवासी

१६८४ { श्री भक्त बर्षा :  
श्री स. चं. सावन्त :

क्या निवासी, आवास और संभरण मंत्री १८ दिसम्बर, १९५७ के अंतरांकित प्रश्न संख्या १८७८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि सेवा नगर (नई दिल्ली) के निवासियों की विचारणीय मांगों तथा

कठिनाइयों के सम्बन्ध में क्या निर्णय किया गया है ?

निवासी, आवास और संभरण मंत्री (श्री स. चं. रेड्डी) : सेवा नगर (नई दिल्ली) : निवासियों की मांगों और कठिनाइयों के सम्बन्ध में निम्नलिखित निर्णय किया गया है :—

१. बाजार के पास आस लोगों के लिये पेशाबखाने और पत्ताने बनाना :

ग्राम लोगों के इस्तेमाल के लिये वहाँ पहले से ही पेशाबखानों और पत्तानों के दो प्लाक हैं। बाजार के पास और पेशाबखाने या पत्ताने बनाना जरूरी नहीं समझा जाता।

२. मुख्य बाजार में पानी का नल लगाना :

नई दिल्ली नगर पालिका में पानी का नल लगाने की प्रार्थना की गई है।

३. सब्जे ऊपर की मंजिल के लिये सीढ़ियाँ बनाना :

छत्रे फालतू बोझ सम्हान करने के योग्य नहीं हैं इस लिये इन मकानों में सीढ़ियाँ बना सकना सम्भव नहीं है।

४. सेवा नगर में दूसरा बाजार बनाना :

खरीदारी की वर्तमान सुविधायें यथेष्ट समझी जाती हैं इसलिये दूसरा बाजार बनाना जरूरी नहीं है।

५. बिजली की दर १० प्रतिशत से घटा कर बेज का ५ प्रतिशत करना :

क्रिया वर्तमान नियमों के अनुसार वसूल किया जाता है जो कि सब सरकारी कर्मचारियों पर लागू हैं। कोई और रियायत जरूरी नहीं समझी जाती।

६. पानी का दाम वसूल करना :

अभी हाल ही में पानी के दाम के लिये एक बंधी रकम यानी १.२५ रुपये मासिक प्रति क्वाटर् तय की गई है। पानी का वास्तविक खर्च इससे कहीं अधिक है।

घास वाले मैदान के लिये बगैर छुने पानी का प्रबन्ध, नालियों का सुधार, ईंटों और सीमेन्ट के चौक बनाना, और पढ़ने तथा मनोरंजन के लिये स्थान देना, इन सब मांगों पर विचार हो रहा है।

### उद्जन बम से विद्युत शक्ति

१६८५. श्री मोहन स्वरूप : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि :

(क) ब्रिटेन के व्यापार बोर्ड के अध्यक्ष सर डेविड एक्लैस ने २ जनवरी, १९५८ को सान्फ्रांसिस्को में एक घोषणा की है कि एक या दो वर्ष के अन्दर ब्रिटेन उद्जन बम से विद्युत शक्ति तैयार करने लगेगा; और

(ख) यदि हां, तो क्या भारत सरकार का अणुशक्ति आयोग इस सम्बन्ध में कोई जानकारी प्राप्त करने का प्रयत्न कर रहा है?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) सरकार ने इस सम्बन्ध में एक प्रेस रिपोर्ट देखी है।

(ख) जी हां, हमारे वैज्ञानिक इस क्षेत्र के विकास को बड़ी नज़दीकी से देख रहे हैं और इस सम्बन्ध में प्रयोगों का आरम्भ करना विचाराधीन है।

### Renovation of Quarters in Gole Market Area

1686. Shri D. C. Sharma: Will the Minister of Works, Housing and Supply be pleased to state the number of Government quarters in the D.I.Z. area of New Delhi that were renovated during 1957-58 with regard to power supply, water supply and sanitary arrangements?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): None.

### Tea Board

1687. Shri Muhammed Elias: Will the Minister of Commerce and Industry be pleased to state:

(a) what set-up the Tea Board has got to help small Indian tea growers to advise on manufacturing and marketing of tea;

(b) whether it is a fact that some years ago a suggestion was made to the Tea Board on these lines; and

(c) whether Government have been able to appoint a Director of Production for the Tea Board?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a)

(1) A scheme for the reorganisation and rehabilitation of the tea industry in Kangra intended for the benefit of the small growers in that region is under consideration. It is likely that the scheme would include the establishment of a co-operative factory for processing tea.

(2) The Board has a scheme for subsidising smaller gardens in North and South India in the matter of payment of advisory service obtained from the research stations at present run by the Indian Tea Association and the United Planters' Association of Southern India.

(3) An *ad hoc* advisory committee has been set up in South India to assist small planters through dissemination of useful information to them.

(b) Presumably the Hon. Member is referring to a suggestion made by Shri B. L. Serin his report on the survey of certain marginal tea gardens in Assam that the Tea Board should set up a small Research Centre



with a demonstration farm in Cachar for dealing with the special problems of that area. But the Tea Board decided that smaller gardens should first make use of the services provided by the research stations maintained by the industry and that reimbursement would be made to the extent of 50 per cent. of the cost of obtaining such assistance.

(c) Not yet, Sir.

#### Butane Gas

1622. Shri V. F. Nayar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have enquired into the possibility as also advantages of using Butane Gas as domestic and industrial fuel; and

(b) what, if any, are the impediments in introducing butane as a fuel on a large scale in suitable areas?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a) and (b). Though Butane Gas is already being used as a domestic and industrial fuel on a limited scale in and around Bombay, the main impediments in using it as fuel on large scale in other areas is the high cost of transporting heavy gas cylinders and non-availability of tank wagons for bulk transport. Moreover, gas cylinders are not at present manufactured in the country and would have to be imported.

#### Cinematographic Films and Sound-recording Equipment

1623. Shri E. Madhusudan Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) the total footage and value of Cinematographic film (raw and exposed) imported during 1956-57; and

(b) the value of sound-recording and projection equipment imported during the same period?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a) and (b). A statement showing footage and value of Cinematographic film (raw and exposed) and value of sound-recording and projection equipment imported during the 1956-57 is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 9.]

#### Assam Sillimanite Ltd.

1624. Shri Hem Barua: Will the Minister of Commerce and Industry be pleased to state:

(a) the progress in production so far made by the Assam Sillimanite Ltd.; and

(b) the total Foreign Exchange so far earned by the export of Sillimanite?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). The details of yearly production and export with value by the Assam Sillimanite Ltd., for the last six years are as follows:

Year	Production (Tons)	Exports	
		Qty. in tons	Value in Rs. '00
1952 . .	4,476	4,214	1,229
1953 . .	4,929	3,232	1,142
1954 . .	2,662	2,414	797
1955 . .	2,423	3,745	1,196
1956 . .	3,337	5,251	1,589
1957 (upto Aug.) . .	..	4,194	1,350

#### Aluminium Factories

1625. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) the research arrangements made in the Aluminium Factories to improve the quality of aluminium products; and

(b) whether Government have made any arrangements for the inspection or control with a view to maintain the quality of such products?

The Minister of Commerce and Industry and Finance (Shri Morarji Deval): (a) Although the Aluminium factories in India have no full-time research arrangements, they are carrying on some experiments at present. One of them has entered into technical collaboration with its associates in Canada for research arrangements.

(b) Yes, Sir. The Indian Standards Institution have laid down specifications for a number of products like A.C.S.R. and All Aluminium conductors. Also wrought Aluminium utensils for export are required to bear the Standard Certification marks of the Indian Standard Institution. The Directorate General of Supplies and Disposals also has strict inspection of quality in respect of stores, before indents are placed by them.

#### Displaced Persons' Colonies in Punjab

1692. Shri Daljit Singh: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether all the schemes for the supply of water and electricity in the colonies of displaced persons have been completed in the Punjab State; and

(b) the details of the development work undertaken so far?

The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar):

(a) Schemes for supply of electricity have been completed in all the new townships. Temporary water supply arrangements also exist in these townships.

- (b) (i) Construction of roads.  
(ii) Construction of drainage.  
(iii) Street lighting.  
(iv) Temporary water-supply.  
(v) Horticulture.

#### Handloom and Handicraft Board in Tripura

1693. Shri Dasaratha Deb: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any Statutory Board has been formed for Handloom, Handicrafts and Small and Cottage Industries in Tripura;

(b) if not, the reasons therefor;

(c) whether any organisation in Tripura receives any loan or aid for the development of these industries; and

(d) if so, what are these organisations and what are the amounts of loans or aids granted to them?

The Minister of Commerce and Industry and Finance (Shri Morarji Deval): (a) No, Sir.

(b) The Union territory of Tripura is comparatively small and it was therefore felt that an Advisory Board rather than a Statutory Board was more suited to local conditions. Accordingly an Industrial Advisory Board composed of non-officials with the Director of Industries as its Secretary has been formed in the State, under the State Aid to Industries Rules, 1949.

(c) Yes, Sir.

(d) Mainly Co-operative Societies; individual units of handicrafts, small scale and cottage industries are also given financial assistance according to the provisions of the Tripura State Aid to Industries Rules 1949.

Details of loans and grants paid to these organisations are given in the statement placed on the Table of the Lok Sabha. [See Appendix VI, annexure No. 10.]

#### Rudrasagar Refugee Fishermen Co-operative Society, Tripura

1694. Shri Dasaratha Deb: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total amount of loan and aid given to Rudrasagar Refugee

**Fishermen Co-operative Society, Tripura;**

(b) the present financial position of the Society;

(c) whether any new scheme has been submitted by the Society for getting additional loan; and

(d) if so, the decision of Government regarding such schemes?

**The Parliamentary Secretary to the Minister of Rehabilitation and Minority Affairs (Shri P. S. Naskar):**  
(a).

	Rs.
(i) Loan to Co-operative Society of Rudrasagar Displaced Fishermen . . . . .	3,000
(ii) Loan to Fishermen families in cash . . . . .	4,03,170
(iii) Loan to fishermen families on prorata basis on account of land compensation . . . . .	1,42,354
(iv) Expenditure on development of the lake and the fishery scheme in general . . . . .	62,258
(v) Establishment and contingency as grant incurred through the Rehabilitation Department . . . . .	1,16,103
(b) The financial position of the Society is reported to be sound.	
(c) No.	
(d) Does not arise.	

#### A.I.R. Programme Journals

**1695. Shri Asar:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that All India Radio Programme Journals are published in various Indian languages;

(b) if so, the names of languages;

(c) whether it is a fact that it is not published in Marathi language; and

(d) if so, the reasons therefor?

**The Minister of Information and Broadcasting (Dr. Kekar):** (a) Yes, Sir.

(b) Hindi, Urdu, Bengali, Tamil, Telugu and Gujarati.

(c) and (d). The publication of Radio Programme Journals in Marathi and also other regional languages is under consideration.

#### Housing Schemes

**1696. Shri Jadhav:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount of money as loans and subsidies given to various States under the various housing schemes during the last five years, year-wise; and

(b) the number of houses built during the above period each year?

**The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda):** (a) and (b). A statement giving the required information separately in five parts for each Scheme is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 11.]

#### Accommodation for Government Offices

**1697. Shri D. C. Sharma:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that a number of sections of the various Ministries are located in different buildings in Delhi;

(b) if so, the steps that are being taken for rational distribution of office accommodation to ensure concentration of Sections of a Ministry in one building rather than in various buildings; and

(c) whether any steps are being taken in this respect with a view to avoiding additional expenditure as well as avoiding inconvenience which is caused to the staff for the purposes of co-ordination and consultation?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Yes, Sir.

(b) and (c). With the shortage of office accommodation in the Capital standing at a figure of nearly 5½ lakhs sq. ft., it is hardly possible to ensure concentration of all the Sections of each Ministry in one particular building. This result can only be achieved when the shortage of accommodation is overcome. For this purpose, Government have already constructed a number of new office buildings and have plans to construct some more. Consideration is also being given to the question of moving certain offices out of the Capital.

#### Export Duty on Tea

1698. Shri Anirudh Sinha: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Indian Tea Planters' Association Jalpaiguri has suggested that the Government of India should withdraw the export duty on tea at least for a period of 3 months in order to put the common teas of India in a competitive position in the World Market; and

(b) if so, with what result?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) The proposal could not be accepted.

#### कांस्टीट्यूशन हाउस

१६६६. श्री सुशक्कल राव:

क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि कांस्टीट्यूशन हाउस में कुछ ऐसे सज्जनों को स्थान मिला हुआ है जो न तो संसद्-सदस्य हैं, न भूतपूर्व संसद्-सदस्य और न सरकारी कर्मचारी हैं;

(ख) यदि हाँ, तो इसके क्या कारण और

(ग) अभी ऐसे कितने व्यक्ति वहाँ निवास कर रहे हैं ?

निर्माण, आवास तथा संभरण मंत्री (जी. क०. च०. रेड्डी) : (क) जी, हाँ।

(ख) प्रत्येक व्यक्ति के मामले में कारण भलग भलग होता है। ऐसे व्यक्तियों में कुछ संसद्-सदस्यों के मेहमान हैं, कुछ पत्रकार हैं और कुछ सरकारी व्यापारिक संस्थाओं के कर्मचारी हैं।

(ग) २६।

#### Employees' State Insurance Scheme

1700. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to state:

(a) whether some complaints have been received from various labour organisations of Bombay, Calcutta and Kanpur regarding working of the Employees' State Insurance Scheme; and

(b) if so, the action taken thereon?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) Appropriate action is taken in respect of complaints which are received from time to time.

#### Vegetable Oil Mills

1701. Shri Jadhav: Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of vegetable oil mills in India;

(b) how many expellers and baby expellers are working in them;

(c) what kind of seeds are crushed in the mills;

(d) the types of various expellers used in the mills and their make;

(e) the average production of each type of expeller in a shift of eight hours;

(f) the maximum production of oil in such expellers as per different

variety of seeds used within a year; and

(g) the amount of excise duty recovered from these mills in the year 1956-57 and 1957-58?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a) Approximately 4,000 power operated oil mills.

- |   |        |
|---|--------|
| (b) (i) No. of mills having 1 baby expeller | 2,057. |
| (ii) No. of mills having 1 expeller.        | 982.   |
| (iii) No. of mills having 1 expeller.       | 924.   |

(c) Castor, Groundnut, Coconut, Rape and Mustard, Sesamum, Linseed and Mowha.

(d) (1) Anderson type (Lahore make).

- (2) Arun B type.
- (3) Anderson Red Lion.
- (4) Carver.
- (5) Chandler.

(e) and (f). It is difficult to answer these questions, as production depends upon the seed treated and also the type of expeller. It also varies with the method of extraction such as cooking the seed prior to extraction etc.

- |                       |                  |
|-----------------------|------------------|
| (g) 1956-57.          | Rs. 5,44,66,000. |
| 1957-58.              | Rs. 7,95,95,900. |
| (upto January, 1958). |                  |

#### Oil Mills

1762. Shri Jadhav: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of oil mills in India having one and more expellers with a break up of each type; and

(b) the amount of excise duty recovered from the oil mills in the years 1956-57 and 1957-58?

The Minister of Commerce and Industry and Finance (Shri Morarji Desai): (a) Approximately 4,000 oil mills (power operated). The break-up is as follows:

(i) No. of mills having 1 baby expeller. 2,057

(ii) No. of mills having 1 expeller. 982

(iii) No. of mills having 2 expellers. 924

(b) 1956-57 Rs. 5,44,66,000  
1957-58 (Upto Jan., 58) Rs. 7,95,95,000

#### Payment under Minimum Wages Act

1763. Shri Sadhu Ram: Will the Minister of Labour and Employment be pleased to state:

(a) the total number of Government contractors paying the wages to the workers in the undertakings in the Central sphere under the Minimum Wages Act, 1948;

(b) how many inspections of such work-centres have been carried out by each Labour Officer during 1957-58;

(c) how many cases of non-payment of holidays have been filed in the courts under this Act during 1957-58;

(d) whether all the cases have been decided by the courts; and

(e) if not, the number of cases pending with them?

The Deputy Minister of Labour (Shri Abid Ali): (a) The information is not available.

(b) On an average 21.

(c) 51.

(d) No.

(e) 45.

#### Employment Exchanges

1764. Shri Sadhu Ram: Will the Minister of Labour and Employment be pleased to state:

(a) the total number of Harijans registered in the Employment Exchanges throughout the country during 1956-57 and 1957-58 so far respectively;

(b) how many of the registered candidates got employment during 1956-57 and 1957-58 so far;

(c) the number of candidates registered with the Employment Exchanges for over two years and who have not been provided with jobs so far; and

(d) the reasons therefor?

**The Deputy Minister of Labour (Shri Abid Ali)**

(a) and (b). The available information is given below :

Year	No. of Scheduled Caste applicants registered at Employment Exchanges during the year	No. of Scheduled Caste applicants placed by the Employment Exchanges during the year
1956-57	1,76,733	26,729
1957-58 (Upto Feb., 58)	1,88,468	26,130

(c) No information is available.

(d) Does not arise.

#### Stainless Steel Utensils

1705. **Shri Mohan Swarup**: Will the Minister of Commerce and Industry be pleased to state the production of stainless steel utensils in India (State-wise) during 1957 and the places where they are manufactured?

**The Minister of Commerce and Industry and Finance (Shri Morarji Desai)**: As these producers are spread out throughout the country and as other manufacturers of different articles also manufacture these utensils, exact figures are not available.

#### Second Five Year Plan

1706. { **Shrimati Ila Palchoudhuri**:  
**Shri D. C. Sharma**:  
**Shri Rameshwar Tanti**:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the UNICEF's Asian Regional Director

in his recent report to the Executive Board of the UNICEF has made certain objectionable and incorrect statements in regard to India's Second Five Year Plan; and

(b) if so, the action taken by the Government of India in regard thereto?

**The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru)**: (a) The UNICEF Asian Regional Director in his statement on UNICEF 1957 Programmes in Asia, *inter alia* stated that many of the countries such as India had been over-optimistic about their five-year plans and had spent in the early years more money than they could raise by taxes or borrow at home or abroad.

(b) The Indian Representative objected to these remarks being made by an employee of the United Nations about matters which fell clearly within the domestic jurisdiction of India and he requested that these remarks be expunged from the records. After his protest the Asian Regional Director apologised. And it was decided that his offending remarks, our protest and his apology would not appear in the records.

#### Hand-woven Cloth

1707. **Shrimati Ila Palchoudhuri**: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Indian hand-woven cloth in length of 100 yards and more per piece is in great demand in the American markets;

(b) if so, the steps taken or proposed to be taken by Government to meet this demand; and

(c) if the reply to part (b) is in the negative, the reasons therefor?

**The Minister of Commerce and Industry and Finance (Shri Morarji Desai)**: (a) There is demand for hand-woven dress material in lengths of 40 yards and more per piece in the American markets.

(b) The All-India Handloom Fabrics Marketing Co-operative Society Ltd.,

Bombay, the Registrars of Co-operative Societies and the concerned Weavers' Societies have been advised of American preference for longer lengths.

(c) Does not arise.

#### Harijans from Pakistan

2706. { Shri Achar:  
Shri Elayaperumal:  
Shri Asmar:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that a large number of Harijans from Pakistan are arriving at Amritsar and of late their number is increasing; and

(b) if so, the total number of such refugees who arrived from the 20th February, 1958 up-to-date?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). About 800 odd Hindus including Harijans wishing to migrate to India had been held up in the D.A.V. College Transit Camp at Lahore for several months past. As a result of the efforts made by the Government of India, the West Pakistan authorities have been expediting police verification reports and authorising their evacuation to India. By March 21st all these persons had been evacuated to India except 2 adults and 2 children.

#### Trade with U.K.

1709. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state the present position of the import and export trade between India and the U.K.?

The Minister of Commerce and Industry and Finance (Shri Morarji Deval): Statement regarding statistics showing the important commodities in India's imports from and exports to the U.K. during January-September, 1957, which are the latest available,

is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 12].

#### Second Five Year Plan

1710. Shri Daljit Singh: Will the Minister of Planning be pleased to state the Projects which have been approved by the Planning Commission in Punjab State to increase the food output during the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): A list of the schemes together with the financial provisions in the Second Five Year Plan, actual expenditure in 1956-57, expected expenditure in 1957-58 and amounts agreed to for 1958-59 is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 13.]

Besides these, there are also certain agricultural research schemes which indirectly augment food production over a number of years.

#### Employees' State Insurance Scheme

1711. Shri Muhammed Elias: Will the Minister of Labour and Employment be pleased to state:

(a) the number of T.B. patients who have so far been treated under the Employees' State Insurance Scheme since its inception;

(b) the number of patients on the waiting list for hospitalisation at present;

(c) the seats allotted for the T.B. patients in different States under Employees' State Insurance Scheme; and

(d) whether any T.B. Hospital is proposed to be built under this scheme?

The Deputy Ministry of Labour (Shri Abid Ali)

(a) 27,570 upto 30-9-1957.

(b) The information is not available.

(c) State Union Territory.	Seats reserved.
West Bengal . . . . .	95
Bombay . . . . .	275
Madras . . . . .	74
Kerala . . . . .	20
Madhya Pradesh . . . . .	37
Bihar . . . . .	5
Delhi . . . . .	30
Andhra Pradesh . . . . .	16

(d) Yes. It is intended to set up independent hospitals, where the number of beds required is likely to be 100 or more.

#### Offices in Simla

1712. Shri Hem Raj: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of Government of India Offices located at Simla and number of buildings occupied by them;

(b) the number of Government buildings given out on rent and the amount of annual rent received during the last two years, year-wise;

(c) the bills paid as municipal taxes for the last two years, year-wise; and

(d) the bills of repairs for the last two years, year-wise?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) 25 and 16 respectively.

(b) Apart from 728 residential buildings let out on rent during 1955-56 and 1956-57, in the former year Government were also running the Grand Hotel themselves. Rent realisations including recovery of past arrears, totalled Rs. 4.81 lakhs in 1955-56 and Rs. 2.60 lakhs during 1956-57, the respective figures of assessment being Rs. 3.94 lakhs and Rs. 2.91 lakhs. No rent is assessed in respect of office buildings.

(c) Year	Residential buildings	Non-residential buildings
1955-56	62,532	19,112
1956-57	57,784	53,517
1955-56	4,98,560	1,88,675
1956-57	5,20,436	3,16,903

#### Ashoka Hotel

1713. Shri Daljit Singh: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount spent on the maintenance of Ashoka Hotel building so far; and

(b) the total cost of the imported material used in the construction of this building?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) The amount spent on the maintenance of buildings and equipment of the Ashoka Hotel for the period 1st November, 1956 to 28th February, 1958 is Rs. 2,34,265.

(b) The total delivered cost of articles which were directly imported by the Ashoka Hotel (inclusive of Indian Customs duty etc.) and were used in the construction and equipment of the Hotel, is Rs. 44,39,653.

#### Bee-keeping

1714. { Shri Ghosal:  
Shri B. Das Gupta:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any scheme for the improvement of honey production and for the establishment of brood bee farms in West Bengal; and

(b) if so, the details thereof?

The Minister of Commerce and Industry and Finance (Shri Mosurji Das): (a) There is a scheme for the improvement of honey production but not for brood bee farms.



(b) As a result of the schemes financed by the Central Government, the following bee colonies have been set up in West Bengal:

		1957-58
1955-56	1956-57 (upto 31st December 1957)	
30	281	129

The Khadi and Village Industries Commission which is concerned with the development of bee-keeping industry has allocated Rs. 57,900 for the development of this industry in West Bengal during 1958-59. The details of the scheme will be settled when expenditure sanction is issued during the year 1958-59.

#### PAPERS LAID ON THE TABLE

##### ANNUAL REPORT OF HINDUSTAN STEEL PRIVATE LIMITED

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): 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 Hindustan Steel Private Limited, along with the Audit Report for the year 1956-57. [Placed in Library. See No. LT.—612/58].

##### STATEMENT CORRECTING REPLY TO UN-STARRED QUESTION RE: KHADI AND AMBAR CHARKHA.

The Minister of Industry (Shri Manubhai Shah): I beg to lay on the Table a copy of the statement correcting the reply given on the 25th February, 1958, to Unstarred Question No. 510 by Shri J. M. Mohamed Imam regarding Khadi and Amber Charkha. [Placed in Library. See No. LT.—613/58].

##### STATEMENT CORRECTING REPLY TO UN-STARRED QUESTION RE: AMBAR CHAR- KHA PROGRAMME.

Shri Manubhai Shah: I beg to lay on the Table a copy of the statement correcting the reply given on the 10th March, 1958, to Unstarred Question No. 1223 by Shri T. Subramanyam

regarding Ambar Charkha Programme. [Placed in Library. See No. LT.—614/58.]

##### AUDITED ACCOUNTS OF EMPLOYEES' STATE INSURANCE CORPORATION, 1955-56.

The Deputy Minister of Labour (Shri Abid Ali): I beg to lay on the Table, under Section 36 of the employees' State Insurance Act, 1948, a copy of the Audited Accounts of the employees' State Insurance Corporation for the year 1955-56. [Placed in Library. See No. LT.—615/58].

##### ANNUAL REPORT OF EMPLOYEES' STATE INSURANCE CORPORATION, 1956-57

Shri Abid Ali: I beg to lay on the Table under Section 36 of the Employees' State Insurance Act, 1948, a copy of the Annual Report of the Employees' State Insurance Corporation for the year 1956-57. [Placed in Library. See No. LT.—615/58].

Shri Morarka (Jhunjhun): Sir I want to raise a point of Order here. The hon. Deputy Minister has just now laid on the Table of the House two Annual Reports of this Corporation, one for the year 1955-56 and another for the year 1956-57 under Section 36 of the Employees' State Insurance Act, 1948. If you look at this Section, it says that not only should the Annual Report be placed on the Table of the House, but also a Budget prepared by this Corporation and accepted by it should be placed on the Table of the House. Not only do they not place the reports every year on the Table of the House, but the Annual Budget is not at all placed. In the first instance, what is the use of placing a Report before this House which is three years old? The hon. Deputy Minister has today placed on the Table of the House a report for the year 1955-56. What is the use of having these reports and that also without the budget? Even if there is a budget, what is the use of that budget when it is two or three years old? It is a statutory obligation under the said Act and I want to know why these obliga-

[Shri Morarka]

tions are not carried out by the hon. Minister.

**Shri Abid Ali:** The Report for the year 1955-56 was placed on the Table earlier. What I have placed today is the Audited Accounts of the Employees' State Insurance Corporation for the year 1955-56. The second item that I have placed on the Table is the Annual Report for the year 1956-57. Audited Accounts will be placed on the Table when the auditor's report is received. With regard to the Budget, I will look into the matter and place a statement on the Table.

**Shri Morarka:** May I make one submission? What is the use in placing the audited statement of accounts for the year 1955-56 today in March 1958? I took some care to go through the papers laid on the Table and I did not find any budget having ever been placed on the Table. I could not find even the Annual Report being placed previously, as said here.

**Mr. Speaker:** So far as the first item is concerned, it is only the audited accounts that have been placed on the Table. The Report for 1955-56 has already been placed. Audited accounts naturally take some time to be placed on the Table.

I have always been pointing out to the Auditor-General and in the House to the hon. Minister in charge that audited accounts ought to be placed before the House as quickly as possible. I am sure all possible steps would be taken to avoid delay in future.

So far as report is concerned, I do not know if it is a condition for the laying of the report that the Budget also should be placed with it. Is it that one cannot be placed without the other?

**Shri Morarka:** No, Sir.

**Mr. Speaker:** Therefore no point of order arises because so far as the point of order is concerned, it relates

to the placing of the Report on the Table and that has been done.

Regarding the Budget, I feel that the Report has to be in respect of the earlier year, and the Budget for the future year. Therefore, a practice may be followed in future to furnish these budget so as to enable this House to come to a conclusion about the previous year and the Budget will give an inkling of what is to follow in the next year. The hon. Minister will consider that, but it does not arise out of the point of order. It is a point which has to be noticed by the Hon. Minister. He may look into it and see that hereafter the report is accompanied by the Budget and that both are placed together so that one may help the other.

**Shri C. R. Pattabhi Raman (Kumbakonam):** I find that it has to be published in the official gazette also. Section 36 is very clear about it. Section 35 deals with the Annual Report. Section 36 requires that the Audited Accounts and the Annual Report have to be published in the official gazette. They cannot be lagging behind. It is similar to the Companies Act requirements.

**Shri Abid Ali:** I have already said that I will look into the matter and place a statement before the House.

**Mr. Speaker:** It may also be stated why there has been delay and why nothing has been done so far.

#### NOTIFICATIONS ISSUED UNDER SEA CUSTOMS ACT

**The Deputy Minister of Finance (Shri B. R. Bhagat):** I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, a copy of each of the following Notifications:—

- (1) G.S.R. No. 59, dated the 30th February, 1958, making certain amendment to the Customs Duties Drawback (Pipe and Cigarette Tobacco) Rules, 1957.

(2) G.S.R. No. 60, dated the 26th February, 1958, making certain further amendment to the Customs Duties Drawback (Cigarettes) Rules, 1955.

(3) G.C.R. No. 80, dated the 28th February, 1958. [Placed in Library. See No. LT 616/58].

**NOTIFICATIONS ISSUED UNDER SEA CUSTOMS ACT AND CENTRAL EXCISES AND SALT ACT.**

Shri B. R. Bhagat: I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, a copy of each of the following Rules:—

(1) The Customs and Excise Duties Drawback (Hydraulic Brake Fluid) Rules, 1958, published in Notification No. G.S.R. 26, dated the 17th February, 1958.

(2) The Customs and Excise Duties Drawback (Linoleum) Rules, 1958, published in Notification No. G.S.R. 72, dated the 18th February, 1958.

(3) The Customs and Central Excise Duties Refund (Dry Batteries and Cells) Rules, 1958, published in Notification No. G.S.R. 77, dated the 27th February, 1958.

(4) The Customs and Central Excise Duties Drawback (Tin Containers) Rules, 1958, published in Notification No. G.S.R. 79, dated the 28th February, 1958. [Placed in Library. See No. LT—617/58].

**COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS**

**EIGHTEENTH REPORT**

Sardar Hukam Singh: (Bhatinda): Sir, I beg to present the Eighteenth Report of the Committee on Private Members' Bills and Resolutions.

**DEMANDS FOR GRANTS—contd.**

**MINISTRY OF IRRIGATION AND POWER—contd.**

Mr. Speaker: The House will now resume further discussion on the Demands for Grants relating to the Ministry of Irrigation and Power. Out of six hours allotted for these demands, fifty minutes now remain. I propose to call the hon. Minister immediately after Shri Tyagi concludes. It is now nearly 12.15. He will take 15 minutes. I will call the hon. Minister at 12.30 Shri Tyagi.

Shri Tyagi (Dehra Dun): Sir, I was pleased to learn from the hon. Deputy Minister of Irrigation and Power the details about various measures this Ministry has undertaken to effect substantial economies in the working of the various projects under them. He and his Minister deserve the congratulations of the House, not because they have done anything unexpected or very spectacular, but because in the general trends of Government of India's methods today and the way of their working, such measures are really very rare and exceptional. Shri S. K. Patil is known for his organising capacity and administrative talent. I am quite sure, as he has done in this Ministry, in the other one which he is going to take over, he will pursue his efforts although, as a friend, I must advise him that he is treading on a path which is not altogether free from personal risks. But, I am quite sure he is taking his officials into confidence and inspiring economies from down below. My suggestion to him is that the best economy can be had if he inspires the man down below, the labourer and then right up to the Engineer to effect economies as much as possible and then it will be all right, not from the Engineer down to the labourer.

Mr. Speaker: The hon. Member. I think, has laid the foundation in his department.

Shri Tyagi: Thank you, Sir.

[Shri Tyagi]

In internal economy, the position is much more worse than what it looks on the surface. External difficulties can be met, temporarily though, by means of subsidies or loans or begging or borrowing.

Acharya Kripalani: (Sitamarhi):  
Or inflation.

Shri Tyagi: But, the internal malady would not yield to any superficial treatment. There is no solution other than (a) a drastic cut in our public expenditure and (b) efforts to produce more. Poverty and wastage do not go well together. In India, today's economy is so bad that we should devote our first attention to effect economies and reduce public expenditure. It is very difficult for a layman like me or my other colleagues on this side to put up any definite proposals for the consideration of the Government. The only thing we can press for is that like my hon. friend Shri S. K. Patil, my other friends, the other Ministers might exert themselves to see what extravagance they can cut off.

There is another point which I would like to stress and that is the method of working, not only of the Secretariat—I think as far as the Secretariat is concerned, they are all doing very well with great efficiency—but, the manner in which our activities, our projects and our other Plans are carried out. There is some change needed now. We are running the show on the old feudal lines. The labourer who is a wage earner, comes as a wage earner. He works. He earns his wages, which are more or less definite and with his wages he also tries to earn leisure, with the result that he has no heart in the work. He has his heart only in his wage. I think perhaps it was time that the Government could give serious thought to their profession or to their ideology as they say, of establishing a socialist pattern of society. That can best be attained at the workers' level

- In the public sector we have got numerous workers, lakhs of workers. Why should we not start charity at home and give a pattern to all these public corporations or public sector industries, and take the workers not only into consultation in the matter of management of these firms or buildings, or projects, but also give them some incentive by way of additional wages if they do more work? The one thing that bewilders me is that despite the fact that we are not paying so well to our wage-earners in India as other countries are doing outside, our costs are pretty high. It will surprise the House to know that the cost of production of 1 kw. of energy at the Stalingrad Hydro-electric powerhouse is .02 kopeks which is more or less .02 Naya paisa. This is the cost of production of power in Stalingrad. I saw it myself. I went into the details and I found that there are about 29,867 workers, working on that project. It is a huge project with 22 turbines of 105,000 kw. It is a huge task that they have undertaken and they are doing it very speedily.

The rate of wages is in no case less than Rs. 300 per worker per month. Even a layman, a non-technical worker, gets at least Rs. 300. In spite of this heavy wage that they are paying to their workers, their cost of production is not as heavy as it is in India. I do not know where the fault lies. That has to be enquired into. I think it requires very serious study as to how our costs are higher than elsewhere where the wages are so high. They have given incentive to their workers. The only thing which occurs to me is that there, the workers are not working on their fixed wages as is the case mostly in India. Even an unskilled worker works with an incentive. Whatever work is rendered, he gets a part of the profit of the work in every factory, everywhere.

It was surprising to learn this. After I saw this project, I was taken to the Palace of Culture which is a house costing about Rs. 1½ crores of

so, if I assess it on the basis of Indian buildings. There, I found that this house belongs to the trade union of this project, the Stalingrad Hydro-electric works—28,867 workers. They contribute 1 per cent. of their salary to the fund and every six months the accounts were closed, which I saw personally. I found that they collected 7,29,000 roubles within six months. But, they were spending on the welfare of their workers during six months—it was surprising—91,00,500 roubles. Their income was only 7,29,000 roubles. But, their expenditure came to 90,00,500 roubles. I enquired from where they got all this money. They said, whatever more work we do than the norms fixed, all the wages pertaining to that extra-work come to our association, and we find in six months they are getting 91 lakh roubles for the extra work rendered by the workers. Therefore, the workers work from morning till evening and work hard. That is the way of production of wealth.

I have got a lot of figures and I would not oppress the House by giving many figures. It was surprising to know one item. Within six months they had paid 14,60,000 roubles to pregnant workers only. On sick leave of workers, they had spent 32,27,000 roubles in six months. So, all the welfare of that plant was entrusted to this union of workers, and they were running their own show as if it were a big corporation. The whole hydro-electric power station is spread over 5 square kilo metres. It is a huge thing, and I found that despite all this expenditure, which in India would be known as extravagance, their cost of production was so small. I, therefore, suggest that we might now make a start, make some adjustment in the relationship of workers in the public sector and the Government. This is what they have been doing outside, and I hope we shall take a lesson from them.

Because the time at my disposal is very short, I will not talk on various subjects. One thing in which I am

directly interested is the Yamuna hydel scheme. The foundation-stone of this scheme was laid in Dehra Dun by the Prime Minister in 1948. Work was started by the U.P. Government, and they had spent Rs. 60 to 70 lakhs on the work. Then suddenly, after six months work, it was found that in the records of the Planning Commission this project was entered as work not yet started. There is a register of works in the Planning Commission, I believe, where there is a column "works not yet started". This, unfortunately, went into that column which had the heading "work not yet started", with the result that, after spending Rs. 60 to Rs. 70 lakhs, orders were sent to stop the work. The work was stopped.

Later on, it so happened that the Chief Engineer of U.P., happened to be in Delhi, and he was in some connection invited to an at Home in Rashtrapati Bhavan. The Prime Minister was also there. He met him and enquired what had happened to the Yamuna hydel scheme. The Chief Engineer said that because it was entered as "work not yet started", orders had been received from the Central Government to stop the work and it had been stopped after spending so much. The Prime Minister was very much angry and he disgustedly left the Chief Engineer.

It was on that account perhaps that orders were sent after a year or so to re-start the work. The Yamuna scheme was taken up in the Second Five Year Plan and work was again started. For about six to seven months last year the work went on very well. They have done quite a lot, but again an order reached from the Central Water and Power Commission. They had thought of some other scheme, of putting up an earthen barrage of 260 feet down below the river system. It would be a power-cum-irrigation-cum-flood - protection scheme which would cost Rs. 80 crores, and because this scheme will involve inundation of a huge area of 70 square miles or so, all this work which has

[Shri Tyagi]

been done, or which was going to be done in the first phase of the Yamuna scheme, will all be submerged under water, and therefore they thought it would be better to stop the work lest it be ultimately abandoned and ultimately drowned. So, work was again stopped after spending a few lakhs of rupees.

Mr. Speaker: Who was responsible for that?

Shri Tyagi: It was the Planning Commission.

Mr. Speaker: Originally.

Shri Tyagi: Originally, the Planning Commission sanctioned the scheme which was in the Five Year Plan. Regular work started, but suddenly it occurred to the Central Water and Power Commission that instead of the Yamuna hydel scheme as it was being done, it would be better to have a barrage down below, and so this scheme had to be abandoned. Unluckily it falls in my constituency. It seems to me that my stones are as hard as my stars are.

Mr. Speaker: What was the estimate of this hydel scheme?

Shri Tyagi: The estimated cost of the hydel scheme was only Rs. 15 or Rs. 16 crores. Now they have taken it to Rs. 80 crores.

Shri Braj Raj Singh (Firozabad): More money.

Shri Tyagi: Money, of course, they do not mind when they plan. Money they are concerned with only when the Finance Ministry says "No".

Shri D. C. Sharma (Gurdaspur): The stars are brighter!

Shri Tyagi: I consulted the local engineers, went round there and found that the scheme as suggested by the Commission was defective in many respects. One was that in fixing the bed level they had committed a mathematical error in surveying. The

bed level was measured 20 feet less, and therefore the barrage now will not be 260 feet high, but 20 feet more, because the level was wrongly surveyed.

Then again, it was found that down the level of the bed they have to dig 30 feet more, and therefore, that also will have to be added. Therefore, it has become 310 feet instead of 260 feet.

Then, about the width. The width measured by the Commission was 5,000 feet, but now it is found actually it is not 5,000 but 8,000 feet. So, some errors have led to all these misunderstandings.

Then, with the addition of the width of the river stream, the leads to the barrage will naturally have also to be increased. So, the budget estimate might go still higher.

Then about losses. If the barrage is built in that area, 72 square miles of land will be submerged. It will involve 27,000 people of my district and in Himachal Pradesh. It is a matter of great concern to me personally. I have lived with my people, I have eaten their salt, I cannot be without them, and if they are to be dragged away from my constituency, I must go by them. I assure you will stand by them rather than any other force in the world.

Shri D. C. Sharma: I think he will be submerged.

Shri Tyagi: I think, yes, that is going to be the fate. If my friend is not prepared to change his ideas, he may kindly dig a grave near the foundation stone which the Prime Minister laid, lay me alive and invert it on me so that it may be a good memory of the Prime Minister and his loyal friend.

Thirteen thousand acres of rich agricultural land in Dehra Dun, which also contains tea gardens, will have to be submerged, and 19,000 acres of agricultural lands of Himachal Pradesh will have to be submerged. Because

the Yamuna water will be stopped by this barrage, the districts of Agra and Mathura will suffer from want of water, because the stream will not carry as much water as they are enjoying today.

Then in Paonta Tehsil there is a famous Sikh shrine called the Paonta Sahib. It is said the plan of the Commission is to submerge this Sikh shrine also by 160 feet or so of water. They propose to give another shrine over the water which could be approached by the Sikhs by means of a boat. I am surprised at this. I want to impress on the Ministry and my hon. friend who can best understand my sentiments, that he should not ride roughshod over the finer sentiments the Sikh people. The Sikhs are a race. They are a chivalrous race; they are a fighting race.

Pandit Thakur Das Bhargava (Hisar): Dehra Dun people are not comparable to others.

Shri Tyagi: The Sikhs are a martial race. They are potential, and to just go on riding roughshod over their sentiments will play havoc. If you intend to submerge that Gurdwara, it will be a first-class social problem, and I must say that the Planning Commission, or even the Government has no business to indulge in only material planning. They have also to look into the social planning of the country, and this is a thing against which I protest, and I raise my voice here lest afterwards you may not say that the man from the constituency was sitting silent in his seat and did not raise his finger against it.

This is a matter which will affect them. I wonder if my friends are now sensitive enough, because previously they used to take notice of public reactions, but now they take notice only when their own houses are surrounded by a few people and strikes are effected. Did they ever care to notice the gracious and big procession of the Sikhs which they took out in the City of Delhi. It was gracious procession. They were

quite but their sentiments were there. They are a people who are patriots they are the defenders of India, and because they are on the border State, they must be taken into confidence. Before they start touching this Gurdwara, I would suggest to the P. M. despite any opposition, to call Master Tara Singh who is their virtual leader today. He carries their sentiments, and you consult him as to whether he is prepared to let you drown that historical gurdwara. These are the questions which will arise in due course. But the Ministry has committed to it and now the scheme has been stopped.

There is just one more point, and that is important from the defence point of view. The barrage will contain so much of water. It is being said that this is being put up in order to safeguard the railway bridge in Delhi, and that it is for the protection of Delhi that all this is being done in my constituency. I say, consult any Generals of the Army, and they will tell you what the case is. Strategically, this will be very bad, because your enemy need not bomb Delhi; all that he needs to do is only bomb where you have no protection arrangements. If the barrage is once bombed and broken, then Delhi is gone, and Delhi will be swept away. So, from the strategic point of view also, I pray that you need not indulge in this scheme which has little wisdom about it.

Mr. Speaker: In all such cases, wherever any hon. Member wants to draw pointed attention to a particular scheme which he wants to eliminate, I would advise him to table a cut motion and draw pointed attention to it; and if the House agrees with him in view of the facts then, of course, that scheme will be eliminated. That is the only way in which it ought to be done.

The Minister of Irrigation and Power (Shri S. K. Patil): At the very outset, I must be grateful to the Members of the House for the very useful and constructive suggestions that they have made. The level of



[Shri S. K. Patil]

the debate has been kept high, and so also the constructive nature of the suggestions that have been made.

My hon. friend Shri Tyagi who was so emotional, and very rightly so, raised certain points. I would reply to the points that he has raised at the end of my speech. But in the meanwhile, in order that we should not work under that emotionalism throughout my speech, I can promise him at the very beginning itself that nothing would be done to hurt the emotionalism of thousands of people as he seems to imagine. If the case is genuine and real, I shall be very pleased to examine it, or anybody who is in charge of it, and we shall not, as he says, ride rough-shod over the sentiments of the people.

Before I come to the criticisms that have been offered in this House, I must first draw the attention of the House to some salient features of irrigation and power which are very important as general propositions. I shall take them up first, because there is the fear that I shall run the risk of missing the wood for the trees. Before I come to the individual criticisms, I shall state these propositions first.

One hon. Member, Shri Surendra-nath Dwivedy, I believe, said that the hon. Minister while replying to the criticism made last time was very eloquent on the river wealth of India. I would begin with the river wealth. It has become a very fascinating subject so far as I am concerned, and I want every Member of this House to take keen interest in the river wealth of our country. That wealth is not simply imaginary. And if I refer to it, I do so not in order to create any rhetorical impression in this House, but because I am convinced that India has been extremely lucky. Nature has endowed upon her all this benevolence. If only we know how to take advantage of it, we shall not lag behind the rest of the progressive countries in this world.

The river wealth is simply phenomenal. Who could have imagined that a country of this expanse and this dimension has more than six hundred rivers so nicely spaced in all parts of India that wherever you want to exploit them, and wherever the need arises either for irrigation or for power, the rivers are there? We have got some wonderful rivers, the like of which I have not seen anywhere else. I say this because it needs repetition. Everybody must know what the wealth that we possess is. It is not material whether we are able to exploit it today or tomorrow. But the fact remains that all this potential wealth that this country has got has to be taken in view, so that we can plan out the future, whether it be five years or fifty years, as to how best we are going to make use of that wealth.

The other day, I had the privilege and the honour of laying the foundation of a scheme which was phenomenal in every respect, namely the Sharavati scheme, of which mention has been made here by the Members from Mysore....

Shri Dasappa (Bangalore): Both of us are here.

Shri S. K. Patil..... Sir T. Subramanyam and Shri Dasappa. Whether on this planet or any planet where we propose to go after some time, can you come across a river, which, as you will be surprised to know, is 88 miles in length from beginning to end, that is, from the point of its rise up to the place where it actually falls? It is such a small and insignificant river; even the water contents are not also very heavy. But these 88 miles of the river, in the process or in its career from its rise to the place where it actually falls creates and generates an electric potential of over a million k.w., something unheard of. Now, if this is not the wealth of the country, tell me what the wealth of country is. You talk so much of steel, you talk so much of coal and so on. But this river



which looks like having a soul, because it runs—it is not stationary like the mountains or other things—and it ripples and it meanders, and it does everything that a human being does, but does it in a very reasonable manner unlike human beings, creates such a huge potential. Imagine a river of 88 miles creating that potential. It simply goes for some 66 miles, and then immediately it takes it into its head to drop in a gorge of 1900 miles and in that process of dropping, which are the Jog Falls, as you might know, creates a potential of somewhere about a million k.w. of electricity. I am saying that this is what the river wealth is, six hundred odd rivers, as somebody said and very rightly so, with a potential, which we may not use fully, of 1,356 million acre-feet of water. It is something tremendous, which can irrigate about ten countries like India, out of which 450 million acre-feet can be used, although we have not used it, because we are using somewhere about 120 million acre-feet in all the schemes that we have got and that we propose to have during the Second Plan. And as for the potential of the electricity, at the end of the Second Plan, what we aim at as power is 6.82 million k.w. and that is so much merely because our means are very limited, and we have no foreign exchange; otherwise, we would have gone ahead.

If I may give a rough estimate of the ultimate potential of power in this country, and this House need not really be shocked or surprised, it is nothing less than 100 million k.w., if we require it at all. The country will not use it even in a thousand years, but I may say that such is the power potential in this country. And we have not got to go anywhere for getting that power. If only by our endeavour and by the success of whatever we do, we create the requisite enthusiasm among our people, if our Governments are wisely advised, a time will come in twenty-five years or fifty years in this country, when so far as power and irrigation are concerned,

we would not have to look to anybody outside this country.

**Shri Tyagi:** Why then is the Minister leaving this Ministry?

**Shri S. K. Patil:** I shall say that also.

Now, I shall give you a few figures just to give you an idea of the quantum of work that has been done during the First Plan and that will be done by the end of the Second Plan. Before the First Plan began, we had something like 51.5 million acres under irrigation, and we were leading in irrigation all along the line. Before the First Plan, we have led the world, and after the First Plan and after the Second Plan also, I hope we shall lead all along. Therefore, so far as irrigation is concerned, that is a subject in which India should be very proud indeed.

**Shri Panigrahi (Puri):** You are also leading the world in not fulfilling the targets.

**Shri S. K. Patil:** 51.5 million acres were irrigated at the beginning of the First Plan; and at the end of the First Plan, 65.5 million acres were irrigated. That includes the major, the medium and the minor irrigation schemes.

**Mr. Speaker:** What did we start with?

**Shri S. K. Patil:** We started with 51.5 million acres, and we added 14 million acres during the First Plan, and made it 65.5 million acres. We want to add 21 million acres in the Second Plan, bringing the total up to 86.5 million acres. That is not enough, and we have to do more, but that is what we can do under the limitations that are imposed upon us by our circumstances.

Funds provided for irrigation in the First Five Year Plan were Rs. 384 crores; in the Second Plan, they were Rs. 481 crores, bringing the total to Rs. 865 crores, and along with minor irrigation dams the figure would come

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to Rs. 1160 crores during these two Plans.

So far as power is concerned, we began, before we took the First Plan, with 2.30 million k.w. We added in the First Plan 1.01 million k.w. So the power available then was the original plus the addition, that is, 3.31 million k.w. We propose to generate additional power in the Second Plan of 3.50 million k.w., bringing the total to 6.81 million k.w. at the end of the Second Five Year Plan.

The money that we spent on power projects in the First Five Year Plan was of the order of Rs. 260 crores. In the Second Plan, we have improved upon it and gone higher to Rs. 427 crores, bringing the grand total to Rs. 687 crores. If you add this to irrigation, it comes somewhere about Rs. 1500 to Rs. 1600 crores. You have also got to add the money that the Ministry has spent on flood control—Rs. 17 crores in the First Plan and Rs. 60 crores in the Second. If you take the grand total, the figure will come to about Rs. 2000 crores. This figure comes to nearly 30 per cent. of the total outlay of the First and Second Five Year Plans of Rs. 7000 crores.

I am merely saying this to show what importance we attach to all these projects, and in order to have a realistic and objective impression of what we propose to do and what this country or this Government must do.

Mr. Speaker: How much of this has been spent already?

Shri S. K. Patil: Out of this, we have spent more than Rs. 1000 crores in all the power projects. For the rest, 10 to 15 are in the process of being completed. I have included only those projects which have been taken in hand on which we want to spend.

Shri Panigrahi: What is the shortfall?

Shri S. K. Patil: Agricultural production with food self-sufficiency is really the basic factor in our national

economy. I am stressing this point, and I can illustrate to you why I do so. Sometime we get bewildered because many things come in national planning. We need them, not that only irrigation and power are required. We require steel, we require cement, we require other things and so on and so forth. But remember that for a country like India with a preponderatingly agricultural economy, there is no salvation, and there is no success of the Plan also, unless you stand on your own legs so far as your food requirements are concerned. If we shut our eyes to that and say 'Oh, if we have got more money, we can buy food from outside', we are really doing something which is suicidal so far as the interests of this country are concerned.

I can understand it—if an illustration is necessary—if it was a country like the U.K., and if anybody said there that the U.K. must be self-sufficient in food, it would be regarded as foolish, because they cannot make England self-sufficient in food. Therefore, there is no attempt to make it self-sufficient. They always attempt to produce more and more industrial articles and find a favourable world market, balance of trade and so on and so forth with which to buy food. I can understand their economy. But if we say in India that we shall produce more steel or we shall produce more something and then sell it in the world market and out of the money so created, we shall buy our food, it is something very strange indeed. It is putting the cart before the horse, because food is there in our own country, in our own land, and it is only for us to exploit it, to create it and so on.

This can be done only by two ways. One is irrigation and the other is by improving our agricultural methods, so that, as the Prime Minister very often points out, instead of the yield that we get today, we shall be able to get twice, thrice or four times as much with all the fertilisers and other things that we are having.

Therefore, agricultural production, and particularly food production, is the very *sine qua non* of our economic existence in this country. If we take that factor out of our minds, then surely we are doing a very grievous injustice indeed to the people of this country. I am merely saying this because sometimes we forget this factor in the process. This has happened. As you know and as everybody knows, when we started our projects, naturally the demand came for cement, then for steel and so on. We wanted to have cement, steel and so on.

**Shri Panigrahi:** How much of the irrigation potential which they have created.....

**Shri S. K. Patil:** The hon. Member will have some patience. He need not abruptly interrupt me. That breaks the chain of thought. He will have his opportunity. I will not yield when I am on my legs.

**Mr. Speaker:** Hon. Members will kindly note down whatever difficulties they have and in the end, they can be resolved.

**Shri S. K. Patil:** Therefore, we required cement. Our attention was directed towards that. Naturally, I am not blaming anybody. Then we thought that we were short of steel. Therefore, we wanted steel. We wanted other things. In order to have all these things, we have a Plan which is a comprehensive whole, and everything is important for the national economy. I am stressing the point that irrigation and power, to the extent to which it is useful for all these projects, is the very life-blood of our economic life. It is the foundation on which the very super-structure of our economy has got to rest. Therefore, that point has not got to be forgotten in any planning that we might do now or in the future.

So also, what is the definition of self-sufficiency in food? Many people have curious ideas. I am not an expert in food production matters, but after watching it in public life during a period of 31 years, particularly since

India attained independence, I can tell you that food self-sufficiency is not the quantum of food that we produce in a given year like 1953-54, when the production was excellent—we had a million or two million or several million tons more. That was a gift and such a thing does not come in another two or three years. A rough measure or rough yardstick by which we can work it out is that we should produce enough to eat in a normal year plus at least Rs. 50 crores worth of food which is exportable. We must create this surplus, not because we should necessarily export that much food, but when we have got that potential for annual exportation of food to the value of Rs. 50 crores, in the lean years when we have got less, we have enough food in stock to go by and we shall not have to spend one rupee to buy food from any country outside, with the attendant difficulties of transport, shipping and so on to which headache, of course, I shall be transferred after some time.

But if that is to be avoided, apart from the headaches that are there, while there is a chance in our country to get these things, it is unwise in the extreme to look for food to other countries. Of course, we shall have to import food for the next two or three years or so, just because we cannot do otherwise. But I am simply saying what should be our objective for the future.

Some hon. Members referred to a Welfare State, and said: 'Look here. How can it be a welfare state; it is an impractical proposition'. What I am saying is this. In a country where every citizen of the State has got enough food to eat, enough clothing and enough shelter to live under, enough education for his children, reasonable amenities that a man requires, what more do you want? Therefore, all these difficulties of foreign exchange and other things do not come so long as this essential point or the primary necessities of life are looked after. And that is exactly the aim of our planning, that is, first-

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gation for food production, power for the small-scale and other industries and so on. Then we shall have enough in our country without having to depend upon other countries for anything. Of course, for some time, during the transitional period, we shall have to depend upon them to some extent. They are very nice and we are very much obliged to them for being nice. But all this nicety cannot go on for a longer time. So also the dependence of India on those other countries must not be continued beyond a reasonable period. This is exactly what I think of the importance that must be attached to irrigation.

Now, having agreed that agricultural production is a very vital necessity or, as I said, *sine qua non* of our economic life, the administration of it has got to be so streamlined that we will exactly know as to how best it has got to be done. Here several suggestions have been made by hon. Members—at least three or four hon. Members, as my notes show. They suggest that so far as irrigation is concerned, it has got to be integrated under one chart. Whether it is possible or not, I am not going to say. But I am going to say what exactly has got to be done... (interruptions).

Mr. Speaker: Order, order. I am afraid some hon. Members have always got the knack of interrupting Members on the Treasury Benches. I always take care to see that when hon. Members from that side speak, there is not a whisper from the other side. But every time I have got to request hon. Members from that side not to interrupt. Hon. Members should hear both sides.

Shrimati Renu Chakravartty (Basirhat): Your statement that there is no interruption from the other side when we speak is not correct.

Mr. Speaker: Whenever there is interruption, I have been chiding them. So I am entitled to chide Members on that side also.

Shrimati Renu Chakravartty: That is a different thing.

Mr. Speaker: Let them not be sensitive. All that I want is that every hon. Member must hear both sides. We have come here for the sake of debate, discussion, persuasion and coming to a decision and not for drawing swords against one, another, hissing or hooting. If hon. Members want to talk very important domestic matters, they can go to the lobby. I want to make it clear.

Shri V. P. Nayar (Quilon): On the other hand, we want him to address you. He is turning round and addressing the back benches. We cannot hear him and we appeal to you.

Mr. Speaker: Members have different methods of speaking. They have not learnt speaking here for the first time. All hon. Members who have spoken from that side also turn and address all sides. They do take sometime to look at the Chair. (Laughter).

Shri S. K. Patil: I am glad that they care so much about etiquette in this House. I am equally keen to maintain it.

In irrigation, the administration has got to be streamlined and there must be co-ordination in the efforts. I shall illustrate what I mean. The agricultural production or food production today is the charge not of one Ministry, but somehow or other it has happened that about five different Ministries and departments have got something to do with food production. Whether it is good or bad, it is for the House to decide. I am not commenting upon it, because otherwise it might be said that as I am leaving that Ministry, I am leaving some legacy which is not very palatable. So, I am not doing it. From the very first time I came into the Ministry, I have watched our Prime Minister and other leaders speak. Sometimes they show a kind of feeling that in spite of their best efforts, the agricultural production does not improve. Sometimes, when

things go wrong, there is no fixation of responsibility, because everybody wants to get out of it.

I will now illustrate how this whole mechanism of agricultural production functions in this country. At the top, there is the Planning Commission. There ought to be a Planning Commission. The Planning Commission plans; then, beyond planning, they must also supervise. Therefore, they supervise. Then beyond supervision, they also appoint working groups and so on and they go into the actual fields; everywhere they do it. It is very good. I will now point out how many authorities are working in order to improve food production and what a great necessity there is for streamlining the administration and in some way co-ordinating the activities, so that there should be no hindrance at all, but everything ultimately will conduce to better efficiency of the administration.

After the Planning Commission, comes my Ministry, the Ministry of Irrigation and Power. My Ministry is a technical Ministry. Engineers and experts are there and when the plans come, they go into that and find out . . .

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): Politicians also.

Shri S. K. Patil: Yes; and leave aside the politician; he has also been pocketed by the experts. But they do a good job of it. Our C.W.P.C. and the other people, the engineers etc. are there and they say, "Our business is to prepare plans, estimates etc." There are the power houses and their business is there. They are also in food production. Then comes the Agriculture Ministry and the Food Ministry. It is their responsibility to see that what is produced is utilised in 570,000 villages in the country. We have these facilities, but they are sometimes not aware of what is being produced elsewhere. There has not been that perfect co-ordination so far in regard to what we are doing and what we propose to do. I am stating

this because three or four hon. Members asked why irrigation—major, medium and minor—has not been brought under one charge, so that it may be streamlined and something has got to be done about it.

Then come the Agriculture Ministries in the States. They are lords and monarchs by themselves and they would naturally say, "After all, agriculture is a State subject. Who are you to tell us as to what we should do and what we should not do?" Therefore, they also come into the agricultural production and food production. Then, as if that is not enough, the community projects also are there.

Shri Tyagi: Confusion worse confounded.

Shri S. K. Patil: It is their duty also to see that all these facilities are brought to the villages and they want more and more villages to be brought into their orbit.

Between all these five machineries, sometimes there are lapses; sometimes there are omissions; sometimes loose strings are not tied together. So, the difficulty arises. Almost simultaneously with my accepting this Ministry 11 months back, although we created a water potential of as much as 6.5 million acres, only 4 acres were used. I began to say that something has to be done. What could be done? I thought of appointing a committee to find out and investigate what has happened. But I came to the conclusion that I could not do so, because it is none of my business—after I have created that—just to go and find out as to why it has not been used; it belongs to some other Ministry and so on and so forth. So, for a larger food production, one has to streamline and co-ordinate the activities of all these five Ministries in a manner that it will go just like one machine and ultimately produce results which I am afraid are not being produced now to the extent to which it has got to be produced. This is in answer to all these three or four points that were made.

**Shri Tyagi:** Is there any cure for that?

**Shri S. K. Patil:** There is a cure. Every disease has a cure.

Now, in the first Five Year Plan, there was a lot of enthusiasm about irrigation, because we did not know much about the Plan. It was the very beginning and it was like a man who had just got married. He is very happy and he seems to be in heavenly bliss, but that bliss does not remain the same all the time. Things take shape in a different manner. Just like that, as we went along the line, five years passed and naturally we were asked to render accounts of what we have done. It was not merely being ready to do something, but then people began to expect results out of it. People began to feel that these irrigation projects are not very profit-making and they do not give 4 or 5 per cent. return and so they began to ask, "Why should we spread so much on irrigation?" Today a clever opinion is hardening in this country because the irrigation projects cannot be made self-paying by themselves and therefore it is a wasteful thing that we should spend our money on irrigation. I must answer that in the highest national interest and not because I happen to belong to that Ministry. It would be really a foolish thing to imagine that the irrigation projects should be established as if they were a commercial proposition, where 4 or 5 per cent. dividend has got to be declared. If that is the conception of an irrigation project, I say no irrigation project could be made in this country. Many of us do not realise the implications of the irrigation project, in what hundred ways it reforms the society, although it may not be possible to point out what percentage of profit we have made out of it.

I am particularly emphasising this point, because very often questions are asked here, "What is the percentage of profit Hirakud would give? What is the percentage of profit Bhakra would give?" So far as the irrigation aspect of it is concerned, I shall

be very happy indeed and the House shall be happy, if these irrigation projects become successful even as commercial propositions in giving a return of 4 or 5 per cent. All will be happy and I will be happy. But because they may not do so, that does not mean that irrigation projects should not be undertaken, because they do not give so much profit directly. I can tell you the experience of this very country, apart from the experience elsewhere. In this country, irrigation is not a new subject. Fifty or sixty years ago, there has been irrigation—Krishna, Godavari from where my hon. friend comes and also there has been irrigation in Punjab. There you will find that not for one year or two years, but for 20, 25 or 30 years, the money would not come, because the money from irrigation is really very hard in coming. It is very late in coming.

The reason is the farmer is a most orthodox and conventional person. It takes a long time to train that person. The indoctrination of a farmer or peasant becomes more difficult in comparison to political indoctrination, because in politics they are inflammable material. But the farmer is not inflammable. He is a stone and he will not allow himself to be burnt. Therefore, he has got all the qualities of the stone. He takes a long time to understand the effects of irrigation. Therefore in Andhra and in Madras it took years and years.

**Mr. Speaker:** The hon. Minister should look at the Opposition as well.

**Shri S. K. Patil:** Otherwise they will say that the stone was a simile that I was giving.

13 hrs.

Therefore it becomes difficult for all these wonderful results or irrigation to accrue. You cannot count them in terms of rupees and naya paise at the end of the second or the third year. Sometimes in regard to Hirakud and Bhakra, people ask: when we have got 2 lakhs or 3 lakhs acres of land why was it not used? It is sometimes not used. Mistakes might be purely ours. Other reasons

have been given as to why it happened, because the canals were not built, the spill courses were not built, the channels were not built. There was a certain amount of time-lag between one part of the scheme and the other. But over-riding all those considerations, which were in the nature of omission on our part, the fact remains that it is difficult for a farmer or peasant to understand and appreciate the value of it as quickly as in an industrial concern a worker can understand. Therefore, he finds it very difficult.

To further illustrate, I should like to make a point. Supposing a farmer was told: look here, you have got to spend Rs. 20 for fertilisers and Rs. 10 for water rate, or Rs. 30 per acre of land, then you will get Rs. 35 at the end of it. That man will say: "I have nothing to do with it. I will not do it for the sake of Rs. 5," although if you calculate according to commercial standards Rs. 5 on Rs. 30 comes to 15 per cent. dividend. But that does not work with the farmer. He will consider it hazardous for him. Besides, he has not got the money; somebody has to arrange for it.

So, please for God's sake do not equate these two things, that immediately the irrigation project comes it must start giving you benefit, so much so that all the debt must be paid back, the interest must be paid back and something else can be done. That cannot be done. It takes time; it will take time.

But what are the indirect benefits? As I was telling the House, the indirect benefits are many. When the farmer produces food that means your dependability on other countries is reduced; your transport is not required for it; he is a contented man; his standard of life rises; his children get education; he has got a nice house. Although you cannot ascribe it exactly to irrigation, these are the indirect results. He becomes a buyer in the market; he becomes a seller. He pays all the indirect taxes to the Govern-

ment, which may not come to the irrigation project, but may go to the Finance Department. There you cannot actually point out that these are the results of irrigation; but much of it is the result of irrigation. That means, unless the food production increases all these wonderful results cannot come.

In view of all these indirect results that we get from irrigation, which are far more important than the direct results, you must not really be carried away by the argument that irrigation projects have to be self-paying, that unless they are self-paying we will not really look at them, or encourage them. I am telling this because that kind of feeling which is hardening in this country should not be there.

Then, Sir, many points have been made here, not now, but all these eleven months, about the non-utilisation of available water. That is so. It has not been used for the reasons I am telling you. Besides the fact that things were not streamlined—that is one of our difficulties—our social propaganda that the peasants and all those people who are to be benefited must start taking advantage of it, must start from the very first day. As soon as a project begins, the social services should begin. We must go to the area and tell the people: now water is coming, you must be prepared for it, you must be prepared to pay water cess, betterment levy, etc. But if you do not want to emphasise it keep it apart, but—at least tell them the glorious part of the scheme as to how they are going to benefit, and how they must do it not only in their interest, in the interest of their family, but in the larger national interest.

They must know that is not enough for Andhra that they are a surplus State. I can understand their generosity of being surplus. But if they are surplus it has to be shared by the rest of the country. Therefore all that has got to be done. They must



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not like the industrialists when they do something adopt the attitude that they have got it by their own labour. It is not by their own labour that they have got it; others also have laboured. Circumstances are favourable in their case. The land is good, it is fertile, water has gone for irrigation. For all these reasons land in the four Sircar districts of Andhra State, my hon. friends from Andhra will concede, which was not even worth Rs. 100 per acre now fetches Rs. 5,000 to Rs. 10,000. Now this situation has not come about by a miracle nor is it something which has dropped from the clouds. It has come about because irrigation facilities were made available and people in their own interest wisely used them. Therefore all these omissions on account of which water is not being used we have to solve.

Sometimes it so happens that these social services do not start. All of a sudden the Department goes and says that water is there. People do not know it. It is not their fault. That particularly happened in Tungabhadra. Generally our canals will go in an area which was arid before. There was no population. There was no population, because naturally you take water to places where there is no water. Therefore, generally it will be to places where there was no population.

What is the pattern of India's population and, for that matter, the population anywhere else in the world? Our population pattern always goes and clusters round water, rivers, wherever they are. You will find in the whole of the Middle-East 90 per cent. of the population is round about the river Nile. It is so because the rest of it is Sahara or desert. Similarly people have gone and remained where there was water. Now when you bring that water somewhere else you have got to work from the very beginning, so that they change their habitation, from where they do not get enough to eat to places where they can produce enough. When I come to

the Rajasthan Canal I shall tell the House as to how the canal will go through hundreds of miles where there is no population at all.

If you say that the people must come, fertilise the land and take to agricultural production, how are they going to do it, unless from the very beginning you prepare them whether from Rajasthan or elsewhere, and colonise them by whatever method you like? In Tungabhadra the canal has gone to places where the population pattern was quite different. Therefore, all these things, like social services, etc., have to be taken into consideration seriously. I illustrated the cases of Godavari and Krishna where it took twenty-five years for people to use that water; it happened in the case of Indus also.

I can give the House examples from elsewhere also. In other countries too it has not been always possible to use the water immediately, the Tennessee Valley for that matter, the Columbia River basin, where you have got the Coolie Dam. It took a long time for people to understand and realise the value of it. In the Columbia River basin there was a pattern to irrigate 10 million acres. After five years or ten years they found that not more than 1 million acres not more than 100,000 acres was used. Even then they say that it is a national asset. And what is the money that they had spent on that scheme? Double of what we are spending on the Bhakra Nangal, Rs. 350 crores.

It might perhaps be said that America is rich; they can afford to pay. But I say that the pattern of people everywhere is just the same; the farmer everywhere will be more or less just the same; he will have the same emotions, the same sentiments, the same family relations. Therefore, please do not run away by the idea that unless you do things very quickly, they cannot be done.

So far as power is concerned, we are very happy in that. At one time



we did not know what to do with our power. Now, power as soon as it is generated, perhaps, long before we put the wires, is gone. This country and our people seem to be power-thirsty some way or other, (Laughter) every type of power, leave aside that power. So far as this (electricity) power is concerned in every country they are thirsty.

When Bhakra was taken in hand, the engineers of Punjab were worried over it. The Punjab engineers wrote to the Delhi administration—then we were not there—what can we do with this electricity. The electricity will come and nobody will take it. For God's sake let Delhi take it. There were in Delhi Diesel and steam plants to generate electricity. They actually stopped us from generating this power in Delhi because they thought that power generated in Bhakra would not be utilised. That was how those plants were closed. We got 20,000 kw. Very often Rajasthan is angry and that take up cudgels on behalf of their people and ask: why should this capital, Delhi, come in our way and take these 20,000 kw. and ask for more? If we create more out of impounding the Beas waters etc., say another half a million kws. then, I can right from now tell you, whether I am your Minister or not, that Delhi will require another 100,000 kws. for its needs. After all, India is one. We must not have this idea because if Mysore has got Shirawati—88 miles of it—and they get a million kws. they cannot think that they can have the whole of it. Surely, if the neighbouring States where such facilities do not exist want it, they must also be prepared to give it. I am thinking of the indivisibility of our nationhood. Wherever we have got the best things, we must be prepared to give them to those who have not got not by starving ourselves but there must be give and take. That exactly is the situation that we have got to meet so far as power is concerned.

Take the D.V.C. We wanted to create and we have already created

170,000 kws. of power. Ultimately, when Panchet Hill and one more plant in Bokharo is added, we will have another quarter million kws. Do we know that even today before the 250,000 kws. are produced, we need about 100,000 kws. right now? Industries are coming. Is it not really creditable that these things are happening? We may say that we did not fully plan in a foresighted manner as we should have done. But, that is a different matter. We never knew that our people would be so very responsive and might utilise all the resources that we are creating for them. We have to look forward not to the 6·82 million kws. that we shall be producing at the end of the Second Five Year Plan, but my estimate is that we must be prepared to have about 10 million kwts. of electricity in this country during the next five or six years. Your irrigation will not increase to a great extent because where there are no tubewells, tubewells are to be bored. Other things have got to be done. All that means electricity and it is ultimately electricity that will enable our small and big industries and irrigation to shine. Therefore, all this difficulty has got to be faced. But, we must be prepared for that even from now.

So, I also mention casually about Bhakra. Bhakra, in spite of those steps that we have taken on the one side of the river, we shall be producing somewhere about a 250,000 kwts. of electricity—firm electricity—although it might be 450,000 kws. But, it is not firm, because the water supply may not be always there and so on and so forth. Out of that, a lot of it will be taken by fertilizer, and heavy water and Delhi. Therefore, what remains has to be distributed between Punjab and Rajasthan, my friend's State. He was complaining that he was getting only 50,000 kws. and that too is not coming. (Interruption). But, what I am telling is this. Therefore, for the Panjab and the increasing needs of Rajasthan—Rajasthan is going to be by far the richest part of India in the next 25

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years to come—you take it from me; and, therefore, it is a very safe constituency that he has chosen and it will be a land flowing with milk and honey—for all these purposes, all these things have got to be done. And all that is not possible now because you have no water. Thirty or forty crores more have to be spent in impounding the water of Beas because flow from Sutlej has to be sustained. It has got to be done because it would get one million kws. It means that there would be 360,000 kws. of firm electricity to meet the needs of Punjab and Rajasthan and the needs of Delhi.

All these things are not merely dreams that I am telling you. The dreams have got to be realised in the larger interests of the country and the successful implementation of our Second and Third Five Year Plans.

Now, there is a very ticklish point—I simply refer to this generally—as to how to distribute the expenditure between power and irrigation in multi-purpose projects. How to do it? Sometimes it may appear that we have given a little more for power because power only brings return but irrigation does not. Therefore, the irrigation engineers come up and say, why do you give more to power because they do not want to show that they are working at a loss. They won't like things like that. There is a fight between the irrigation engineers and the power engineers about the allocation of these things. But, let them remember that after all, all these multi-purpose projects are of one family and when one son gets another son gets it also. They are more or less supplementary and complementary. After all, we have got to make them a success. If power is getting something more than what is spent on irrigation it is not a national loss. If irrigation is spending that it is the same thing. More is to be given to power in so far as our village electrification schemes should be com-

pleted. We must not grudge that. Therefore, there is this constant quarrel between them and that generally occurs as to how these things should be distributed.

I do not think that there will be any rough and ready method that I can suggest. If you think that they are supplementary and complementary to each other and that they both belong to the same State, to the same country, the question can be settled ultimately in the larger interests of the country as a whole.

That does not mean that irrigation must not be made to pay as much as it can. Many people say, for irrigation let water be free; give everything free to the peasant. My friend Pandit Thakur Das Bhargava was reasonable. He said he is prepared to pay reasonable charges. And 'reasonable' is a word that nobody has defined. (Laughter). I can quite understand, he himself being reasonable, he will propose something which would be equally reasonable.

But, what I am saying is this. If you see these big projects whether in Punjab, Hirakud or DVC or Tungabhadra, generally, it so happens that the peasant does not want to pay. Who wants to pay? Why blame the peasant? If there is a chance for a Member of Parliament not to pay, do you mean to say that he is going to show a different pattern of conduct than a peasant or anybody else? It is very just and natural. Therefore, I want all your co-operation in this business. The Members of this House do not want to pay any irksome taxes etc. But, we must so manage and tactfully manage things that we must take the maximum out of it. Why? Not because that scheme must pay but only because unless some schemes pay, sometimes, other schemes cannot be taken in hand. Supposing all this money, some thousand crores of rupees that we have thrown on these irrigation schemes, becomes dead stop

and nothing comes out of it, it may be declared a national debt and you will have to liquidate it. But, what about the Rs. 1000 crores or Rs. 2000 crores which we may have to spend if other plans were to be taken up? Therefore, we must do everything in our power to see that these multi-purpose projects, particularly irrigation projects, pay, if not completely at least as much as it is possible. Therefore, what to do?

There are two or three things that are really to be done and I can tell you how they can be dealt with. First is the betterment levy. Why should people fight shy of the betterment levy? If an acre of land which was worth Rs. 50/- becomes worth Rs. 150/- or Rs. 200/- because irrigation water has gone there, is it not an unearned income that the farmer has got? I say do not repay me all that complete income. I am not suggesting that. But, let him make Government a participant in that income. So, if an acre worth Rs. 50/- becomes worth Rs. 200/-, then, let us share this Rs. 150/- half and half; or, let him take 60 per cent. and 40 per cent. come to us. Do something like that. Every farmer does not get the same facility because our schemes have not gone everywhere. Let others also benefit. Therefore, the legislation for the betterment levy has got to be gone through by the State Government.

Sometimes, the State Governments are very clever. They must be clever as everybody is clever. Parliament is not the less clever. What do they generally do? When the elections come in, they think it is a very unfavourable step. Therefore, the Bill becomes ready. The Minister introduces the Bill and then it goes into the waste paper basket until the results of the elections are known. Then, when the results are known, they are in the flush of victory and they do not touch that for a couple of years. Then, there is the next election and they say, 'we shall not touch it because we will have to face the voters and we shall not take risks.' In

the larger interests of the country, our friends have got to take risks. Whether I come or you come, it is a risk for the country. Therefore, if they do not pass this legislation for betterment levy or a cess, it will become very difficult. Sometimes, people do not take water because the rain is there; the farmer says, 'I will wait for the rains; if the rain comes, why should I pay for water?' Therefore, something has got to be done. Take it on as part of the revenue on that land or as some cess, which can be measured by the water he gets.

All these things, whatever they are, have got to be done. I seek the co-operation of every one of the Members in this House. It is not for a particular project only that it should be self-paying, but it is in the larger interests of the country. You want irrigation not only for 5 years, but for 25 years we shall have to go on with these irrigation schemes. It is not merely 86 million acres. Ultimately, your irrigation potential would be somewhere near 150 million acres in this country with the raising population. As I said, we must not be aiming at achieving self-sufficiency; you must be able to export a little part of it; it need not actually be food but products like sugar and things like that. If all this has got to be done, you cannot take this situation in a defeatist or hopeless or in a pessimistic manner. That is the trouble today. What do we find? In Bengal, they fixed a rate of Rs. 8 or 10 per acre. Many people did not pay. I got some wonderful figure from the DVC. For the whole of six months only Rs. 88 or so was collected. The cost of collecting it must be pretty heavy indeed. It is because nobody tried. Now in Bengal at least for a year, water has been made free so that everybody gets free water. That is good. The peasant will get accustomed to it and if he gets it for sometime he can understand the value of that water vis-a-vis the agricultural products that he produces or loses. But for God's sake let him not be labouring under the hallucination that it is going to be free for all time

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because somebody has spent the money for it. I say so because these things are very important and our responsibility thereto is very great—responsibility not only of the Ministry but even of the Members of this hon. House.

I now come to the relations between the participating States among themselves and unfortunately the Government of India. I do not say that they are bad; I am not suggesting that. But the relation must be very good. The debtor tells the creditor laughing: 'You are a very nice man; so far as the payment of debt is concerned, you are a nice man. There is nothing beyond that. I am not prepared to pay the money. Sometimes it happens. So, there is not that kind of amity, co-operation and co-ordination as must exist at all times everywhere.

Our control boards are not legal entities as everybody knows. It is an administrative set up. There is no law behind the establishment of control boards. Its decisions have got to be implemented by the respective States. So far as Bhakra is concerned, any order of the Bhakra Control Board has got to be implemented by the Punjab Government and the Rajasthan Government. If an engineer has to be dismissed, the Board has not got that right. In these four or five years, a convention has now been established by the Board. It is because there are eminent representatives of these participating States and surely it has got to be done. But somehow or the other it so happens that there is delay in the implementation and in many cases it is not implemented at all. The result is that it becomes very difficult for the Government of India.

The other day in the half an hour discussion which you were kind enough to allow my friend Shri Mathur raised a very significant point. When you have taken a decision that Rajasthan must be given so much electricity, why that electricity was not given? It is a right thing to ask. Now, helplessly, I have got to say that

the Punjab Government has failed partly in its duty and the Rajasthan Government has failed partly in its duty. It is not very pleasant for me to say so. I am not a ring master or a monitor to admonish everybody in the class and say that they are wrong and I am right. I am conveying to the House the predicament in which one is placed. The Board is composed of two States. Sometimes the Chief Ministers or some important Ministers are members. They have unanimously taken the decisions. But they are not implemented. Then it becomes very difficult indeed.

If I go at this rate, I will naturally take more time. So, I shall refer to only two or three things as they occur to me. They have got to be said. Otherwise, I would not have taken the time of the House. Much talk is there in the air about atomic energy. We heard about the composition of the Atomic Energy Commission the other day. The coming of the atomic energy and the possibility, within the next five or ten years, of commercialising the use of that energy for our purposes are great factors that anybody in this House and elsewhere had to take into consideration. I am emphasising this fact for another reason. When that atomic energy comes, hydel electricity shall continue and must continue. What will be affected is the thermal electricity because it depends upon coal, transport, etc. If anybody thinks that our projects of hydel electricity have got to be losing because of the coming of the atomic energy, he is not right because it is nature's energy that we get in hydel electricity. That will continue. I hope within the next five or ten years the atomic electricity might become an established fact in this country as anywhere else in the world. America has done it in the city of New York but it is a small plant with 3,000 K. Ws. for military purposes. There electricity has been produced at a very terrific cost. But what I am saying is at a cost which can be borne by the citizens of this country. That may take another five

or ten years but that has got to be done.

Now, in the next few days we shall lay the foundation of the Rajasthan Canal. What a wonder will it be! It will be the pride of this country as it will be the longest canal—435 miles. Some fellow asked a question.. (An Hon. Member: Some 'fellow'?)...I am sorry; some hon. Member asked a question : "What will be the width of the canal at the beginning and what will be the width at the end?" I gave him figures. (Interruptions.)

Mr. Speaker: There are fellows in university.

Shri S. K. Patil: I at once corrected myself and said 'hon. Member'.

Shri Tyagi: Fellow means a comrade.

Shri S. K. Patil: Let me not take time in this. This Rajasthan canal passed through areas on the border between India and Pakistan which is an arid region. I was told that the density of population in these areas is not even ten people in a square mile. It is absolutely desert. It is virgin land. When this canal runs, it will be really the pride of this country. 435 miles out of which, if we get money, we shall make 200 or 300 miles navigable. We are laying the foundation already. When it will be navigable, whether money will be available or not and how much money will be necessary are all further points. Then we shall have to create some water reserve so that there may be perennial water supply and the supply may be much faster than it will otherwise be. This canal will colonise nothing less than a million people either from Rajasthan or elsewhere and so much of land will be irrigated. There are possibilities of lift irrigation. My friend there, the other day, said that Bikaner and the other places would not get water. We have also to take up the question of more water. We shall have to lift water. There will be several millions, six million acres on the one side and

there will be six million acres on the other side. That could be done. It may take time.

Shri Karal Singhji (Bikaner): I think in the consultative committee you very kindly said that Bikaner City would get water. I had referred yesterday to the blackish water about fifty miles north of Bikaner.

Shri S. K. Patil: I gave the hon. Member more credit than he is prepared to take. Bikaner city is a part of the whole region. We are contemplating for the whole region. It could also be done. What I am saying is this. It is the longest canal in the world. The other day, I read that there was going to be a 640 mile canal in Russia; whenever it comes, that will beat this but until that time this will be the longest canal. It will colonise a million people and perhaps grow a million tons of foodgrains. It would be a boon in the proper place. It will be the border between India and Pakistan. Instead of its being no man's land, you can make it every-man's land in this country.

Then there are projects like the Gandak, Sharavati, Rana Pratap Sagar, Ganga Barrage and so on. They are very much in our thinking. As soon as the times are propitious in the sense that we get the resources to work them, they will be taken up. Some of them have already been taken up.. (Interruptions). So also flood control. I do not want to take your time. Every year, floods take a toll of Rs. 40-50 crores. Yet, when the flood control measures are taken, people want to know how much they get out of it. Is it not a fact that the loss of Rs. 30-40 crores will be stopped? It was going into the drain. If that is stopped, the money is saved. Although I cannot attribute to a particular farmer and ask him to give me so much because of the savings on account of the flood control, they have got this much. The Government has spent Rs. 17 crores in the First Plan and in the Second Plan the allotment is Rs. 60 crores. Flood control measures are going on apace.

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My friends here from Gurdaspur or other places have been talking about flood control and ask why more money is not given to Punjab for this purpose. I could say that in respect of places like Orissa or Andhra, which are surplus places, anything that could be done to stop and control the floods should be done because they are our granaries for the rest of India. That is one consideration which should not be forgotten. If Punjab wants more money which it could spend—not merely money to ask it got it and did not spend for one year—it will be easy for us. I hope they will know the art of spending; they know it, I think.

Sardar Iqbal Singh (Ferozepur): May I bring to the notice of the hon. Minister that though the schemes had been sent by the Punjab Government to the Central Ministry, they were not sanctioned?

Shri S. K. Patil: That is now. But in the first year, they did not spend the money. They returned. Now, there is no dearth about it. We are trying to look after Punjab. I am not saying this merely to give a reply. But it is in the larger interest of India that this is done so that the granary of India is really protected.

I do not want to take up much of your time on the difficulties of foreign exchange. Those difficulties may be there. But, as I have explained already, irrigation and food production must be regarded as not only the core, the hard core, but the hardest core of the Plan, because on that the success or otherwise of the Plan will depend. Therefore, I am not at all afraid that the schemes already taken in hand will be really dismissed or thrown out.

Some hon. Member made a reference to the All-India service of engineers. That matter has been taken in hand very seriously. The Cabinet has taken it in hand. They want four services to be made including medical services, education and forestry. There are many advantages if that is done. Some States do not

agree to this—naturally for obvious reasons—because if they become All-India Services, naturally the services of their Chief Engineers and other engineers may not be hundred per cent under their control. I can assure those States that so long as those engineers are under their service they will be hundred per cent under their control, and they should not stand in the way of this necessary progress.

That brings me to soil conservation, afforestation, Hazaribagh and Tilaya. They are all going apace. We want to give equal attention to both so that we shall really conserve our soil and get more yield out of it.

Stations like the Poona and other research stations are also doing wonderful work. Water-logging particularly in the Punjab is being attended to and would receive increasing attention from the Ministry.

Reorganization of the C.W.P.C. is also being attended to. There is a high-power committee just now going into the subject and surely reorganisation will be done in the next three or four months in order that the C.W.P.C. will be in a position to give a better account of themselves than hitherto they have done. But I must say that they have rendered an excellent account of themselves, so also our engineers. I shall be changing my portfolio within the next three or four days but I must say—not because I am changing my portfolio, but I have said so on the very first occasion—that our engineers are second to none in the world. They are men of self-confidence and are painstaking. When they say that they will do this and do that because so much will be saved I become very happy and proud of them. We have today such young people. They are not ostentatious, there is no searchlight of any publicity on them; in spite of that they do a real job of work. They are today laying the foundation; but they are not seen they are under the foundation. The superstructure of our national economic prosperity and peace that we do think of having in the country

rests upon those valiant people who have rendered such an excellent account of themselves.

There are also the officers of the Irrigation and Power Ministry. Unless there was complete liaison and good relations between the two progress could not be made. Progress was made possible just because the administration branch of the Ministry and the engineering branch in the Ministry have co-operated very well.

The last point, perhaps, is the canal water dispute. I need not take up your time on that, but some Members asked why it is so and suggested that we should be strong. What could have been stronger than I am, and how could anybody be stronger than he is? I have already said that this Indus water dispute has been there for the last ten years. India has taken an honourable, consistent and good neighbourly attitude throughout. We have not told Pakistan that we shall not have anything. We shall give 80 per cent of the water contents of six rivers, give us only 20 per cent. We are prepared to pay for link canals etc. The good offices of the World Bank have been used and they are still being used. Although there is no time limit, if any friend wants to do something we do not stand in his way. We read in the papers that Pakistan has accepted something, rejected something and given something. It may be so. I can assure Pakistan as a friend—there is no browbeating about it—that we want to be good neighbours of Pakistan. The interest of the millions of peasants in Pakistan is as much dear to us as the interest of the millions of peasants in this country. Our Prime Minister ran to the rescue of those peasants when the water was stopped for a little while. He said, it shall not happen. He said: "So long as they do not make any alternative arrangement I am not going to allow their fields to go dry". All those stories of dust bowls etc. are only picturesque stories; sometimes they are very very interesting in the United Nations Organisation. They are not true; they are far removed from fact. I can assure them

that what we have said is no warning at all. If I say that 1962 is the last year up to which we are prepared to wait it is not by way of some kind of an ultimatum. It is no ultimatum at all 1962 is the year by which time we shall be ready with our Rajasthan Canal and Sirhind Feeder which are going to get water from these sources. Therefore, after spending Rs. 65 crores on Rajasthan Canal and Sirhind Feeder I have got to say: "Now, wait for another ten years. Even if you do not give water I shall remain without that". Let Pakistan remember that just as the interests of peasants in Pakistan are dear to them equally dear are the interests of peasants in India to us, equally dear is the situation of 380 million people who by having the Rajasthan Canal will get irrigation and have colonisation. Our Lifeblood is there in that Rajasthan canal. Therefore, it is not any kind of threat that we are giving, we are just imploring them. Just as they have done half the work—out of 10 million acre feet of water for 5 million feet they have already built up canals; they are good people—we only say, do a little better and finish the other half of 5 million acre feet of water. Draw that water so that you may draw water from the western rivers and leave the other rivers to us. What little God has given to us or the good offices of the World Bank have given us in the 1954 proposal, we shall enjoy. Therefore, that is the last word so far as the Government of India is concerned. We shall not wait a day longer than 1962. When our canal and the Sirhind Feeder are ready we shall withdraw the water that now goes to Pakistan. I shall implore Pakistan that they should not regard this as any kind of threat. It is a humble request that we are making. We have made it clear again and again that this is not a deadline, but this is merely an accommodation that we are giving. Since they have finished half the work, in 1962 let us lay the foundation that we do not give any water to Pakistan because they do not need it. They were taking some electricity from us in Amritsar but



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we are not giving that now because they have made their own arrangements. That should be the function of a country which really wants to remain in peace, amity and friendly relations which we want to maintain with Pakistan notwithstanding what Pakistan does in the matter.

Sir, there may be many things, but I do not want to take any more time. I have already taken five minutes more than the time allotted to me. A reference was made to the Public Accounts Committee and the D.V.C. and it would be wrong on my part if I do not refer to it, because people will say that I skipped over it. I merely want to say that some mistakes are real and some mistakes are there because we hastily undertook our plans, and the plans go on changing their trends and engineering projects year after year. We all know, Sir, that the Bhakra project was contemplated to cost only Rs. 70 crores, and now it has become Rs. 170 crores, not because the prices have gone up—that is one factor—but because the plans have gone on changing and changing. Today we want it to be of a height of 748 feet, which it was not to be. So also is the case with D.V.C. We want this to be built after the pattern of the Tennessee Valley. That pattern was good for that country because for a similar project they spent as much as double the amount. As I told you, on the Columbia Project they spent Rs. 350 crores which in size etc. will be the same thing as Bhakra. Therefore, those mistakes were made and we are looking into them. I can assure the hon. Members that we shall do everything in our power to see that the suggestions that are made by that august Committee, the Public Accounts Committee, will not only be implemented, but we shall see that similar mistakes are not really made in future.

This could have naturally brought me to the individual criticisms, but I do not want to take the time of the House. I can assure everyone of them

that whatever suggestions they have made will be looked into, even that of my friend Shri Tyagi because he is looking at me. He was so emotional that if I do not take at least one minute I do not know what will happen to him. I am merely saying that he is right. He was referring to the Paonta Dam. He said that some shrine will disappear and some others will disappear. I would like to tell him, apart from this particular project, never to emphasise too much on this 'shrine' business. So far as we Hindus are concerned, there is a shrine every six feet everywhere. Therefore, if we really want to build our projects and see that no shrine will come within them then the shrine of mankind in India will have to be closed for all time to come.

Shri Tyagi: You can talk in that trend because today you are in power.

Shri S. K. Patil: I am saying this not because they are in a minority—Sikhs—they are brave people. I want Shri Tyagi to understand that I am not attacking him. I am agreeing with him, but while agreeing I am merely saying that somewhere else many temples have been submerged. In Nagarjunasagar there is a big monument that is going to be submerged. I quite agree with him in other respects. Shrine is not the only one thing. There are 72,000 people who will lose their place. There is emotionalism so far as that is concerned. A lot of fertile land is also being submerged. Therefore, we shall hundred times consider before that is undertaken. I agree that nothing should be done in haste, and he should not believe that I am saying this because, unfortunately or fortunately, I happen to sit on this bench. Even if I were sitting elsewhere I can assure Shri Tyagi that I would have said the same thing that I am saying today, because mere transposition of seat from there to here does not change an individual's mind; if he is good he is good, if he is bad he is bad.



With these words, Sir, I do not want to take any more time of the House. The House has been so indulgent to me and the hon. Members have given so much credit to my Ministry, and a good part of it to me. I shall be changing my portfolio in a day or two, but I can assure the hon. Members that so far as irrigation and power projects in this country are concerned they are going to be my first love in the Administration. No matter where I am, even as Minister of Transport and Communications, I shall have to do a lot in order that these projects are assisted in every manner. Whatever opportunities that God and you give me in order that I should fulfil all the promises that, on behalf of Government, I have been able to make, I shall use those opportunities to fulfil the promises. It shall be my proud day when I could fulfil them and I shall have the satisfaction of a duty rightly performed.

**Pandit D. N. Tiwary (Kesaria):** One question.

**Mr. Speaker:** After one and a half hours?

**Shri Panigrahi:** The Chair said that we could put questions at the end.

**Mr. Speaker:** I did so, under the impression that the hon. Minister would conclude within 20 minutes. He has taken one and a half hours. He has tried to anticipate the questions.

**Shri S. K. Patil:** I took one hour and ten minutes.

**Mr. Speaker:** Yes, I am not at all complaining. The whole House welcomed his speech, and all the doubts must have been resolved. If, in the course of his speech lasting for one hour and ten minutes, he has not been able to convince the hon. Members, I do not think he will be able to convince them at all.

I shall now put all the cut motions to the vote. Those in favour may please say 'Aye'.

**Shri S. K. Patil:** Aye.

**Mr. Speaker:** Those against may say 'No.'

**Several hon. Members:** No.

**Mr. Speaker:** The Noes have it. All the cut motions are negatived.

*All the cut motions were put and negatived.*

**Shri Braj Raj Singh:** The hon. Minister said 'Aye'.

**Mr. Speaker:** After all, the hon. Minister's voice was just one voice and it was drowned in the 'Noes'! He has been a little too generous to the others.

The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1959, in respect of the heads of demands entered in the second column thereof against Demand Nos 69, 70, 71, 124 and 125.

*The motion was adopted.*

*[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]*

#### DEMAND No. 69—MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 18,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Ministry of Irrigation and Power'."

#### DEMAND No. 70—MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 1,17,40,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Multi-purpose River Schemes'."

**DEMAND No. 71—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF IRRIGATION AND POWER.**

"That a sum not exceeding Rs. 96,34,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Other Expenditure under the Ministry of Irrigation and Power'".

**DEMAND No. 124—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES**

"That a sum not exceeding Rs. 3,86,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Multi-purpose River Schemes'".

**DEMAND No. 125—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER.**

"That a sum not exceeding Rs. 5,11,95,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'".

**MINISTRY OF TRANSPORT AND COMMUNICATIONS**

**Mr. Speaker:** The House will now take up discussion and voting on Demands Nos. 84 to 93 and 129 to 133 relating to the Ministry of Transport and Communications for which nine hours have been allotted.

Hon. Members desirous of moving cut motions may hand over at the Table within 15 minutes the numbers of the selected cut motions.

Hon. Members are already aware of the time-limit for speeches.

I should also like to make an observation. Apart from those groups in respect of which lists have been given to me mentioning the names of hon. Members who are prepared to speak and who are set up by the groups, I would like to give an opportunity to those hon. Members who have not spoken at all during this session. So far as those groups who have been giving the names of Members wishing to speak are concerned, it is for them to choose as to which Member should be given the opportunity. With respect to others who have not given me their names, and who have not spoken at all during this session, let there be no misunderstanding. Let them send me a chit showing in legible handwriting their names, their division number and the party to which they belong and indicating whether they have not spoken at all during this session. I shall try to give preference to those who have not spoken at all during this session, as much as possible. This is a matter on which all hon. Members can speak—the Demands under the Ministry of Transport and Communications—since roads run through the whole country.

**DEMAND No. 84—MINISTRY OF TRANSPORT AND COMMUNICATIONS**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 70,24,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Ministry of Transport and Communications'".

**DEMAND No. 85—MERCHANTILE MARINE DEPARTMENT**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 56,93,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Merchantile Marine Department'".

**DEMAND No. 86—LIGHT-HOUSES AND  
LIGHT-SHIPS**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 1,27,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Light-houses and Light-Ships'".

**DEMAND No. 87—CENTRAL ROAD FUND**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 3,93,24,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Central Road Fund'".

**DEMAND No. 88—COMMUNICATIONS  
(INCLUDING NATIONAL HIGHWAYS)**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 5,53,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Communications (including National Highways)'".

**DEMAND No. 89—INDIAN POSTS AND  
TELEGRAPHS DEPARTMENT (INCLUDING  
WORKING EXPENSES)**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 57,72,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of Indian Posts and Telegraphs Department (including Working Expenses)'".

**DEMAND No. 90—METEOROLOGY**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 1,48,01,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Meteorology'".

**DEMAND No. 91—OVERSEAS COMMUNI-  
CATIONS SERVICE**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 1,07,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Overseas Communications Service'".

**DEMAND No. 92—AVIATION**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 3,47,89,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Aviation'".

**DEMAND No. 93—MISCELLANEOUS DE-  
PARTMENTS AND OTHER EXPENDITURE  
UNDER THE MINISTRY OF TRANSPORT  
AND COMMUNICATIONS**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 1,27,12,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications'".

**DEMAND No. 129—CAPITAL OUTLAY ON PORTS**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 3,71,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Ports'".

**DEMAND No. 130—CAPITAL OUTLAY ON ROADS**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 13,75,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Roads'".

**DEMAND No. 131—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 27,58,48,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'".

**DEMAND No. 132—CAPITAL OUTLAY ON CIVIL AVIATION**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 2,96,70,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital on Civil Aviation'".

**DEMAND No. 133—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS**

**Mr. Speaker:** Motion moved:

"That a sum not exceeding Rs. 10,33,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'".

**Shri Muhammed Elias (Howrah):** The Ministry of Transport and Communications has got many branches. It would be difficult for me to deal with all the branches. So, I shall confine myself to one or two of its branches which to me are very important in respect of our national economy.

First of all, I want to take the subject of road transport industry. Our country is a vast country with five lakhs of villages, and it is thickly populated. Also, our country is entirely backward and it is predominantly an agricultural country. At the same time, our country has not got sufficient railway lines. Therefore, the road transport industry, in this respect, has a very vital role to play as an industry. Whatever material we produce in big factories, without road transport we cannot sell or utilise those materials.

If we take the mileage of our roads in this country we find that at the end of the first Five Year Plan, the total mileage of roads was 2,22,850, out of which 97,500 miles were surfaced. Today, the total mileage is 3,80,600 out of which 1,21,800 miles are surfaced. The target of the second Five Year Plan is 3,79,000 miles of which 1,44,000 miles will be surfaced. These surfaced roads also cannot be properly utilised until and unless all the bridges which connect the roads are finished.

Today, our railways have got 34,738 miles against which the national high-

ways for inter-State traffic and communication are only 13,800 miles. Even these 13,800 miles cannot be utilised properly because 54 bridges are still to be built, and until and unless we build these 54 bridges, we shall not be able to utilise these 13,800 miles of roads even.

In comparison with other countries, our road position is very unsatisfactory. I can mention some figures. In Great Britain, the mileage of roads per square mile is 3.24; in France it is 3.3; in U.S.A. it is 1.00; in Ceylon it is 0.38. In India it is only 0.25 miles per square mile of territory.

The rail capacity for carrying all the traffic is also not sufficient today. The Planning Commission has said that at the end of the second Five Year Plan, we shall have 81 million tons to be carried by railways.

13.49 hrs.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

The position as it is today shows that we will not be able to carry the whole traffic, these 81 million tons of material, by rail. Therefore, to meet the extra traffic, we find that 35 million tons have to be carried by road. In this respect, we find that our Government is not giving proper attention to develop our road transport industry.

Apart from its unique significance to the national economy, road transport yields considerable amounts of taxes on investment capital. The railway yields 4 per cent of taxes, but, at the same time, road transport yields about 8 per cent of taxes deducting road maintenance and central contribution. Therefore, our transport pays huge amounts by way of taxes. If we look into the figures of other countries, we will see that a vehicle in our country has to pay too much by way of taxes. The tax per vehicle in 1949-50 was Rs. 1,115/-. In 1954-55 it rose to Rs. 1,906/-. In 1956-57 it went further up to Rs. 2,070/-. Our country levies the

highest tax for motor vehicles. For instance, in Australia the tax per vehicle is Rs. 950; in United Kingdom Rs. 1,300, Italy Rs. 1,550 and Germany Rs. 1,200, whereas in our country it is Rs. 2,070. So, we pay too much tax to the Government. Still, Government is not paying proper attention to the development of road transport.

If we look into the number of motor vehicles, the figure for India is very low. It is not increasing. I may quote some figures of motor vehicles per lakh of population in other countries. In U.S.A. the figure is 36,998, in Canada 25,236, Australia 22,939, Malaya 1,385 and Ceylon 903. Even Ceylon has got as much as 903. In Spain it is 808, whereas in India it is only 89 per lakh of population. Therefore, we find that the number of motor vehicles which will help build our national economy is rather hopeless. So, first of all I want the Ministry of Transport to try to develop our road industry, so that we can build up our economy very quickly.

Then, why is it that we are not able to develop our road transport properly? What is the reason? Here I want to mention something about what the Study Group have recommended. They have made five or six suggestions for the removal of difficulties in order to build up a proper road transport industry. They relate to the absence of sufficient length of good roads, low standard of living, expensiveness of the motor transport, high cost of repairs, predominantly agricultural economy of the country, preference of rail to road by the public, lack of proper organisation of the motor transport industry etc. These are the reasons why we are not able to build up a good road transport industry. So, I request the Ministry to give proper attention to this aspect of the matter.

At the same time, there is another reason for this industry not developing properly. The working and living conditions of the workers of this

[Shri Muhammed Elias]

industry, numbering about 4,00,000 are very poor. They are worse off than the workers employed in other modes of transport such as railways etc. Wages paid in this industry to the workers come to Rs. 40—70 per month. Really speaking, there is no dearness allowance for them, though they get a very meagre amount as dearness allowance. Their working hours are also rather horrible. They have generally to work for 9 steering hours per day. Many of the workers have to work for as many as 14 to 15 hours per day.

In this connection I may state that the ILO have recommended that the workers should not be asked to work for more than 7 steering hours. This recommendation of the ILO should be properly introduced in the road transport industry. Further, the workers have got no social security schemes. They have got no provident funds. There is no accident compensation scheme. It was recommended by some committee of the Government that accident insurance scheme should be introduced in this industry. But, still, it has not yet been introduced.

Then, the workers are very often harassed by the police. For instance, in Calcutta I know that very often the police unnecessarily intervenes with the traffic and harasses the workers. That trouble then spreads to the public, with the result that many times the city transport remains standstill for hours together until the representatives of the workers and the Police Commissioner come to the spot and settle the dispute. Very many times, the transport system in the city has gone out of order. That must be looked into.

Then, in the Hamburg session of the ILO last year they have recommended that road transport must have a separate inspectorate, as otherwise it cannot tackle the problem properly. So, I suggest that a separate inspectorate may be formed in order to run this industry. In

other countries they have got road transport inspectorates. But here, in spite of the recommendation of the Hamburg session of the ILO, we have not yet got it.

Mr. Chairman: The hon. Member's time is up.

Shri Muhammed Elias: I will be brief, as the time at my disposal is short. I now come to the port and dock workers. First of all I will refer to the working conditions of these employees. Some five or six days back the hon. Deputy Minister stated in answer to a question that the recommendation of the Choudhuri Committee is going to be implemented very soon and that in Madras and other ports the negotiation is going on and everything will be finalised very soon. But the report says quite a different thing.

We have come to know that on 27th February the whole workers of the Calcutta port and dock went on strike for half a day in protest against the non-implementation of the Choudhuri Committee award. The Federation of dock and port workers have already decided to go on general strike throughout India and they have given notice. If all the workers of the ports and docks go on an indefinite strike we can only imagine what the condition will be. In this matter the workers are not unreasonable. The workers of the Calcutta port submitted their charter of demands in 1954 and negotiations also started in 1954 itself. But all in vain. Up till now no decision has been taken by the Government to implement the recommendation in the Choudhuri Committee report and to mitigate their grievances. I, therefore, appeal to the Government not to complicate the situation existing now in the different docks and ports in India. They should come out and settle the whole dispute.

14 hrs.

In this respect I want to mention another point which we have come to know. It has been brought to our notice that a loan of Rs. 12 crores is to be taken from the World Bank. We have come to know that the interest is much too high and that we shall have to pay Rs. 19 crores as against Rs. 12 crores taken as loan. The terms, which we have come to know, are very much insulting. Therefore we want to know the actual position.

We have also come to know that without consulting the Trustee Board of the ports and docks and without consulting the Chairmen of the Calcutta and Madras Ports, the Government of India have taken this decision and are going to take this loan under the terms which are very much humiliating.

**Mr. Chairman:** The hon. Member's time is up.

**Shri Muhammed Elias:** I have only to make one or two points more.

**Mr. Chairman:** I have warned the hon. Member twice. I warned him two minutes ago that his time is approaching.

**Shri Muhammed Elias:** I am sorry, Sir, that I did not notice it.

**Mr. Chairman:** Let him conclude in two minutes.

**Shri Muhammed Elias:** I want to mention a word or two about the inland water transport. The inland water transport, specially in Eastern India, is operated by R.S.N. and I.G.N. companies. These are two joint companies, which are operating this line from Bihar to Assam. This is a very important line. They carry all the tea and other produce from Assam to Calcutta and other ports of India. Recently, there was a serious labour trouble and they have retrenched many workers. The reason given is that the Government of India have

set down certain things but we do not know what actually has happened over there. We consider this line as a very important line because of the growing oil industry and tea and other industries in Assam. Therefore this very important line should be looked upon properly. These companies are making a profit of about Rs. 7 crores per year but they are not conducting their business and the lines properly. Therefore I want to appeal for the constitution of a sort of a high power committee to go into the working of these companies and try to find out ways and means to improve this line because we consider this line as a very important line.

**Shri S. C. Samanta (Tamluk):** Mr. Chairman, Sir, the Transport Ministry has a chequered life of its own. It was linked with Railways. Now, it has been separated from the Railways, though the demand was that it should be an independent Ministry, and has been linked with the Communications Ministry. You know well that I pleaded that the Posts and Telegraphs Department should be separated from it. I would have been glad to see if that was done and the rest of the Communications Ministry would have gone to the Transport Ministry.

When we analyse the Communications Ministry we find that if Posts and Telegraphs Department is separated the only thing that remains is aviation. It has some sort of relationship with the Information and Broadcasting Ministry. The Aviation Department moves men and goods by air and the Information and Broadcasting Ministry send out news etc. through the air. So, they have some connection with each other. However, I would expect that in future the Transport Ministry, which is so important, will be an independent Ministry and Posts and Telegraphs Department will be separated from it just like the Railways.

The transport arrangements in the country will carry the country forward or else no. However industrially and

[Shri S. C. Samanta]

socially progressed we are without transport everything will go to dogs. Our Government has given thought to the transport facilities in the country from the beginning, especially when the Plan was to begin, these things were considered by the Planning Commission. I want to speak more on ports simply because it is a door through which we can expect foreign exchange, which will help a great deal in the improvement—industrial, social or otherwise—of the country.

When the country was partitioned, we lost Karachi port and the Government had the courage to establish another port at Kandla. But I would remind the Government at this stage that Calcutta was the first port in India. On the eastern side, Chittagong Port was lost. Government thought that if Calcutta Port was improved there would be no necessity for another port on the eastern side of the country. Government tried to improve Madras Port, Vizag Port and Calcutta Port. We are thankful for it, but before the beginning of the Second Five-Year Plan, laymen from the eastern side put proposals before the Government and the Planning Commission that the navigability of the River Hooghly cannot be such as will make the ships come and go from Calcutta very easily and that transport will suffer heavily. So, one of the laymen one Mr. P. E. Mehta had the courage to survey the western bank of the River Hooghly and submit a report to the Government and to the Planning Commission for the establishment of a mechanised coal and ore port at Geonkhali. Unfortunately, the Planning Commission, on the advice of Shri Mathur of the Railway Board, rejected it. The reasons that were given were heavy capital expenditure—Was not Government ready to incur heavy expenditure on Kandla? Surely, they were—heavy capital cost, expensive dock system, loading and unloading equipments and duplication of the development of Calcutta Port. Was this for the Railway people to say so? Why

did the Transport people not speak against it? None of the industrialists were prepared to have their imports routed through Geonkhali as was pleaded by Shri Mathur. It was done in 1955. In 1956, the Bengal Chamber of Commerce passed a unanimous resolution to the effect "We want Geonkhali" and the gentleman said that none of the industrialists were ready to have their imports routed through Geonkhali. How is this? I would request the hon. Minister to examine the grounds that were put forward by Shri Mathur of the Railways. The Transport Ministry and the Planning Commission would not take it up.

You will be glad to learn that in 1956, the World Bank people came and their report was laid on the Table of the House on 14th August, 1956. Here is a letter written on the 5th of September, 1956 by Mr. Eugene Black, President of the World Bank; here is the text of the memorandum which I am reading:

"Examination of the feasibility of a fully mechanised coal and ore port on the West Bank of the lower Hooghly, in order to relieve congestion in Calcutta and as a possible alternative to the plan for the expansion of ore exports through Visakhapatnam."

Our experts some five months back said that there was no necessity for any port on this side. They settled it. After five months, this has been pointed out. I would beg of the Government to look at the experts. They should come to our standards. Why should not they have the foresight of developing the Calcutta port? Is the Calcutta port for Bengal? No. It is for the eastern part; nay, it is for the whole of India. If the Calcutta port dies, India will be industrially, socially, in all ways handicapped. This Calcutta port has been neglected.

I may cite the examples of three ports in Europe. In Hamburg, the



pre-port is Cuxhaven; in Bremen, the pre-port is Wesermünde. In Rotterdam, there is Hoeck Van Holland and in Nantes, there is St. Nazaire. If that be so, if they can foresee this, why did not our experts foresee that there is necessity for another port established on the western bank of the River Hooghly?

**Shrimati Renu Chakravartty (Basirhat):** Geonkhali.

**Shri S. C. Samanta:** It may be Geonkhali, it may be elsewhere. I am coming to that. I have no quarrel if it is established somewhere else on the western side of the River Hooghly. I am not enamoured of Geonkhali. But, I must ask why this proposal regarding Geonkhali has been neglected in this way. There was the proposal. Why did not the Government bring forward any other proposal?

We are thankful to the Government that they had the courage to have experts to examine whether Geonkhali is a suitable place for establishing a subsidiary port or a pre-port or an independent major port, whatever you may call it. The World Bank people came. They tried to avoid all the bars that are there in the Hooghly, that is, 14 bars. From Calcutta to Geonkhali, there are 11 and from Geonkhali to the sea, there are only three. The World Bank people tried to avoid the last three bars also. They proposed that a port be established at Junput beyond these bars, which is a place notoriously known to be in a nodal cyclonic zone. The draft which will be available will be one mile away from the bank. A wharf has to be constructed: not one, but two wharfs, where the ships can be anchored. Because the draft is one mile away, the depth can be only after one mile. Then, the railway has to be taken to the middle of the river. Other things will have to be done. I request the Government to calculate how much money will be necessary at Geonkhali where the draft is from 28 feet to 30 to 40 feet and it is near the

bank. If two or three jetties are constructed and 25 miles of railway laid connecting with the South Eastern Railway, I think only Rs. 15 crores will be necessary: not more than that. What has been said against this? It is said that there will be no return cargo. Is cargo carried by anybody other than the industrialists? If the industrialists say that there should be a port at Geonkhali, the thing stands.

Another thing that Shri Mathur of the Railways said is that there will be the Lilooah bottle-neck. You will be wondering when the Railway officer, the Transportation Member says that you have to connect the railway to Geonkhali from the South Eastern Railway and there is the bottle-neck at Lilooah, which lies on the Eastern Railway. I request the Government to enquire into the matter why such a thing has happened? Why should I, a citizen of India think that the right thing has not been done because of this expertism? The Ministry has to accept the verdict of the expert. They have to do so. Why has this happened? I would like to be convinced that the things that have been put forward by the expert are all right. If not, an explanation should come. However, I would request the hon. Ministers who are present to look into this.

I would refer to the note which was submitted by the Planning Commission. The World Bank said:

"Examination of the feasibility of a fully mechanised coal and ore port on the west bank of the lower Hooghly, in order to relieve congestion in Calcutta and as a possible alternative to the plan for the expansion of ore through Visakhapatnam."

If Rourkela is connected with Geonkhali, it will be 250 miles. Only 28 miles of railway need be constructed. Why should ore be taken from Rourkela to Visakhapatnam? The distance will be 460 miles, and 150 miles of new railway lines have to be constructed.

[Shri S. C. Samanta]

I am a layman. I feel that the wealth of my country is not properly spent. So, I am giving vent to my feelings. I hope the hon. Minister will take note of the point and go into the matter and have the port established as soon as it is possible. By this time, we would have gained so much of foreign exchange, which we want so badly.

**Shri Biren Roy** (Calcutta—South West): I thank you for allowing me sometime to speak today, and as the time is very short, only 15 minutes, I shall, as one who has been connected with the light aircraft movement in India since its inception in 1929, concentrate on the aviation part of the Transport and Communications budget.

The light aircraft movement in India started in 1928-29 with the formation first of the Aero Club of India and the four flying clubs in Calcutta, Karachi (at that time in India), Bombay and Delhi, and later in the next year in Madras. We had a subsidy from the Government on the basis of the number of pilots being trained.

I may point out in this connection that the light aircraft movement in England had started only five years earlier, that is approximately in 1923-24, but even then by the time we started, that is within five years, they trained more than 1,000 or 1,500 pilots of amateur calibre, at a time when this movement was only having DH-Moths and small flying machines.

A few of us in India spent most of our time and energy to popularise it throughout India, but many could not take to it because of the high cost of training. It came to Rs. 40 to Rs. 48 an hour, and in some cases of cross-country flights to Rs. 60 an hour. So, we could produce yearly only approximately 100 pilots, but most of them could not keep on their licences because not much of subsidy was available from the Centre.

By the end of 1939, when other countries had progressed very much, producing thousands and thousands of amateur pilots as a base practically for the auxiliary air force in their countries, we had come to the figure of 289 or approximately 300 pilots when war broke out. From that time on, in another seven years, that is by 1946, a period during which the world was stuck in World War II, the number of private pilots was only 300 on the list, and 165 professional pilots had been trained to carry on some of the transport commands, who were helped by the Indian Air Force.

I might add here, for the information of the Members, that practically our Indian Air Force, and the Indian civil aviation of transport flying, started near about the same time, with only a gap of four years. That means, the light aircraft movement people gave the lead in 1928-29, and civil aviation transport started in 1932, and on the 1st of April, 1933, the Indian Air Force came into existence with only six officers and 19 airmen. By 1939, when the war started, they had risen to only 16 officers and 169 airmen, but due to lavish expenditure on them, and the amount of machines that were also brought to them during the Second World War, they made a jump, and today we are proud that they have got thousands of not only trained airmen, but also technicians and pilots.

Even after independence, it was the Aero Club of India which, on its own initiative, organised this popular movement. It started the first national air rally in 1950 and another in 1951 practically from its own funds. The number of pilots trained by these civil aviation centres which have now risen to 12 flying clubs from seven then, with two satellite flying clubs called flying institutions is only 888 or 890 by the end of December, 1957.

Then there is another part of it, that is, we have got nearly 600 professional pilots today, many of whom

were trained by the flying clubs (more than 200); some are foreigners and some others were, of course, trained outside India. But even taking together all these men, even today we have not more than 1,500 civil aviation pilots in India—a staggeringly low figure, and a dismal picture, because we have an adult population of more than 150 million and this figure means one pilot for every one lakh of adult population, whereas even in small countries in Europe, countries which are much smaller than even half of any of our States, the number of pilots is perhaps ten times more.

I would not go for the Eastern countries, I would take only one example, Czechoslovakia; although now it is included in the eastern zone, that means controlled by Communism, there flying or gliding is absolutely free to any individual who can spend the time to take it.

In India, the gliding movement started approximately ten years ago at Poona, and we tried to popularise it through our popular newspapers and so on, but up to 28th February, 1958 only 378 glider pilots could be trained there and in the three other centres which are also controlled by Government, except the one in Delhi. We have got another 130 more trained, also upto 28th February, 1958, of which only 37 were trained in the last two years, in the Delhi Gliding Club, a private organisation. But apart from this Delhi Gliding Club, which has got only a few aircraft or gliders from the Government and a winch and a subsidy of approximately Rs. 14,000 per annum, no other gliding club seems to be allowed to be formed in India because of the principle adopted that all gliding clubs must be Government-controlled. I ask you and I ask the Ministry why this principle was adopted. It should be revoked and private Gliding Clubs allowed to be formed.

This principle was not adopted in respect of the flying clubs. They were all allowed free scope, and the gliding clubs attached to the flying clubs could also be given free scope. If not, they may be allowed as separate entities, and separate subsidies must be allowed. If that is not done, you cannot have a base of N.C.C. and auxiliary air force of the future for the safety of your 360 million people. And gliding clubs can very easily be started.

There is another aspect. We must find out why there is so much less enthusiasm among our people in flying in spite of the fact that today Government help towards flying charges is very much more than in many other Western countries. I am telling you it is very much more. The fact is that we have not got the type of trainer planes which are useful, which are economical and competitive in flight i.e., operationally.

I should not be mistaken, and I hope the Members would forgive me if I state here that in 1948-49 my humble self with two or three other German technicians designed and submitted a plane which could be built at a cost of only Rs. 15,000, out of which only Rs. 5,000 to Rs. 7,000 worth of foreign exchange was required at that time; the rest could have been procured in the country. The foreign exchange part was just because of the engine and some parts. The machine was approved, I mean on the drawing board, by the Ministry of Communications and the technical department of D.G.C.A., by the C.A.B. of England and other places. Its performance figures—even Dr. Nilakanthan will be able to testify to it—were absolutely equal to those of the HT-2. We are not against the HT-2, but there was a discussion that the HT-2 would have cost Rs. 45,000 at that time; its foreign exchange component—nobody gave thought to it at that time—was Rs. 38,000 and only

[Shri Biren Roy]

Rs. 5,000 to Rs. 7,000 would be the Indian component. Today, the cost of a HT-2 machine is Rs. 85,000. How can you expect a flying club, even if it is subsidised by Government, to have machines at a cost of Rs. 85,000? In 1939 there were at least fifty to sixty private owners who had small machines. But today, the number has been reduced to practically a negligible figure, and many of the existing machines are not available for flying; there were a few surplus machines, of course, which were made available to the Indian pilots, and they did take advantage of that after the war, but those have now become completely useless on account of the fact that the spare parts are not available.

The Minister in charge of Aviation was present, Sir, at the last meeting of the conference of the flying clubs when the question was mooted that there should be no hesitation because small machines could not bring in profit, unless more than one hundred or one hundred and fifty can be built in series but we could still have a co-operative of flying clubs and others interested in it who will not make much profit, and with technical collaboration even with foreign countries, and with steel or other tubes which are available in India, and which will be available more and more in India at cheap rates within the next two years when our steel plants would be going into production, and with fabric and other things, and with only about Rs. 3,000/- to Rs. 5,000 worth of an engine to be imported and a few parts, we can build aircraft for flying training purposes, ourselves and it will be competitive.

I am not talking through the hat, because I know that these things are being done even in advanced countries like Germany and others today, where there is no subsidy at all. As for gliding, in those countries, gliders are constructed by gliding clubs too. The tools are there, the enthusiasm is

great, the jigs are there, and then there are the amateur clubs of the students who are trying to understand things and who design these gliders and planes and learn. It was not the scientists and physicists who brought about the development of these planes, but only ordinary practical men and technicians, even from the time of Orville Wright who brought about the advent of heavier-than-air aircraft that led to modern aviation. Unless you put in that enthusiasm among the young people and among those who are interested in spending time in this, in the universities and in the colleges, and organise lectures through the flying clubs and through the Aero-Club of India, you would not be able to get flying fully developed in India as also create more air-mindedness.

I now come to the aspect of the Indian Airlines Corporation, and I shall just touch it a little bit, because immediately I shall have to go on to the problems of modern aerodromes in the country. The Indian airlines, which came into existence after the war as private organisations, and were nationalised later in 1953, represent a very big institution today. I hope it will carry out much greater improvements, although there is a loss today. But if we have a proper enquiry, we can find out where this loss of over a crore of rupees occurs, because we found out that the contribution to the State exchequer itself in the shape of excise duties and so on was also to the tune of about a crore of rupees. I believe that there is a lot which can still be done, because we have taken the legacy of duplication not only in the matter of mileage in some places which we have cut down now, but even in the matter of personnel. In many cases, even the overhauling is not properly done, and therefore, many of the aircraft are lying idle and rotting and we are not able to utilise them for even two thousand hours a year. The total utilisation of our aircraft is not there. When we have the Viscounts and other highly

costly machines coming in, if they are not properly utilised, then on account of the depreciation fund and other things, we shall be losing much more. So, we have to look into this matter very carefully and thoroughly.

From the published figures, we find that our utilisation capacity has been increasing every year; from 68 per cent it increased to 71 per cent., and this year it has increased to 77 per cent. In any other country in the world, if the utilisation of aircraft is just over 55 per cent., there is break even of costs; but with our utilisation factor, we should not only break even, but we should have made a profit. Yet, why do we not do so? We have to find out the reasons for that. There, it is not the question of utilisation that comes in; the question comes from the other side, namely what our administrative expenses are. Unless our administrative expenses are cut down, and the utilisation capacity goes at present figures of operating costs, to approximately 84 per cent. per aircraft, we cannot cut even—but 84 per cent. is an impossible figure in any aviation industry, and, therefore, we cannot do that, and we have to be very careful.

Coming to the problem of the developments that we are having in the Air India International and also in the Indian Airlines Corporation, we come to the problem of the future of our aerodromes and runways during the next two years. By 1960, the jet aircraft will be in operation, and the Air India International would have got Boeing jet planes. But up till now, we do not have even one runway which can take these jet aircraft. We are still thinking of it, or why even thinking, I have heard that moneys have been sanctioned to the tune of Rs. 4½ crores for extending one runway at Santa Cruz, which is also to cross a river and cut down part of the Ghatkopar hills and so on, in order that the jet aeroplanes can come and land in Bombay. What will happen if we have only that? It would mean that the jet aircraft will

not be able to go right down to the east, because there are no other air-fields on that side.

If we find out what the number of landings is in Dum Dum and at Santa Cruz, we shall see that the number of landings and take-offs on an average at Dum Dum is 26,000 in a year, whereas at Santa Cruz, it is approximately 10,000 to 11,000 in a year; at Palam it is still less, about one-third or so. In Dum Dum, we have two runways; one is about 6,000 feet, and the other is approximately 7,000 feet. I think that even today when land is available at a cheap rate, we can have land acquired for Rs. 60 or 70 lakhs, and one of the runways can be extended up to 8,000 or 10,000 feet, till the other runway can be extended to approximately 10,000 feet to take these Boeings. If we do not do that, then the Air India International will have too much competition in Bombay, because all the other airlines operating jets will come down there and take off passengers. And with one runway over there, you may not have sufficient time even to control these things. And in the case of jet aircraft, you will have to have a lot of other facilities, such as radar and so on to give immediate priority for the plane to land and not keep these waiting round about a hill and flying, for that sort of thing cannot be done with a jet aircraft.

14.38 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

As we have come to know, approximately Rs. 1 crore will be needed immediately to extend the runway and make it fit for jet aircraft at Dum Dum as against the Rs. 4½ crores required in Bombay. I do not know why this matter has not been given precedence. Besides, there is also the other aspect. Even if the sanction is given now, a period of three years would elapse before the runway is finally ready, and that means we shall have to wait from 1958 till 1961. That

[Shri Biren Roy]

was why I had asked the question before, whether it was the policy that Calcutta or the far eastern side of India would be completely cut off from this kind of fast aviation and with only Bombay over there all the flights of jet aircraft would be only to the west and nothing to the east?

Of course, the problem can be averted, and that is by changing the planes. But I am not in favour of that. If India is going to get ahead then it must have bigger runways at Bombay and at Dum Dum, and Dum Dum should have been given the priority because the amount of landings and take-offs is the largest only there, and nearly 17 airlines land there; besides, the load and passenger capacity at Dum Dum is over 500,000 a year whereas in Bombay, it is only 200,000, and for this 200,000 competition will come from the fast aircraft and from the foreign jet aircraft landing there, and thereby the share of Air India from this 200,000 will be reduced further.

I have no time to speak about my cut motions on tourism. But I would only say that air tourism is expanding. And I hope that our Minister in charge of tourism will find it possible to see that in future, at least from the coming April, Indian tourists are allowed about £25 or £50 or £100 as a kind of basic allowance to travel abroad. Otherwise, if you do not send your own people there, you cannot expect that foreigners will come to our country. Our own people there will be better ambassadors not only of tourism but also of our own country for creation of more goodwill, friendship and so on. That is one of the aspects which will bring more money to our airlines and to our tourist trade and will also create more amity and friendship with other nations of the world.

Shri Achar (Mangalore): I would like to begin by making a few observations on the postal side of the

Ministry. I remember the days when a postcard used to cost 3 pies, that is,  $1\frac{1}{2}$  nP. For a postal envelope, the charge used to be 6 pies equivalent to 3nP. Of course, the value of the rupee has gone down and naturally, postal charges must increase. I do concede that. But what used to be sold for 6 pies is now sold for 30 pies (old coinage). After all, the postal department is of a commercial character. I would request the Minister and even all members of the Cabinet to consider this question, because this is a utility service for the common man. Educationally also, the country is progressing. Should we charge so high a rate as 15 nP which is, as I pointed out, five times what used to be the rate a few years ago?

Before I make a few other observations, I would like to refer to what was supplied to us yesterday, *Activities of the Posts and Telegraphs Department*. I wish very much that these reports and literature had been supplied earlier. Probably there are difficulties in the way of making them available early. I am not making much of this point, but I do find it rather difficult to study all these matters in such a short time. This is the case specially with some of us who are rather new to this Parliament. Anyway, that is an aside.

I find on page 2 that the revised estimates of gross receipts have been placed at Rs. 60.69 crores, that is, Rs.1.38 crores less than the budgeted estimate, while working expenses have been estimated at Rs. 59.46 crores, that is, Rs. 1.33 crores more than the budgeted estimate. The surplus has thus been estimated at Rs. 1.23 crores. The most important portion is this:

"The decrease under revenue is mainly due to lesser sale of stamps, smaller realisation of postage and telegraph charges, realisation in cash and less receipts of money order commission".

I would like to draw the attention of the Minister to this. Less stamps are being sold. What is it due to? I would submit that the entire policy lying behind it may not be right. If the rates are reduced there will be an inclination to write more and more stamps will be sold. Probably we have reached a stage of diminishing returns. Probably this aspect has been considered, but the point deserves consideration whether by reducing the rates we cannot have more postal communications and increase in income.

After all, this is not for the purpose of taxation. It is a utility service. If we want more money for the Plan or for any other purpose, of course we have got other budget proposals. The former Finance Minister had introduced a system of taxation which is very elastic. By simply raising some percentage somewhere, whether it be the wealth tax, expenditure tax or estate duty, by a very simple means, just as the western countries by increasing income-tax raise the income, we can get increased income. We have adopted such a scheme of taxation. I do not think the postal charges are for the purpose of increasing income. If that is so, I would request, if it is not too late, reconsideration of this matter.

I find that for some years this has been going on. Anyhow, this is a service which is very much utilised by the villagers also. It will also appeal to their imagination. It will be for the progress of the country that more letters and more communications should be taken to. From that point of view, I would request the Minister to consider whether the rates should not be decreased.

I would like to submit one more aspect of this question. There is considerable difficulty felt by newspapers. I am not referring to the big newspapers, the dailies of Delhi, Bombay, Madras or Calcutta. I am referring to the small vernacular papers. Postage on them used to be very small. It

has been gradually increased and I find that by the simple system of decimal coinage also, without anybody knowing about it, postal charges are increased on these newspapers. The small weekly vernacular papers are feeling it very much. You know that so far as our village people are concerned, they ought to be politically educated. They should be encouraged to read newspapers as much as they can. From that point of view also, I feel that the postal charges, specially on these small weeklies and newspapers are rather too high. I would ask the Ministry to see whether they cannot see their way to reduce those rates.

I would like to refer to another aspect of postal affairs which specially affects the State from which I come, viz. the need for having a separate postal circle for the different States. After the reorganisation of States, Mysore includes territories from different States adjoining it—some area from Madras, some from Bombay, some from Hyderabad and the old Part C State of Coorg. But so far as postal administration is concerned, these areas are now attached either to Madras or to Bombay or to Hyderabad, so that if the State Government wants to introduce any changes in that, they have to approach three authorities—Hyderabad, Bombay and Madras. It is not in favour of administrative convenience. From that point of view, will it not be better to have a separate postal circle for Mysore State. Answers have been given that so far as these postal circles are concerned, they are not based entirely on States.....

**Shri Mohamed Imam (Chitaldrug):** There is no quorum. All the benches opposite are empty.

**Mr. Deputy-Speaker:** Can I compel Members of a particular side to be present?

**Shri Mohamed Imam:** At least as a matter of courtesy, they should be present.



**An Hon. Member:** The lunch hour is over.

**Shri Mohamed Imam:** That shows the attitude of the ruling party towards the opposition. They do not care what we speak.

**Mr. Deputy-Speaker:** The hon. Member is going to have his turn to speak. (Interruption). The quorum bell is being rung—Now there is quorum. Shri Achar.

**Shri Achar:** I was pleading for a separate postal circle for Mysore. Now, it is said that these postal circles are not organised on the basis of States. But in practice, you find that more or less almost in all areas, we have got these circles according to the States. I can cite several instances. West Bengal has got a separate postal circle; Bihar, Uttar Pradesh, Punjab and Bombay—almost all the States have got separate postal circles. Hyderabad has got a separate circle. When Andhra was separated from Madras, probably after it was separated, it got one circle. Now there are two postal circles in Andhra. Apart from that, we find that almost in all the areas, each and every State has got a separate postal circle. I would submit that from the point of view of convenience also, it is necessary that a separate circle should be there for Mysore State also.

There is one more advantage also. When certain amenities are needed by the workers or when opening of more post offices is requested or when other grievances are represented, it does happen that these capitals are far away. Of course, I do not say about the influence of any particular State, but it is quite natural that parts which are very far from the capital, are not so well attended to. From that point of view, places like Coorg or South Kanara and even places like North Kanara and places which are very distant from the headquarters, do not get the attention which they ought to receive. From that point of view, I

would appeal to the Minister whether he would find his way to see that a separate postal circle is given to Mysore State.

Then, I would like to refer to one or two small points. They may look very small, but they are of vital importance to the village people. One small point I would like to mention is about the postal seals on envelopes and postcards. They are sealed in such a manner that they are practically smudged. It is done in such a way that one is not able to find out the date when it was posted or when it was delivered. It may look a very small point, but it is very important especially in places where letters are delivered once a week. Often it happens especially in the case of villages from where the post offices are 10 or 12 miles away, their letters are not delivered in time. Sometimes one week is missed; it means that for two weeks there is no delivery and they cannot complain also because it is not clear from the card as to when it was posted or when it was actually received by the post office delivering the letter. So, I would request the postal authorities to see to it that the seals are put in such a manner that the dates can be easily read. From another point of view also, I would submit it becomes necessary, because sometimes these seals are taken to be so very necessary especially in courts, where the date becomes so vital. It is no doubt a small matter, but if it is looked into, it will be of immense use to the public, especially in the villages.

My next point is about delivery in the villages, especially in the areas which are considered to be backward and in the areas which are considered to be *Malnad* in our parts. There is a rule of the postal department that where there is a post office, there must be a population of at least 2,000. Those areas are not very thickly populated, but as we want to advance and progress, I would submit that this strict rule may be relaxed so far as



villages are concerned, especially in backward areas, this rule of 2,000 population may not be adhered to. If possible, we may have post offices for a population of one thousand, especially in places where the houses are not grouped together. When the houses are not in one place and when they are scattered, it is very difficult to find a population of 2,000 in such areas.

I want to say a word about the west coast road, in which I am very much interested. I was under the impression that this west coast road is a National Highway, but I find it is not so. As it has been pointed out several times, this Konkan area from Bombay up to Mangalore has not got any railway connection. When we find that the minor ports are not as yet improved, the only means of communication would be this important road from Bombay to Cape Comorin. I would submit that the work is not progressing very quickly. I would appeal to the Minister to take up this road.

**Mr. Deputy-Speaker:** The hon. Member's time is up.

**Shri Achar:** May I have only five minutes more?

**Mr. Deputy-Speaker:** Now he has to end with this appeal.

**Shri Achar:** I would conclude with one point and that is about these waterways. We read in the newspapers that there is a proposal for having a waterway from Calcutta to Mangalore. Of course, I do not know exactly when this will be done. Even if that is not feasible immediately, I would request that it should be developed at least in this west coast. Even now in South Kanara and North Kanara to a large extent, for considerable distances, there are waterways already existing. Even if a railway is not possible, this waterway can easily be improved between Mangalore to Goa. I would appeal to the Transport Minister to look to this.

**सुची नल्लिवेल पटेल (भावनर) :** उपाध्यक्ष महोदय, कुछ बातें में इस मिनिस्ट्री के बारे में कहना चाहती हूँ। हमारा देश स्वतंत्र हुआ। उस के बाद डाक की सुविधा काफी बढ़ रही है। परन्तु साथ साथ एफिशिएंसी भी उस में रहनी चाहिये, यह देखने की खास जरूरत है। आप डाक की पेट्री की मंजूरी देते हैं। उस के बाद कितने सालों के बाद डाक की पेट्री गांवों और देहातों में लगाई जाती है, इस की खास पूछ ताछ करने की जरूरत है। जब हम कहते हैं तो कहा जाता है कि पेटियां तैयार नहीं हैं, कंटेक्ट दिया गया है। मैं आप को अपना अनुभव सुनाती हूँ। सन् १९४६ में जहां के लिये आप ने मंजूरी दी थी वहां अभी तक एक डिस्ट्रिक्ट कैरा के अन्दर ५०, ६० पेटियां नहीं लगाई गई हैं। इस बारे में भी आप को खास तौर से पूछना चाहिये कि कहाँ और क्यों नहीं लगाई गई।

आप बड़े बड़े शहरों और नगरों में डाकखाने और तारघर बना रहे हैं। बहुत अच्छी बात है। जैसे हमारा देश आगे बढ़ता जाता है, बड़े बड़े डाकखानों की जरूरत है। परन्तु जो डिस्ट्रिक्ट के छोटे टाउन्स हैं, देहात हैं, उन में आज कल जो मकान हैं उन की तरफ भी देखने की जरूरत है। हर साल १००, २०० और ३०० ह० आप ह्वाइट-वाशिंग के लिये देते हैं। इस से काम नहीं चल सकता। मुझे ऐसा लगता है कि कई बार वह पैसा बेकार जाता है क्योंकि जो मकान दस या पंद्रह साल पहले या उस के भी पहले के बने हुए हैं, जिन में मरम्मत के लिये पैसे लगाने की जरूरत है, उन में खाली सफेदी के लिये १००, २०० और ३०० ह० देने से काम नहीं चलता। इस बारे में सरकार को देखने की जरूरत है। आप शहरों में मकान बना रहे हैं, उन के पास आस पास कम्पाउंड ठोक रखने के लिये, छोटा सा बगीचा बनाने के लिये, पैसे का प्रबन्ध करते हैं लेकिन डिस्ट्रिक्ट टाउन्स में आप के जो डाकखाने हैं, जो कि आप के

### [सुष्मी मण्डिवन पटेल]

मकान हैं, उन के घागे जो घांगन हैं वह उजाड़ जैसे रहते हैं। उनको ठीक रखने के लिये, उन में दो बार वेड़ लगा दें तो काम चल सकता है। इस के बारे में भी प्रबन्ध होना चाहिये।

बम्बई जैसे बड़े शहरों में मेरा यह अनुभव है कि आप ने बार डिलिवरियों का प्रबन्ध किया है। परन्तु कई बार वह डिलिवरियां दी नहीं जाती हैं। पोस्टमैन आपस में समझौता कर लेते हैं और वो या तीन डिलिवरियों में काम को निपटा देते हैं। इस के ऊपर ख़ाम निगाह रखने की ज़रूरत है।

यह बात कोई एक दो बार की नहीं है कि एक प्लैट में एक ही सरनेम के कई आदमी रहते हैं। पोस्टमैन घंटियां तो नहीं बजाते हैं वह दरवाजों में चिट्ठियां फेंक कर दूसरी जगह चले जाते हैं। इस से एक आदमी की चिट्ठियां दूसरे के घर में डाल देता है। ठीक से देख कर चिट्ठियां दी जायें। इस के बारे में क्या हो सकता है, यह मैं नहीं जानती, मगर इस के लिये कुछ न कुछ करना चाहिये।

एक्सप्रेस डिलिवरी की चिट्ठियां अब भी आडिनरी डिलिवरी की चिट्ठियों के बाद मिलती हैं। आप कहते हैं कि हम को लिफाफा दो। परन्तु कई बार उन के ऊपर जो लिफाफा लगाया जाता है टाकसानों में वह पड़ा भी नहीं जा सकता है। ऐसी हालत में हम लिफाफा दे कर क्या करें।

इसी तरह से तार के बारे में भी कई बार अनुभव हुआ है कि एक का तार दूसरे के घर में दे दिया जाता है, जब कि खुद वह आदमी घर पर नहीं रहता है, कई बार ऐसा होता है कि जो नौकर घर पर होता है वह पढ़ना नहीं जानता ताकि वह ठीक से अंग्रेजी को पढ़ सके और तार वाले से कह दे कि वह उसके मालिक का तार नहीं है। जब मालिक आता है तो देखता है कि तार दूसरे का है और उस को खोजना पड़ता है कि तार किसका है। तार

जिस आदमी का होता है, जिस को उसकी ज़रूरत होती है, उस को मिल नहीं पाता।

टाकसानों, तारघरों और टेलिफोन एक्सचेंजों में, मेरा कहना है कि ऐसा प्रबन्ध होना चाहिये कि कर्मचारी के परिवार वालों के लिये नौकरियों का कुछ परसेन्टेज रखा जाय अगर वे लायक हों। ऐसा रिजर्वेशन रखना चाहिये ताकि जो लोग उन में काम करते हैं उनका अपने काम में करने में दिल लगे, उनको कुछ इन्सैन्टिव रहे। मुझे ऐसा ख़याल है कि पहले ऐसा कुछ था भी।

इसी तरह से मैं टेलिफोन के बारे में भी कहना चाहती हूं। कुछ अजीब बात है कि जब हम किसी से कुछ बात करते होते हैं उसी समय दूसरे किसी का टेलिफोन जाता है और उसकी बात हम सुन लेते हैं। जो ग्राम लोगों के बारे में होता है वह आप लोगों के टेलिफोन के बारे में भी होता होगा। जो भी आप काम करते हैं, उस के बारे में दूसरे लोग सुन लेने होंगे। यह भी होता है कि कभी एक आदमी ट्रंक काल में बात करता है, तो बीच में लड़की कहती है कि काट डालो टेलिफोन, बम्बई से आप की काल है, अहमदाबाद में आप की काल है, मद्रास में आप की काल है। यह बात मेरी समझ में नहीं आती कि क्यों इस तरह से काट डालने को कहा जाता है। कई बार ट्रंक काल की लाईन छः, सात या दस बंटों तक खराब रहती है। इस रविवार को ही मैं ने अहमदाबाद की काल तीन बजे लगाई, रात के दस बजे तक वह लाइन चालू नहीं हुई। इस में कुछ गड़बड़ी होती है, इसे देखना चाहिये।

स्वतंत्र होने के बाद हमारे टेलीफोन की मशीनें यहाँ बनने लगीं। यह बहुत अच्छी और सुधी की बात है। परन्तु हमारी टेलिफोन की मशीनरी में कहां खामी है, कहां खराबी है, इसको देख कर उसको सुधारने

की जरूरत है ताकि बार बार हमारा टेलिफोन खराब न हो ।

एक और अजीब बात है । यहां की जो टेलिफोन की किताब है, डाइरेक्टरी, उसे देखिये । उस के अक्षर देखिये और बम्बई में जो टेलिफोन डाइरेक्टरी है उस के अक्षरों को देखिये । वहां के अक्षर इतने छोटे हैं कि आप को भी देखने में तकलीफ हो । ऐसे बारीक अक्षर छापने का क्या कारण है, इसको जरा देखना चाहिये और पता करना चाहिये कि इस की मंजूरी किस ने दी । एक और बात है । इस बार जब मैं बीच में अहमदाबाद गई तो मैं ने टेलिफोन की डाइरेक्टरी हाथ में ली । अब तक जिस भाषा का प्रयोग होता था उमी भाषा में उस के आंकड़े रहते थे, लेकिन इस बार मैं ने देखा कि जनवरी की अहमदाबाद की टेलिफोन डाइरेक्टरी तो गुजराती में छपी है, लेकिन उस के आंकड़े अंग्रेजी में हैं । यह किम का दिमाग है और क्यों ऐसा हुआ, यह मेरी समझ में नहीं आता । वहां के टेलिफोन वाले मे पूछा तां वह भी बेचारा कहता है कि मुझे नहीं मालूम कि यह कैसे हुआ । यह किस ने किया और क्यों किया यह देखने की जरूरत है ।

आप ने भ्रान और टेलिफोन की स्क्रीम बनाई । लेकिन एक बात मेरी समझ में नहीं आई कि हर जगह पर इस के निचे २००० रु० लिये जाते हैं और कानपुर के बारे में यह पक्षपात क्यों किया गया कि वहां घटा कर १००० रु० ही लिया जाता है । आखिर यह क्यों ? अगर आप को घटाना है तो सब जगह घटाइये । सिर्फ कानपुर के लिये ही इस को घटाने का क्या कारण है । क्या कानपुर में आप को टेलिफोन बढ़ाने की जरूरत है, क्या कानपुर के लोग ज्यादा गरीब हैं ? क्या कारण है कि कानपुर में वह सस्ता लगता है । हम को भी बतलाइये कि कानपुर के साथ इतना पक्षपात करने का क्या कारण है ।

एक और बात है । हम स्वतंत्र हुए । उस के बाद करीब दो साल तक तो दिवाली आदि के प्रसंग पर लोगों को तंग नहीं किया जाता था पर अब फिर से टेलिफोन वाले, तार वाले, डाक वाले, लोगों को तंग करने लगे हैं । डाक और तार तो मामूली आदमी के घर भी जाता रहता है, उनको भी बख्शीश के लिये तंग करते हैं । और कोई आदमी जिस के पास इतना साधन न हो और बार बार आना, भाठ आना देना चाहे तो वह राजी नहीं होते हैं और उनको तंग करते हैं । इस के बारे में आप को कुछ सोचना चाहिये और कुछ करना चाहिये । पहले दो साल आप ने कुछ कहा होगा, इस के बारे में आप काफी स्ट्रिक्ट रहे होंगे । तो उस वक्त कोई नहीं सताता था । अगर कोई खुशी से कुछ दे दे वह तो समझ में आ सकता है, पर अगर कोई न दे तो उसको तंग किया जाये और उसको ठीक से डाक डिलीवर न हो, यह तो कोई अच्छी बात नहीं है ।

अब कुछ में सिपिंग के बारे में कहना चाहती हूं । आप को मैं ने पिछले साल भी कहा था कि बम्बई और रत्नागिरी के बीच स्टीमर से व्यवहार होता है और वह स्टीमर काफी पुरानी हो गई है । अगर आप नये स्टीमर लाने का कुछ प्रबन्ध नहीं करेंगे तो हजारों आदमियों को, मजदूरों और छोटे कर्मचारियों को जोकि रत्नागिरी से बम्बई अपनी नौकरी चाकरी के लिये आते हैं, काफी मुसीबत का सामना हो जायेगा । स्टीमर के दाम पहले से काफी बढ़ गये हैं और स्टीमर में काम करने वाले जो कर्मचारी हैं उनकी तनखाह भी बढ़ गई है । आप ने टेलिफोन के दाम बढ़ाये हैं, पोस्ट के दाम बढ़ाये हैं, रेलवे के दाम बढ़ाये हैं, एअर सर्विसेज के दाम बढ़ाये हैं, परन्तु इस स्टीमर सर्विस का दाम बढ़ाने नहीं दिया जाता है इसका क्या कारण है । इसे देखना चाहिये । अगर इसे नहीं बढ़ने देना है तो गवर्नमेंट को कुछ सबसिडी देनी चाहिये ।

## [सुभाषी मणिवेन पटेल]

परन्तु इसका कुछ रास्ता तो निकालना चाहिये और इसकी जगह जल्दी दूसरा स्टीमर लाने का कुछ न कुछ प्रबन्ध होना चाहिये। नहीं तो जब यह सब स्टीमर दो बार साल में खतम हो जायेंगे तो बम्बई और रत्नागिरी की बीच में व्यवहार चालू रखने में बड़ी मुसीबत हो जायेगी।

आज विजाग के बन्दर की कैपेसिटी का पूरा उपयोग होता है क्या? आज हमारे पास पैसे की तंगी है और बन्दर बनाने का सोच रहे हैं आप प्लान ही करते हो, उस के लिये जमीन देखते हो तब तक ठीक है। परन्तु जो विजाग बन्दर की कैपेसिटी है उस का अभी पूरा उपयोग हो नहीं रहा है।

क्या आप इसका भी हिसाब लेते हो कि यहां पर हमारे लोगों को पूरी ट्रेनिंग दी जाती है। क्या हमारे लोग स्टीमर बनाने के सब काम में तैयार किये जाते हैं? शिप-यार्ड में फार्मलर जो काम करते हैं वह हमारे लोगों को ठीक से सिखाते हैं क्या? क्या आप उस के बारे में बार बार पूछताछ करते हो कि हमारे लोगों को सिखाया जाता है या नहीं, कितना सिखाया गया है, इस का आप को हिसाब लेना चाहिये। मैं ने सुना है कि जो स्टीमर तैयार हुए हैं उन में कोई ऐसी खामी निकली है कि उनको चालू करने के पहले उन में कुछ रिपेयर करनी पड़ेगी या उनको कुछ बदलना पड़ेगा। तो ऐसी बड़ी गलती कैसे हुई, किस से हुई, क्यों हुई, इस के बारे में भी काफी जांच करनी चाहिये।

आपका एक नागपुर प्लान है। आप को यह देखना चाहिये कि इस प्लान के मुताबिक सब जगह सड़कें बन रही हैं कि नहीं। हालांकि यह विषय राज्यों का है, तब भी आप को पूछताछ करते रहना चाहिये और इस में रस लेना चाहिये। अगर इस

के मुताबिक सब जगह सड़कें बनें तो आज हमारे देहात वालों को कुछ सुगीता हो जायेगी। शहरों में अगर भ्रम का भाव बस या १५ रुपये मन होता है तो जहां सड़क नहीं है ऐसी देहातों में भ्रम का भाव ५ रुपये मन हो किसान को मिलता है। इसका कारण सिर्फ यही है कि वहां से शहर तक भ्रम नहीं जा सकता। वहां पर इतना भ्रम है कि अगर उसको उठाया जा सके तो किसान को कुछ मिलेगा। मगर शहर के लिये रास्ता नहीं है। इसलिये वह बेचारा सस्ता बेचना चाहता है। ऐसी हालत में उसको ज्यादा भ्रम पैदा करने का उत्साह कैसे हो। किसान को ज्यादा भ्रम पैदा करने का उत्साह तो तभी होगा जबकि उसे ज्यादा पैसा मिले और उसे वह समय पर बेच सके। लेकिन इस के लिये अच्छी सड़कों की जरूरत है। अगर सड़कें अच्छी हों तो भाय ज्यादा बढ़ेगी, तो ट्रांसपोर्ट का काम सरल हो जायेगा। रेलवे पर भी बोझ कम हो जायेगा। इसलिये नागपुर प्लान के मुताबिक सब जगह सड़कों का काम होता है या नहीं इसके बारे में भी काफी देखने की जरूरत है।

कुछ और छोटे छोटे बन्दर हैं। उन के बारे में कहा जाता है कि उनकी उन्नति करना प्रदेशों का काम है। यह ठीक है कि यह राज्यों का काम है। परन्तु अगर मड़ोच, सूरत, लम्बात जैसे छोटे छोटे बन्दरों को रिवाइव किया जायेगा तो ऐसा करने से वह पुराने शहर भी ताज हो जायेंगे और हमारा जो ट्रांसपोर्ट का मामला है वह भी हलका हो जायेगा। इसलिये इस के बारे में भी कुछ सोचना चाहिये।

हमारा जो इंटरनल रिवर नैवीगेशन का प्लान है उस के बारे में भी जल्दी से जल्दी कुछ करना चाहिये। जो हमारी बड़ी बड़ी नदियां हैं जैसे कि नर्मदा है, ताप्ती है, गंगा है, इन सब नदियों में अगर व्यवहार भ्रम सके तो काफी सामान का हेरफेर हो

सकता है जिस में रेलवे का काम हलका हो जाय ।

आखिर में मैं हवाई सरविस के बारे में कुछ कहना चाहती हूँ । वह यह है कि आप हम से दाम तो लेते हो एयर सरविस का लेकिन काफी जगहों को एयर सरविस का लाभ नहीं मिलता है, वहाँ दो दो तीन तीन दिन में डाक पहुँचती है । आप कहोने कि उन जगहों के लिये हम को पूरा ट्रैफिक नहीं मिलता । मैं कहना चाहती हूँ कि अगर आप अपनी सरविस का समय ठीक रखें तो आप को काफी ट्रैफिक भी मिल सकता है । और मेरा और भी एक सुझाव है । मैं ने सुना है कि कुछ देशों में ऐसी भी हवाई सरविस है कि जिस में हवाई जहाज में कुछ खाने को नहीं दिया जाता है और इसलिये टिकट का दाम भी कम रहता है । हमारे यहां तो हर जगह एयरपोर्ट पर खाने का इन्तिजाम रहता है । तो मैं चाहती हूँ कि हवाई जहाज में खाना न दिया जाय । ऐसा आप कुछ लाइनों पर करें जैसे दिल्ली-अहमदाबाद, अहमदाबाद-राजकोट, राजकोट-भावनगर । ऐसा करने से सरविस का दाम कम हो जायेगा । मेरी विनती है कि अहमदाबाद-दिल्ली-राजकोट सरविस शुरू कीजिये और उस में अच्छे हवाई जहाज लगाइये, हेरोन जैसे रहीं न लगाइये । अगर आप ऐसा नहीं करेंगे तो आप यही कहते रहेंगे कि हम को काफी पैसिजर नहीं मिलते इसलिये हम सरविस चालू नहीं रख सकते ।

जो मुझे आप ने समय दिया उस के लिये धन्यवाद ।

Shri Khadlikar (Ahmednagar): Mr. Deputy-Speaker, in our Plans I find that road development and road transport have been receiving less attention than they deserve. When one studies the Plan, one finds that the total needs of the population for communication and transport were not either properly assessed or the Plan, as it is, is, so far as transport

is concerned, conceived in a way for helping industry and commerce and neglecting that part of the economy which is inevitably bearing the burden, in a way and oppressive burden of development but is substantially deprived of the fruit—I mean the parts of the country where there is no communication at all.

When I tried to study the Plan, I felt that our engineers—who are quite competent—and social engineers—I mean the planners—have both prepared a Plan, so far as transport is concerned, in a very lopsided manner and they have completely neglected that aspect of the Plan in our present economy which is going to meet the need of the people. Unless by developing transport and communications we prepare the ground for greater social and economic mobility, the development tempo that reaches to the corners of the villages would affect them adversely but they would not be allowed to participate in the development and reap a little benefit out of it. This is the net result. Let me examine the Plan from this aspect. When I try to examine it, unfortunately, what do I find? So far as the road development and road transport is concerned, we are told that we have based our plan on the so-called Nagpur Plan which was devised in 1943. Certain targets were placed before the country for road development and road transport for the coming 20 years. And, what would be the result at the end of the Second Five Year Plan? I will not tax you with many figures. In 1943-44 surface mileage was 88,000 and unsurface mileage was 1,32,000. At the end of the Second Plan period surface mileage will be 1,44,000 and unsurface mileage will be 2,35,000. Thus, if we look at it what would be the picture before us? We find that the mileage of surface road in 1913—when the figures of that date were available—was about 30 per cent. and after two years of the Second Plan and 20 years after the 1943 Nagpur Plan it will be hardly 38 per cent. This is the story.

(Shri Khadilkar)

This is important because with a growing economy we do realise that there are limits to railway expansion, there are limits to our coastal communication and overseas transport, and though we are talking about jet planes—my friend just now said something very nicely and very ably about it—still our economy mainly is being run by the bullock-cart. In 1943 it was estimated that there were about 8 million bullock-carts and today it is estimated by the engineers with the Government that the number may be about 10 million. I do not know exactly what is the number, but the total load carriage that is undertaken by the bullocks is much more than the requirements that we could meet by developing either the railways, the sea transport or the air transport. Therefore, I would humbly submit that our Transport Ministry must concentrate on evolving a plan which would meet the requirements of roads and road transport of the people who are affected and touched—sometimes externally and sometimes in the very heart of their economic life—by lack of communication in the far-flung parts of the country.

Then there is the question of National Highways. Some targets are fixed, and they are very important in our development. But, unfortunately, when I look at those engineers and planners who have planned the National Highways, I feel that their vision was terribly benumbed, perhaps their vision was of a by-lane, and they were planning for a National Highway. When I was in Germany I found that what is surviving Hitler in Germany is the autobahn. You must see how it serves. It not only serves as the artery of economy in the whole country, but it serves the defence needs for emergency. We will have more aircraft in the country soon, but when there is bad weather for emergency landing these autobahns are used as for

defence purposes. They are really helpful in times of emergency.

What are our roads, I mean national Highways here? We are talking of tourism. We get some foreign visitors and we show them some places here and there. But I am confident that if at least five or ten National Highways are built on the pattern of autobahns with two line carriage ways, rest houses by the side at suitable places, telephones and breakdown services, it will meet at least partly the present needs of the people. You are calling them National Highways; I do not know what other term you should use, but so far as the present planning of highways is concerned, it is very very narrow. It has no double line carriage way anywhere, no good service, no rest houses, no communication, no breakdown service and things like that. If you will go to Germany you will find how the autobahns serve there. Why not take good things and plan your National Highways on that level?

This is planning for the future. What is the story now? In 1943 we had decided as the target that our National Highways should be about 25,000 miles. The Central Government has so far taken over about 13,800 miles. And, how have they finished it? There are 56 bridges missing and other minor bridges are also missing. There is double carriage way only for 2000 miles and on the rest there is a possibility of clash between one vehicle coming from one side and another vehicle from the other side resulting in immediate break-down and what not. This is the condition of our National Highways.

In this connection I would like to place before the Ministry concerned a particular problem of the western coast. As I said, the road requirements of the country were not properly assessed, analysed and priorities determined. If it had been done,

I am confident that the west coast line would not have been left with no feeder road inside from Bombay to Mangalore downwards, and Bombay to Kutch on this side. This is an absolutely important artery of communication, because we cannot develop big ports and there are only very minor ports. Six lakhs of people from the countryside in that area—the incoming Minister comes from that area and fortunately, though he had developed a certain sort of hysterical obsession for Bombay, he has not lost his roots in the villages from where he comes—depend for their livelihood on Bombay. Recently I read that a commission of experts came to advise the Government on development of ports. Regarding Bombay, in order to reduce the congestion, that Commission has advised—if the Press reports are correct—that either you must have a parallel railway line on the coastal side—which is not feasible for the time being because of lack of funds—or have a big highway and connect small minor ports and the people who are cut off from centres of communication, centres of commerce and centres of industry. As the hon. lady Member pointed out, they come to Bombay to earn their bread and once in a year when they go back they lose one month's salary because the rates for steamers are very high.

Bombay is a congested city. We talk of slums, we shout at slums but when we come to the concrete problem it cannot be solved by men shouting. The only way is to create channels of communications to fan out the population round about the city instead of keeping them cut off, when the labourers on one side and people living on the Marine Drive on the other side. This sort of division of Bombay must cease. The only way to meet the needs of Bombay, to lessen the congestion in that port and at least give fresh air to those who are serving in the offices and mills, is to open this big national road on the western coast. It will help the defence of the country as well.

So far as the National Highways are concerned, I would request the Transport Ministry to give serious thought. For want of finance (as we see) it is difficult to have a railway line. All right. But at least complete that road. Only some patches are made here and there. Today the planning is by patches. There is no integrated view of planning. That is the main drawback. They plan by patches and leave the bridges apart. From the other side a man cannot come to this side and he simply shouts. So, I would request the Transport Ministry to give up this patch-work planning and come to a planning which has got an integrated view, continuous flow of communication, and that too assured for all seasons, so far as the national highways are concerned.

Let me come to the other aspect of the situation. As I said earlier, road transport is the most neglected aspect of our Plan. Why? Because the poor people who operate their trucks on the roads come from lower strata, and they are half-educated, unorganised, and have no pulls with the Government. If something goes wrong in an organised industry all the Press howls and ultimately, one after the other, the Government gives them concessions and looks to their needs. 48,000 operators are working in this way, if my figures are correct. The needs of these people have to be met.

As we all know, we are developing a sort of mixed economy. We give assurances to certain people, but so far as these operators on the streets are concerned, there is no assurance. I do agree that so far as the passenger transport is concerned you have taken a great step, that is, you have nationalised it. But why not have a little innovation? I would suggest this to the Transport Ministry. Let them examine the experiments carried out in Israel. They have carried out on a co-operative basis the business of national transport by road for passengers, and from

[Shri Khadilkar]

what I know it is more than a success. Why not make that experiment, instead of having State Transport Corporations in every State? Try that experiment at that level and see.

But the other aspect is very important. Let us decide once for all and let the Transport Ministry decide once for all whether goods transport on the roads is to be nationalised or not. Otherwise, the sword is hanging; there is a talk of nationalisation. They are not organised. They are financed by money-lenders or others who claim interest which is far beyond the limits of the law. And in such a situation, when they operate, they do not know what is going to happen? Therefore, my very humble and earnest suggestion to the Ministry is, let them appoint a Road Transport Commission and find out what the needs of the people are, and how the road transport which carries the burden of transporting 50 million tons of goods is to be improved.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): 18 million to 20 million tons are carried by road.

Shri Khadilkar: I accept it, because the figures which I quoted are borrowed and I cannot vouchsafe that they are correct. Whatever it is, they are carrying the burden. So, if you give them directions, if you bring about co-ordination and co-ordinate them in small groups on a co-operative basis, and form small limited concerns and make financial arrangements for them, make credit arrangements for them and regulate all the inter-State flow, it will be very good.

The other day the Transport Minister announced appointment of the Inter-State Transport Commission. By setting up this Commission certainly, the hurdles which were experienced would be removed. But the basic problem still remains. Though the

trade is in the hands of uneducated, half-educated people, let them participate in the development of the Plan and the development of roads. Then, you will see that the present needs of development, so far as transport is concerned, will be definitely partly met if not completely altogether.

There is another aspect to this problem. We will have to look at it from another angle. How much capital is invested in this industry? According to my figures the total investment of capital in railways, shipping and all other means of communications comes to about Rs. 1,350 crores. So far as transport by road is concerned the investment comes to about Rs. 1400 crores. These are the figures. I do not know exactly whether they are correct.

Shri Raj Bahadur: I do not remember them.

Shri Khadilkar: I have got them from reliable sources. The Minister could verify them. Now, I want to stress another point. In our economy at the present stage we find that we are creating an industrial base and in this transition period, take-off period, whatever you call it, there is not enough employment potential along with industry. Therefore, in order to meet this situation as a stop-gap arrangement, you are investing some money on Ambar Charkha because it gives employment. In a sense, it is *dole-cum-employment*, not real or economic employment. Let us be very plain about it. After ten years, what would happen to the Ambar Charkha, except that it will be placed in a museum, I do not know. This would be the fate of the Ambar Charkha, as I see it, with the coming in of atomic energy and other things. But from the point of view of employment potential and capacity, road transport and road development are so important that they should be properly utilised in this transition period.



We know that when we build up the factories with modern techniques, more and more investment is needed for capital goods and less and less avenues are opened for employment. For instance, look at the refinery. The total investment and the employment potential may be compared. Between them there is a big gap. This is the law of economics and the law of all industrial development. Therefore, in our country, it is absolutely essential to look to avenues where the people from the countryside who are half-engineers and who have a little capacity to work in such fields should be enabled to find avenues of employment on road transport.

If at all you want to devote some-time to this aspect of our economy, certainly you are faced with another difficulty viz., the question of taxation. In our country unfortunately, as I said, these people are taxed; they are taxed at the central level; at the State level; at the borough or municipal level. At every level they are taxed. Nobody is prepared to listen to their pleas. What is the tax structure in the road transport industry? Just look at the figures, as I do not want to tax the House any more about it. If you study the economics of road transport and the tax burdens, you will find that in 1934-35, the average tax per vehicle, including motor-cycle, was Rs. 567. In 1939-40 it went up to Rs. 808. In 1949-50 it went up to Rs. 1,115. In 1954-55, it has been Rs. 1905. After 1957, a new levy has been put in, and so it must be much higher. This is the position.

But if we look at the western countries, the story is otherwise. We here have got hardly a vehicle per mile of road. In the west the ratio of vehicles is much higher. But here the taxation level is much lower, and the repair and cost of maintenance is also much lower. The average taxation per vehicle in European countries comes to about Rs. 1,192. In India it comes to about

Rs. 2,070 or a little more. The average expenditure per vehicle in European countries is Rs. 1,356 and in India it is Rs. 1,552.

What is the reason? I am told that there was a Government study and some report was prepared. The Study Group of the Government of India have come to certain conclusions. Why is there stagnation in this particular sector of economy, the economy of road transport and village communications? In the Nagpur Plan it was laid down that by the end of the 20-year period no agricultural village would be more than five miles away from some sort of road communication. But has this target been brought anywhere nearer, I would like to ask the Transport Minister. To my knowledge and to the knowledge of the incoming Minister, who belongs to the Ratnagiri district from where six lakhs of people go to Bombay, this has not been achieved. I come from that district. Even now, from my home to reach a bullock-cart road I have to walk five miles; to reach a motor car road I have to walk eight miles. The interior is completely cut off. That is the position.

**Mr. Deputy-Speaker:** The hon. Member's time is up.

**Shri Khadilkar:** Therefore, I would humbly submit that so far as this stagnation of road communication is concerned, it has resulted in keeping certain pockets in the interior cut off from the economic development, in not giving an opportunity to them to develop and have that social and economic mobility and in not permitting them to participate in the growth of economy. As the hon. lady Member has pointed out, they have been made victims of the market economy in their own villages, without getting the benefits of the market economy in return, because they have no means of communication. Their's is a very pitiable lot.

[Shri Khadilkar]

Therefore, without giving more figures—I have got them from another report; I find that Government have ample material in their possession—I would request the Government to apply their mind to the creation of an authority. I know this is a Concurrent subject. But you will have to coax or force the States to fall in line. Just like the Railway Board, there must be a Road Transport Commission or authority, whatever you call it. That commission can co-ordinate the activities. The present anarchic condition, the disorganised condition should be done away with and a sense of cooperative effort should be brought into it.

Before I conclude, I would like to say another word. As another hon. Member stated, after partition we thought that our plans regarding communication needed review. Unfortunately, after the reorganisation of States, this aspect of review was completely neglected. We used to talk in terms which carried very little meaning. We talk of emotional integration. But when you fail to bring about even a physical integration in the newly constituted areas it has no meaning. Small areas which have gone from one State to another are completely cut off from the rest of the State. For instance in the new Bombay State the Marathawada is a small patch of land of the Nizam's territory, which now forms part of Bombay. It is completely cut off from the new State. If we exercise vision, if we devote a little more time, we will find that with very little investment we can open channels of communication in those areas. There is a place known as Niwasa where there is the *samadhi* of the great saint Gnaneshwara. If you construct one bridge there on the river Godavari, you can have direct communication. Now to reach that area you have to go in a roundabout way. Still, this has not been done.

Therefore, I would submit that the Transport Ministry should review the position and bring the various parts of the country closer by opening channels of communication and transport in those areas which have been brought into the new State after reorganisation. That is a very important problem. If this is not done, the people of those areas will feel neglected and backward, and the talk of emotional integration will not reach their mind.

As I said in the beginning, I repeat that the Plan frame has shown complete disregard for the road development aspect of our economy. It has remained stagnant. Fresh thought has to be given to this aspect and, let us hope, the new incumbent will show a little dynamism which he has shown in some other field . . .

An Hon. Member: From river to road.

Shri Khadilkar: . . . and will bring about a planned development. Let us hope that he will adopt a new approach to the road development, so that it would remove the oppressive burden of growth of economy on the neglected part of the country and bring them in line, slowly but surely, with the general pattern of economic growth in other parts of the country.

Shri Thirumala Rao (Kakinada): Mr. Deputy-Speaker, the Ministry of Transport and Communication is an important wing of the Government, extending its ramifications on land, water, air and also ether, considering its waves in wireless communication. By controlling the posts and telegraphs and telephones, apart from playing a very important part as a wing of the Government in catering to the needs of the economic growth, it also helps towards the emotional interchange of feelings among the people, guaranteeing secrecy about their communications by telephones. The Ministry is at crossroads, more or less, because

there is a change of horse in the mid-stream and two of the Ministers have packed up their baggage to find their places in a new Ministry and the new incumbent has just now shaken up the dust of his outfit only this morning....

An Hon. Member: Has he?

Shri Thirumala Rao:.....and has come here just now to listen to what the Members of this House have to say about the department of which he is going to assume control shortly.

15.48 hrs.

[SHRI C. R. PATTABHI RAMAN in the Chair.]

An Hon. Member: Very creditable.

Shri Thirumala Rao: But his slow and steady friend, Mr. Raj Bahadur keeps an even keel, as he is in charge of Transport Ministry, and I hope he will steer his Ministry to the safe waters with the clear eye and the experienced mind that he has developed all these years when in charge of this Ministry.

It is difficult to deal with this Ministry within the short period of 15 minutes allotted to members, when I find there are so many departments under its control with so many loopholes creeping out at every stage. It is such a difficult job. But I want to deal with a certain aspect of the Ministry with which I am intimately connected as representing a particular constituency in Andhra Pradesh. I do not want to indulge in an ambitious programme and go about roaming over the whole field, trying to advise the Ministry how to improve their activities in all these departments. It is beyond my scope at present, and the time allotted is short.

Shipping is one of the most important activities of this nation and it has played a very great part in the development of this country. As long as we were under the thumb of the foreigners, shipping was completely under their control; foreign

trade, shipping, freight structure everything was skilfully and credulously designed to continue the economic dominance of the foreigner over this country. If you see the reports of the previous committees set up under the British regime, you will find that they have always been favouring European vessels to carry merchant shipping in this country. In 1928 we were reading as young men the famous Haji's Coastal Shipping Bill where he wanted the Indian coastal shipping reserved for Indians only. But that was obstructed. That was not allowed to pass through the then Legislative Assembly. But whatever might have happened then, now today if you see the shipping industry's last year's figure you will find that 27 million tons of cargo has been carried into and out of India. And what is the shipping owned by the nation? It is hardly six lakh tons. We have not yet reached the figure of nine lakh tons. It is the target that has to be achieved by the end of the Second Five-Year Plan. In the First Five-Year Plan we wanted to achieve six lakh tons and we have fallen short of the target by 18000 tons. And we hope to complete the nine lakh tons by the end of the Second Five-Year Plan. But, what is the money allotted for the development of shipping? A paltry Rs. 40 crores in a Five-Year Plan of Rs. 4800 crores. Is it commensurate? Is it proper? Is it proportionate to the needs of this country when we see the whole Plan? I think the Planning Commission has suffered from the lack of proper perspective in devoting such a small amount of money to the development of shipping.

Merchant shipping is the second line of naval defence of this country. That is the history of every country. Let alone the British nation, which has been a maritime nation for centuries and which has built its own empire on maritime strength, apart from the defence wing of the Navy, by merchant shipping which owns thousands of small ships. See the

[Shri Thirumala Rao]

history of Japan. Today it owns some several hundreds of merchant shipping—I could not get the latest figures. I have got some old figures—and even they compare very favourably with Western shipping. If we are to compare these figures with the present state of affairs in our country we find how long it will take for us to at least have a sort of parity with our neighbours for the achievement of our strength with regard to merchant shipping.

Now we have to consider how best to utilise our existing material and develop our ports. Last year, there was so much congestion in our ports. We have got only four major ports—I mean Bombay, Calcutta, Madras and Visakhapatnam. Cochin is the fifth in order and Kandla is the latest addition to the major ports, which has yet to establish its claim and keep abreast with the expectations that were roused when it was first sanctioned and brought into existence. Therefore if you see the congestion that prevailed during last year—how many ships were waiting in these ports? At times a ship had to wait for 19 days outside the harbour waters to be called in to the quayside. How many lakhs of rupees were given by way of demurrage?

Shri Tyagi (Dehra Dun): About Rs. 2 crores, I understand.

Shri Thirumala Rao: My friend will give the figures in his reply. I could not get them.

Crores of rupees had to be given by way of demurrage and ships had to be diverted. The figures for the major ports are given here and Visakhapatnam was one of the worst congested ports. Now it is time that we have vigorous free-thinking as to whether we have to develop other major ports on the coastline of India or not. The whole coastline is 3,500 miles long and I plead for my area, which gives you a very good opportunity of relieving this congestion.

Andhra has got more than 400 miles of coastline extending from Ichapur right down to Nellore and beyond—a few miles from Nellore. We have got only one major port in the whole area, i.e., Visakhapatnam, which is highly congested. There are several other minor ports. I would like to refer to one of the reports submitted by Mr. Nanjundiah in the year 1950. Mr. Nanjundiah is an experienced Port Officer in Visakhapatnam, whose opinions, knowledge and experience are very much respected in Government circles and in the Port circles. He has submitted a report wherein he has said that hitherto there were only two varieties of ports—major and minor ports. He has suggested that there should be a reclassification by introducing an intermediary port of one lakh tons clearance. If a port has got capacity of handling one lakh tons of incoming and outgoing cargo it should be considered as an intermediate port. How many ports he has scheduled? I am coming to my place, Kakinada. It is considered as one of the intermediate ports in the Nanjundiah Report. He is very harsh on Kakinada, but it stood his test. My friend, Shri Raj Bahadur has seen it. Several other distinguished members of Government, including the ex-Finance Minister, Mr. Deshmukh, and my friend, Mr. Alagesan, an ex-minister, and the present hon. Minister, Mr. Raj Bahadur, have had the honour of being our guests in Kakinada and seeing the port for themselves.

What I am telling you is this that it is no use depending on Visakhapatnam alone on the east coast for all your work because Visakhapatnam is already overcrowded. It is a port where you are importing all the heavy machinery and other articles of necessity for the Bhilai Steel Plant. It is a port of export for iron ore and manganese ore. It is a port for exporting several other goods from that area and it is so highly congested that, if not today, you must think of

relieving congestion of Visakhapatnam Port and developing another port on the east coast.

Here I will give you the figures given in the Nanjundiah Committee Report about Kakinada. In 1936-37 the total imports were 21,88,254 tons and the exports were 75,80,624 making a total of 97,68,878. I think it even compares favourably with Cochin or Kandla port with regard to these figures. The prosperity of Kakinada has been artificially throttled on account of the Second World War. They closed the port for traffic. They closed the port for commerce and converted it into a training ground for amphibian operations—land and water operations—of the British troops where at one time during the war they had stationed 20,000 troops for training them in amphibian operations. Since then the prosperity has declined, but now it has again come up. It has got a natural spit, Godavari spit it is called, which is a natural protection against the winds and against the high seas for all the steamers that come into the harbour. There were reports by experienced and well-known Port Officers of Madras 25 years ago which said that Kakinada is the only port on the east coast that gives the best protection and has got all the natural advantages.

Now I want to say a few words about the difficulties in Visakhapatnam. You are now entering into an arrangement with Japan to export two million tons of iron ore. The Japanese Mission that has visited all the iron ore areas has gone to Kakinada and has also visited Visakhapatnam. They have for the present chosen the Bailadila iron ore mine in Madhya Pradesh, which is on the border of Andhra Pradesh near Bastar. The line that connects to the north eastern main line....

Mr. Chairman: The hon. Member's time is up.

Shri Thirumala Rao: My friend, the previous speaker, has had 35 minutes.

Mr. Chairman: We have got a long list of speakers. So, we have to keep to 15 minutes time limit.

Shri Thirumala Rao: I should be shown a little consideration because I do not want to say anything which is irrelevant except for the purpose of my argument with regard to this point. I have got so many things to say about roads, small crafts and all that. I will be finishing in two or three minutes.

Visakhapatnam is so congested and you can develop Kakinada at less cost. You can connect the new line at Tunu which is between Kakinada and Vizagapatam on the North East line, which is 180 miles from the mines. The other ports are more than 400 miles. They have all been rejected in favour of connecting the iron ore areas to the north east Calcutta Madras rail line, covering a distance of 181 miles. If you want to avoid the congestion there—I have the detailed information here—if you want to fulfil the programme of exporting two million tons of iron ore, "Madras is too far to the south of the mines. Calcutta, on the other hand, is handicapped by the tides on the Hooghly (to which my friend, Shri Samanta, referred in his speech),

"which limit the size of the ore carriers to 10,000 DWT and 30 feet draught (modern one and oil carriers tend to be at least four times that size). Calcutta's docks are also crowded with other shipping and are not expected to be able to handle more cargo without considerably adding to the present congestion."

16 hrs.

With regard to Vizagapatam, am giving these facts to be considered. Vizagapatam is situated midway on the coast.

Mr. Chairman: If you are reading from any document, you will have to give the source.

**Shri Thirumala Rao:** I am giving the difficulties.

"The Vizag harbour .... needs considerable improvement and expansion. The Russian ships which have been calling here since August, 1956, bringing equipment for the Bhilai steel plant have highlighted this need. Often, because of poor heavy-lift facilities and lack of berths, many of these ships have had to lie out on the roads for as much as a fortnight. At one time, as many as fourteen ships had to queue up to discharge, as besides handling Bhilai cargo, the port has also to take manganese ore carriers....

The port can handle only ships with a maximum draught of 28 feet; the narrow entrance and the hair pin bends in the channel rule out the entry of ships of more than 515 feet length. There is no night navigation for the same reason.

You have also provided Rs. 10 lakhs for night navigation and other equipment.

Dredging is tricky as the bottom here is rocky, but the acquisition recently of two modern rock-cutting-cum-suction dredgers by the port should help to solve the problem."

This is the difficulty there I shall finish with a little quotation from an authoritative Engineering survey of the Kakinada port.

"Kakinada Port, though defined as an Intermediate Port is in fact an open Roadstead port where shipping operations are carried on by lighterage from ship to shore and where steamers anchor in the Bay usually in 6 fathoms of water or less according to their draft. The singular feature about the Port is that the anchorage....

This is the relevant point I am making.

anchorage is probably the best minor port anchorage on the coasts of India, being at the entrance to Kakinada Bay, which is a natural formed Bay northward of the estuary of the Godavari River. Further, there are no rocks in the vicinity which is a significant feature when dredging and deepening is to be considered. In addition, owing to the proximity of the River Godavari, the "holding ground" which is comprised of sand, mud and clay is the best to be found anywhere in the world being unequalled for the safety of vessels that anchor. The words "holding ground" being a loose nautical expression indicating the nature of the bed of the bay in so far as it grips the steamer anchor."

That is the description given.

This matter has been considered in the National Harbour Board at its meeting held in Kandla in September, 1957 and it has been decided that there should be a programme of investigation and priorities fixed for development of intermediate ports into major ports. This description of Kakinada comes under this category. I would request the Government to order an investigation. There should be a thorough and scientific investigation of the possibilities of this Port, so that it may be developed into a major port. With a very much less cost, it will add greatly to the facilities of trade and commerce on the east coast. This is one of the very few ports which can very well favourably compare itself with other ports that have newly come into existence. It has got a very rich hinterland covering the rice bowl of Andhra, the four districts of Andhra. Also, the Nagarjunasagar dam is coming into operation. Masulipatam can never aspire to be a competitor to

**Kakinada.** If you see the technical reports by impartial officers who are highly qualified for that job, you will see that this is the only place that can be developed into a major port.

I do not want to take more of the time of the House. I only wanted to bring to the notice of the Government the very legitimate and reasonable proposition which is backed up by technical reports, and request them to go into the matter and do what is necessary.

**Mr. Chairman:** The following 63 selected cut motions relating to various Demands under the Ministry of Transport and Communications may be moved subject to their admissibility:—

Demand No.	No. of Cut Motions
84	861, 886, 913, 914, 923, 924, 925, 976, 984, 985, 986, 987, 988, 989, 997, 998, 999, 1000.
85	467, 468, 469, 470, 1001, 1002.
87	471, 472.
88	887.
89	473, 474, 475, 638, 639, 758, 759, 760, 761, 888, 889, 890, 926, 927, 951, 990, 991, 992, 993, 994, 995, 996.
90	201.
92	155, 202, 203, 204, 402.
93	642.
129	917, 918.
130	929, 930, 931.
132	919.
133	920.

**Policy in regard to the development of Road Transport**

**Shri M. R. Masani:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

**Need of developing Paradip as a major port**

**Shri Surendranath Dwivedy:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

**Need for construction of a big State hotel like the Ashoka Hotel in Calcutta for tourists.**

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

**Need for construction of a State hotel at Bhubaneswar to encourage tourist traffic.**

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

**Need to make the Mahanadi navigable all the year round**

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

**Need for improving the East-Coast Canal in Orissa and extending it to join the Buckingham canal at Madras.**

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

**Working of Hotel Standards and Rate Structure Committee**

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Need for utilising the revenue collected under the provision of Motor Vehicles Act, 1956 on improvement of roads.*

**Shri P. K. Deo:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to meet the demands of the Posts and Telegraphs employees with regard to up-gradation of Delhi, Kanpur, Madras and Agra as 'A' and 'B' class cities.*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to establish more Posts and Telegraphs offices in villages*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to finalise the report of the Telegraphs Inquiry Committee*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to remove the discrimination between the service condition of the industrial workers of telegraph workshops at Jabalpur, Alipore and Bombay.*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to establish negotiating machinery in Posts and Telegraphs Department.*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to improve the service condition of the industrial workers in telegraph workshops.*

**Shri S. M. Banerjee:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to give full amount sanctioned for the construction of Bombay Goa Road.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Failure to meet demands of Posts and Telegraphs employees*

**Shri Assar:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Irregularities in Postal and Telegraph services*

**Shri Assar:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

*Need for Telephone Exchanges in Chiplum, Mahad and Malvan in District Ratnagiri.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."



**Defective mode of recruitment of Seamen**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

**Failure to remove the defects of medical examination of Seamen before employment.**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

**Failure to redress the grievances of Seamen**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

**Failure to take over Raja Begam Dockyard from Joint Steamer Companies.**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

**Failure to construct new ship-building yard in Vijayadurg port of Ratnagiri District.**

**Shri Assar:** I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

**Failure to dredging ports in Ratnagiri District**

**Shri Assar:** I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

**Failure to aid States for the development of rural roadways**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

**Failure to permit plying of Buses on the national highway of Howrah-Amra.**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

**Delay in the progress of work in the National Highways in Orissa**

**Shri Sunrendranath Dwivedy:** I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

**Failure to fulfil the demands of the Posts and Telegraphs Department employees.**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

**Failure to instal phone-connections in Calcutta in spite of depositing the amount of Rs. 2,500 by the intending subscribers.**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

**Delay in repairs and other services in Calcutta and Howrah**

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

**Failure to eliminate irregularities and inaccuracies in postal and telegraphic deliveries.**

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department (including working expenses)' be reduced by Rs. 100."

**Non-delivery of Telegram and money orders etc.**

**Shri B. C. Mullick:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department (including working expenses)' be reduced by Rs. 100."**

### Need of splitting up the Sambulpur Posts and Telegraphs Division

**Shri P. G. Deb:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

**Need for having one Branch post office at every Gram Panchayat area in the State of Orissa.**

**Shri P. G. Deb:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

### Need for increase of sub-postal staff in Orissa

**Shri P. G. Deb:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

**Need for reversion of telegraph engineering and telephone staff including Jharsuguda Repater Station in the District of Sambalpur from the control of Bihar circle to Orissa.**

**Shri P. G. Deb:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

**Injustice done to Oriya students by discharging them in the middle of their training at Jubbulpur.**

**Shri Surendranath Dwivedy:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

**Need for shifting the headquarters of the Orissa Circle of the Post and Telegraph Department to Bhubaneswar.**

**Shri Surendranath Dwivedy:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

**Inadequacy of quarters for the staff of the Office of the Director of Posts and Telegraphs, Cuttack.**

**Shri Surendranath Dwivedy:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

### Defective telephone and telegraph service in Orissa

**Shri P. K. Deo:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

**Need for ameliorating the pay and service conditions of the staff of the Posts and Telegraphs Department.**

**Shri P. K. Deo:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

**Need for recognising an extra departmental employees organisation for representing their grievances.**

**Shri B. C. Mullick:** I beg to move:

**"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."**

*Failure to include employees representative in the R.M.S. Reorganisation Committee.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Failure to give adequate protection to R.M.S. staff travelling during the night in R.M.S. vans.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Inadequate protection measures resulting in death of three R.M.S. employees near Tundia on the 12th March, 1958.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need for separate arrangements for carrying insured articles as suggested by All-India R.M.S. Workers Union.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need for providing new and bigger R.M.S. van in T9 section of Trivandrum Express in Southern Railway.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Failure to provide work for N.D.T.Os. in Madras on basis of past service*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Need for increasing the interim relief awarded to Extra Departmental staff of Posts and Telegraphs.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Failure of the Meteorological Department of Calcutta in forecasting weather correctly.*

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Meteorology' be reduced by Rs. 100."

*Failure to introduce air service for Cooch Behar, West Dinajpur and Jalpaiguri.*

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

*Failure to bring down the rate of charge of air travel*

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

*Failure to introduce air service between Calcutta and West Dinajpur, Cooch-Bihar and Jalpaiguri.*

**Shri Ghosal:** I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

*Failure to compensate for the lands acquired for Dum Dum aerodrome*

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

*Failure to improve air transport to Andamans and Nicobar Islands*

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

*Delay in construction of buildings for Post Offices in Orissa*

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

*Delay in the construction of a major port at Paradip on the Orissa coast*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

*Need to investigate the possibility of a major port at Dhamra on the estuary of the Brahmini.*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

*Need for making National Highway No. 6 connecting Calcutta and Bombay, all-weather.*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Immediate necessity of constructing road bridges on the Mahanadi, on the Calcutta-Madras National Highway passing through Orissa.*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Need to allocate more funds to Orissa for road development*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

*Replacement of Dakotas by Viscounts in the Indian Airlines*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

*Defective construction of M.V. Andamans in the Hindustan Shipyard*

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100."

Mr. Chairman: The above cut motions are now before the House.

A list indicating the numbers of the selected cut motions will be put up on the Notice Board and will be circulated to Members to-night for their information.

Shri Sambandam (Nagapattinam): Mr. Panel of Chairmen, Sir, I rise to speak a few words on Transport and Communications (*Interruptions.*) . . . 16 hrs.

Some Hon. Members: Mr. Panel?

Shri Sambandam: Mr. Chairman, Sir, . . .

Mr. Chairman: The hon. Member can go on.

Shri Sambandam: Regarding Communications, first, I want to draw the

attention of the Government to the fact that the Extra-departmental postal workers have not been taken care of for a very long time. I thank the hon. Minister who has come forward to inform the House that a one-man committee will be appointed to go into the question in detail and that all steps will be taken to improve the condition of the extra-departmental postal workers. When I gave the memorandum to the one-man committee, that is Shri C. V. Rajan, I gave copies to hon. Members also. Some Members have asked me who are these ED workers and what is the fundamental work that they are doing. These extra-departmental postal workers are working in the villages and for the past 30 or 40 years, they are working in the same scale of pay, that is, a meagre pay of Rs. 20 per month.

There are four categories among the ED workers, that is, extra departmental Branch postmasters, ED sub-postmasters, ED delivery agents and extra-departmental mail carriers. All these people are getting a nominal pay of Rs. 20 a month. Even during the first Pay Commission, the Government accepted the CPC recommendations with regard to the pay scales of the regular P. & T. employees, but the recommendations made so far as the extra departmental workers are concerned, were completely ignored. Anyhow, I thank the Government for having come forward to appoint a one-man committee.

With regard to the ED delivery agents, they are working the whole day, but they are considered to be only working four hours in a day and they are considered as part-time workers. But, throughout the day, they are working in the villages. Especially, so far as the ED mail carriers are concerned, they have to go to the station in the morning, get the mails and then in the noon, afternoon and evening, the whole day, they have to attend to postal work, with the result that they are working the whole day with a remuneration of only Rs. 20 a month.

Not only this. The ED delivery agents as well as the mail carriers, though expected to have a daily circuit of not more than 10 miles including unfixed villages, are asked to effect delivery in villages covering a longer distance, that is, 20 miles and so on. On the other hand, a postman is expected to cover only 15 miles. The so-called postman is working eight hours a day. He covers only 15 miles. On the other hand the extra-departmental mail carriers, as well as the extra-departmental delivery agents cover more than 20 miles. The branch postmasters are expected to keep open their offices throughout the day to sell stamps and other things. There is no time for them to attend to any other avocation.

Then, so far as security of service is concerned, many instances can be cited. As regards branch postmasters, they have to work in many branch post offices in order to upgrade it into a regular departmental post office. As soon as it is converted into a departmental post office, these workers are left out. They are not attended to, they are not given any posts.

Then, they are not given leave. In the case of the extra-departmental sub-postmaster, if he goes on leave, the departmental employee is arranged to relieve him, but in the case of the extra-departmental branch postmaster, he has to depute his own nominee. He is handling all official work—V.P.P., parcels, insurance, savings bank, national savings certificates and so on and so forth—and a departmental reliever is not given, with the result he has to depend upon his own nominee. For that he is not given any pay or any other thing.

Though the extra-departmental system was introduced at first with the object of combining both service and economy by entertaining part-time employees to work in the extra-departmental post offices, due to expansion in work in the extra-

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departmental offices, this object is being defeated. The branch postmasters and the extra-departmental delivery agents have to remain late in the post office, and they work more than what we expect of them.

A large section of the unemployed men in the villages take up the extra-departmental system of work as a full means of their livelihood without any other alternative source. The Government also knows this position, as has been pointed out by the hon. Shri Raj Bahadur at the All-India Convention held at Madras under the presidency of Shri K. R. Sambandam on 30-7-1957. Contrary to principle, there are many who have taken up extra-departmental work with their eyes open because of unemployment. The problem before them now is how best to improve their service conditions. Under these circumstances, rationalisation of the wage structure of the extra-departmental employees on the basis of the present pay conditions is imperatively called for. If the Government is not in a position to increase their salaries, at least some of the allowances may be given to them, so that they can get living wages by means of allowances.

For example, though it would be very difficult for the department to defray the full rental value of the office accommodation, it is just and proper that the extra-departmental branch postmaster be given a house rent allowance of Rs. 5 because he is having an office in front of his house.

Then there is yet another category, the extra-departmental sub-postmaster. He is maintaining a sub-office. In his case he has to maintain a big office, and for this purpose he can be given a house rent allowance of at least Rs. 10. Then, so far as the supply of stationery is concerned....

Mr. Chairman: Are these matters before the commission?

Shri Sambandam: Yes, Sir.

Mr. Chairman: In that case, I think he can give all the information to them, and go to some other subject. It will be very useful for the commission.

Shri Tangamani (Madurai): This matter is not before the Pay Commission. There is a special committee appointed for this purpose.

Mr. Chairman: That is why I hesitated to ask. I think the Jagannatha Das Commission has taken it up.

Shri Tangamani: The Rajan Committee.

Shri Sambandam: I also request the hon. Minister to give an opportunity to have a talk over the report given by the one man committee.

Then, considering the transport facilities, the eastern coastal road must be taken into consideration. It is a long-pending one. It was taken up even during the First Five Year Plan, but I do not know why they have left it. At least during the Second Five Year Plan it can be taken into consideration and given effect to.

During the cyclone and flood, the inhabitants of the coastal area undergo a lot of difficulties, as they did during the last cyclone period. So, this road is important not only for defence purposes. If we really want to improve the condition of these inhabitants of the coastal areas, we can do so very well by taking a pucca road there. This connects nearly six districts. It starts from Cape Comorin and ends at Madras City.

Also, in the coastal area, there are many salt factories. These factories find it very difficult to bring the salt produced in that area. In the coastal area many fishermen are living and they find it difficult to send the fish

to the nearby cities. For 20 to 30 miles they have to take it on their heads or in bandis, and in the sandy areas the bandis also will not run. So, they have to take it on their heads to the cities, with the result they are poor still because of lack of transport communications. So, I request the hon. Minister to take into consideration this important road and finish it as early as possible.

Shri Mohamed Imam: Within the limited time at my disposal, I am afraid I cannot go into details.

It is agreed that a well-developed and efficient system of transport is absolutely necessary and vital for the economic growth of the country. It is also vital for the growth and development of industry and business.

It is true some substantial achievement was effected in the course of the First Five Year Plan and a policy was laid down of converting many important roads into national highways. In the Second Five Year Plan, a sum of Rs. 1,375 crores has been set apart for the development of transport, out of which about Rs. 900 crores will be consumed by the railways. A sum of Rs. 266 crores is set apart for the development of roads, Rs. 100 crores for the development of shipping and harbours, and about Rs. 43 crores for communications and telephones. I do not know how much of this amount is going to be spent, and whether the target will be achieved.

The hon. friend to my left just now remarked that the Planning Commission has not bestowed as much attention as it ought to have done on this important Ministry. I entirely agree with him. But I am doubtful whether even this amount that has been earmarked will be utilised fully on account of the present financial and other difficulties. We are anxious that the entire amount should be spent at least in cases

where foreign exchange does not present any difficulty.

Transport includes various facets, such as road development, shipping, harbours and ports, posts and telegraphs, civil aviation etc. It is necessary that there should be a co-ordinated effort to develop all these means of transport. It is only then that there will be an efficient system of transport.

I shall first take shipping. It must be admitted that our transport through shipping is still in its infancy, when compared with what it is in other western countries. The total haulage we effect every year through our five major ports is only about 20 million tons, as compared with a haulage of 217 million tons in England through their half a dozen major ports. Of course, I am not finding fault with Government. We have to develop our shipping transport. We must be in a position to see that our entire export is carried through our own ships, and similarly the imports also come through our own ships. This is the best way of earning foreign exchange, and this is the only way how the foreign exchange problem can be solved. The amount set apart for this is meagre. Of course, a time may come when our shipping transport will develop to such an extent that we shall not need the assistance of foreign vessels or foreign ships.

This leads me on to its corollary, namely the development of harbours and ports. India has a long coastline of more than 3,500 miles, and a number of ports and harbours are studded all along our coast. But we have only five major ports, and I think recently Kandia has been added. There is no judicious distribution of these ports. I know that a substantial provision has been made for the existing ports like Madras, Bombay and Calcutta. Calcutta alone claims Rs. 20 crores, Bombay claims another Rs. 25 crores, I think, and

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Madras about Rs. 8 crores. But what I would submit is this. In order to make shipping transport effective, it is necessary that every State which has a coast-line along with it must have an important and well-equipped port. At present, we have got only five major ports, and I think Kandla will make the sixth though it is not fully made use of or it is still not as useful as it is expected to be. If we take into consideration all these ports, we shall see that Gujarat has a port, Bombay has a port, Madras has one, and Kerala has a port in Cochin and so on. I think the two States that have been neglected in this respect are the States of Orissa and Mysore. So far as Orissa is concerned, I think the Paradip port was under contemplation. Of course, promises are made, and assurances are given, but the promises are rarely kept and the assurances are rarely fulfilled.

So far as the Mysore State is concerned, it is not the old State of Mysore. It is now a big State with a long coastal strip. There are a number of places which are eminently suited for conversion into very good harbours, such as Karwar, Malpy and Bhatkal. I am sure the new Minister for Transport and Communications would have formed a good idea of this port just as he has formed a good idea of the Sharavati project, of which I am proud, because I was associated with it.

Regarding Karwar, I may just quote the opinion of some eminent engineers, and I make the claim that this requires the first preference. This is what has been said in the report which has been given to me by the Madras Government:

"In the words of Sir Arthur Cotton, Commandant of Engineers, who was the first to recommend the development of Vizagapatam, I think we may safely say there is scarcely a harbour in the world that has a

more remarkable collection of advantages than this should have, considering its position in respect of sea and the country—its security, its accessibility, its improvability, its climate, its connection with internal communications, its sanatorium, its freedom from drawback. That such a harbour should be blessed by such an opening in the ghats leading to such country with internal communications is most remarkable and it would seem madness to neglect so great an advantage."

There are many other reasons, but I have not the time to quote them. If this port is properly developed, then on account of its natural advantages, it will be a much better port than any of the existing major ports.

There is a proposal to start a second shipbuilding yard in the country. The committee set up for this purpose visited this place recently and has seen this place. The Government of Mysore also have been urging the Government of India to locate this second shipbuilding yard in this area in the south either at Bhatkal or at Karwar, preferable at Karwar which is suited for starting such a shipbuilding yard. It will not only be technically sound, but I would even say that the South also must be given preference; when you have got one somewhere at the centre, it is but reasonable and equitable that the second shipbuilding yard should be located at Karwar, and thereby that area given a certain amount of prominence.

In this connection, I may also invite the attention of the Minister to the inland water transport. I would not like to go into it in detail but I am only concerned with the large number of tragedies and accidents that have been happening in the course of river navigation, whereby hundreds and hundreds of lives have been



lost. Recently, we had some tragedies on the Godavari, on the Krishna and also on the Ganges. Some leaky boats or perhaps some unriverworthy boats collapsed, and hundreds and hundreds of lives were lost. This shows that the Central Government or the State Government are not very vigilant regarding the nature of the boats and their use. It must be on account of the faultiness of these boats, or perhaps because they were unfit to be used or perhaps because they were overloaded, that these large number of accidents have happened. Government should take care to see that such accidents do not happen; they must tighten their vigilance. They must see that all these boats are subject to close investigation before they are actually put into service. That such a large number of tragedies should happen is a serious matter, and I am sure Government will take this into consideration.

I now come to the posts and telegraphs. Before proceeding further, I entirely agree with my hon. friend Shri Achar who pleaded for the formation of a separate postal circle for the State of Mysore. The present circle is rather curious. The State of Mysore is cut up into three or four parts, and each part is thrown into one circle, which has been causing a great deal of annoyance and nuisance not only to the postal employees but also to the private persons. I think it must be the policy of Government to see that the jurisdiction of the postal circle and its activities correspond with the jurisdiction of the State itself. Every State has a circle. Not only the employees of the Posts and Telegraphs Department, but even the Government of Mysore and others have been urging the formation of a postal circle for the State of Mysore. This will be very advantageous administratively, and it will be very convenient for the public also, for we do not know at present to whom we have to address the complaints. I hope that this urge which has come from all quarters will be taken into consideration, and Government will form a separate circle for the State of Mysore.

Last year we discussed the Demands of Posts and Telegraphs under the shadow of a threat of strike. I happened to speak at that time also. I was one of those who urged that Government should take every measure to see that the strike did not materialise. I am glad the strike was averted. I think I must congratulate both the employees and Government on averting the strike and averting a disaster to the public. In my opinion, whenever there is a threatened strike in a public utility service with which the public are intimately connected, Government should see that such a thing does not happen, that the strike does not materialise. They must take every preventive measure to see that strikes, not only in posts and telegraphs but in every concern of public utility, are averted. I am glad the strike was averted. I am glad a Commission has been appointed to look into their grievances. I am glad that they have been given some interim relief.

**Shri Tagamani:** Five rupees!

**Shri Mohamed Imam:** The Commission is still considering the matter. I am sure Commission will do the needful; I am sure they will take into consideration their living conditions, their wants and grievances and do everything possible to satisfy them, especially in the matter of associating them with the concern's management.

There was a proposal that representatives of labour should be associated with the management in all concerns. There was a good deal of talk about that. I do not know at what stage it is. I think if that scheme is properly worked and if there is intimate understanding between employers and employees, such nasty strikes and such awkward situations will be avoided.

Recently there were three murders in the mail van in Tunda. It is rather astounding how these mail sorters can be murdered in a running train. Either the carriage must be defective and therefore, not proof against burglars, or there must be some other reason. Anyhow, it calls for serious attention. If this is the case, I do not

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think the employees of the postal department can work with safety.

Therefore, it is necessary that well-protected mail coaches are supplied. I understand that only rickety coaches are supplied to the postal employees. They are so rickety that they are not secure against intruders. In areas ridden by dacoits, it is necessary to give the postal staff necessary police protection.

Again, housing accommodation and other amenities have to be made available to these employees. There are various grievances which for lack of time I cannot detail. I am sure the Commission will look into all these matters and see that no occasion for a strike will arise.

I will now refer to telephones and telegrams. Sometimes there is inordinate delay caused in the transmission of telegraphic messages and also telephone calls. Sometimes it takes one or two days. I do not know to what it is due. I have got my own personal experience. On August 24, I sent a telegraphic message to my place intimating that I would be arriving there. The message arrived after I reached my place; after two days!

Shri Narayanankutty Menon (Mukandapuram): That is all!

Shri Mohamed Imam: I suppose there is a lot of lethargy which has to be whipped up. Similar is the case with regard to telegraph trunk calls. When we come here, we are anxious to speak to our people in our places. We book calls. But we have to wait for hours and hours, sometimes for one day.

Shri Easwara Iyer (Trivandrum): The call is not registered.

Shri Mohamed Imam: This is deplorable. This must be looked into. I have had personal experience of booking such calls in England. If we book a call to a place 300 miles away, we get the line in two or three minutes. But here we have to wait for hours and hours which is nauseating. It

takes away our patience. I think we cannot stand it.

Something must be done. They must see that at least within half an hour, our calls materialise. We have got a number of lines. I do not know how they work. This is a matter which must be looked into. We pay very heavily and in spite of it, if we do not get response in time, it will be very disheartening.

As regards telephone bills, there are arrears of nearly Rs. 72 lakhs. I do not know how such amount was left to be accumulated. I think the authorities must see that the amounts are collected in time. I am sure those who have to pay will readily pay if they get the bill. But there is delay in the submission of bills and other things. All these are matters which have to be looked into.

Regarding civil aviation, I will mention two points. This is the modern age and aviation is the quickest means of communication in the present age. I think everybody is air-minded. But I am rather disheartened to read that there was a serious accident near Kathmandu day before yesterday in which 17 valuable lives were lost. They were flying in a Dakota.

What I want to submit is this. Our civil aviation has doubled. I am not entering into the technical side of it, which has been ably expounded by my hon. friend, Shri Biren Roy; I am looking at it from the commonsense point of view. All our Dakotas are out of date. Many of them are very old and one will be a bit nervous to fly in them. In spite of this, I understand Government have purchased second-hand Dakotas. For example, they recently purchased one from the Jam Saheb of Nawanagar. They purchased second-hand Dakotas. For example, This will mean purchasing second-hand Dakotas which may have some hidden or other defects in them.

Shri Easwara Iyer: Fuel leakage also.

**Shri Mohamed Imam:** Government are buying things from the Jam Saheb of Nawanagar just as they purchased the Ashoka Hotel.

**Shri Narayanankutty Menon:** They are to be sold through the Disposals Directorate.

**Shri Mohamed Imam:** Figures are given in the Report. There are 61 Dakotas. They are out of date. As soon as possible, all these Dakotas must be replaced by Viscounts, Sky-masters and other aircraft so that safety is ensured, and people can travel in safety and comfort.

Regarding the financial position, it is rather discouraging that the IAC has, after it was nationalised, been running at a heavy loss every year. In 1955, it sustained a loss of nearly Rs. 98 lakhs, in 1956 the loss was Rs. 117 lakhs and last year also, I think the loss is considerable. I am glad that Air India International is working at a profit. But the financial position of I.A.C. must be looked into. Every time we see that all the Dakotas are full and when we go to purchase tickets, all seats are booked. In spite of that, I do not know how they incur such losses. There must be something wrong.

One hon. Member pointed that there is top-heavy expenditure. Too much is spent on administration. On labour, they spend about Rs. 50 lakhs. I do not know what are the material reasons contributing to this loss. I am sure the private companies taken over by Government to form the I.A.C. were not running at a loss, but when it comes to being run by Government . . .

**The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir):** They were running at a loss.

**Shri Mohamed Imam:** Not to this extent. I am not sure. I stand subject to correction.

Anyhow, we have got the monopoly. When we have got the monopoly and

there is no competition, that is all the more reason why we should make it profitable. Maybe that if we enhance the rates, we may get more income; or if we reduce the rates, we may get more passengers and consequently more income. All these matters should be looked into.

I understand that recently a Council was appointed to report on this. I do not know if the report is submitted and if so, it is going to be placed on the Table of the House. Anyhow, I would request Government to look into this matter. We cannot allow ourselves to sustain such heavy losses every year, and then spend the wage-earner's money.

Lastly, I am going to refer to road development as compared with other countries. I had occasion to look at the system of road development in England. There you have got 2 miles of road for every sq. mile, whereas in our country we have one-fifth of a mile for every sq. mile. That shows that the country needs opening up. Especially in rural areas if you open up a road, you will be throwing power and joy in that area.

Our country is a land of long distances. I admit that Government has done a lot towards improving and developing the roads, especially the national highways which were once very much neglected not only by the States but by the local bodies also. They are really very good. But, I must say that the roads that are maintained by the local boards and the village panchayats need a good deal of attention; they are thoroughly neglected and many of them are obliterated beyond recognition.

I do not want to say anything more. It has been ably advocated by my friend, Shri Khadiolkar and others. The Government must devote as much attention to road development as to other aspects. And, I am sure, with the development in the various aspects of transport, our country will stand to gain a good deal and it will be the basis for the development of our in-

[Shri Mohamed Imam]

dustry, commerce and our economic growth.

Shri S. M. Banerjee (Kanpur): Mr. Chairman, Sir, I am very thankful to you for having very kindly given me some time to speak on this most important P. & T. Department. I shall confine my speech to the various cut motions which I have moved. I know much has been said about roads and other things. Without dwelling much on those points, I shall speak something of the P. & T. employees and the promises which our hon. Minister made, if I am not mistaken, in the same House on the 8th August, 1957.

You remember, Sir, that in 1957, when the P. & T. employees, nearly 8 lakhs of them, decided to go on strike, the Prime Minister and the Minister of Communications handled the situation, I should say, very sensibly and honestly; and, the net result was that the strike was called off. But, certain assurances were given.

I may remind the hon. Minister that he promised two things. One thing was the appointment of a Standing Committee, not to discuss the grievances of the employees but just to see whether some assurances which were given in the past, either by the Director General or by the hon. Minister were implemented. This Standing Committee has not yet been formed. May I remind the hon. Minister that at the time of realignment, the then Director General of P. & T. said:

"It has been my cherished desire to associate workers in the administration of this great public utility department. This whole-hearted co-operation of the Unions has offered me an opportunity to fulfil that mission of my service in the department. I do hope that the P. & T. unions and the staff will now enthusiastically implement these instructions in the larger interests of the staff so that the next step of

establishing Whitley Councils may be taken up."

May I remind the hon. Minister that this was written in the year 1954 when the realignment took place. All those unions under the P. & T. merged into one strong federation, the National Federation of P & T. employees. I wish to know what has happened to that Whitley Council. Are they having it in the P. & T. if not, what are the reasons therefor? The Standing Committee is no substitute for Whitley Council. So, I wish to know from the hon. Minister whether the P. & T. employees, who definitely feel that their demands can be redressed or heard or discussed in the Whitley Council, are going to have it or not. It may be a matter of opinion. I want to know from the hon. Minister whether this is being granted to them because participation of labour in management is a very important thing when we are thinking in terms of the successful implementation of the Second Plan. In the 15th Labour Conference, we have decided that a scheme of participation of Labour in the management should be introduced in the public sector. I wish to have some reply from the hon. Minister.

We are having meetings. The P. & T. employees are having meetings at various levels—monthly meeting with the Director-General and bi-monthly meeting with the hon. Minister. I do not say that no problem is solved. But I would like to mention that only two items are discussed in the monthly meetings with the Director-General. Five items with restricted time are discussed with the hon. Minister with the result that certain grievances—may be genuine, or fabricated or half genuine—do not come up and these are accumulating. It has become a problem now as to how to solve these matters. I say with all humility that the hon. Minister Shri Shastri and the Deputy Minister Shri Raj Bahadur... (An hon. Member: Minister of State) ... I am sorry—the Minister of State, Shri Raj Bahadur have always given a patient hearing.

**Shri Raj Bahadur:** I do not mind.

**Shri S. M. Banerjee:** I would only like to know that when we are having a negotiating machinery at three tiers in the Ministry of Defence—top level, middle level and the lowest level—, when we are having the negotiating machinery in the Ministry of Railways, why cannot we have this Whitley Council or a committee like that to discuss our problems at the ministerial level in the P. & T.? It is a matter which should be considered immediately.

My other point is about the various committees. May I remind the hon. Minister that a Telegraph Enquiry Committee was appointed. A union representative was to be taken in this committee. What happened is this. The union representative was not taken as a union representative but he was taken in his individual capacity. I may read out a sentence from the letter:

"It has been decided not to include a representative of any union or section of the union as a member of the Committee. Shri M. L. Gour, telegraphist, has been appointed as a member of the committee in an individual capacity."

What is this individual capacity? As a telegraphist, he has no place in the union. He was the general secretary of that particular union. That is why he was treated as a representative of the union in the Telegraph Enquiry Committee by the union.

16.48 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

We did not accept him as a union representative because of pressure from the employees. I could not follow this 'individual capacity'. In another committee—the R.M.S. Enquiry Committee—another union representative has been taken. When the P. & T. employees and the Minister or the Ministry or the Director-General have such harmonious relationship between them, between the employees and the employers, why are these things tak-

ing place? It provokes the employees and gives the feeling that there is no proper appreciation of their co-operation. I wanted to know from the hon. Minister why these representatives were not accepted in these committees.

A third committee which has also to submit a report is the extra-departmental committee. It was formed some time back and some dearness allowance was given to these people. I think it was Rs. 2; it was very meagre. The hon. Minister says that it is still going into the service conditions and their various aspects and that a final decision will be taken later on. The history or tradition of these committees in this country is peculiar. In these committees, the minutes are noted and not the hours—that is the old tradition—with the result that hours are lost and ultimately it becomes days, months and years. So I am afraid, because I have a bitter experience of the various committees appointed. All the reports must be published at the end of the financial year or, if that cannot be done, at least 30th April should be taken as the date on which every report should be published.

Then, Sir, we talk of economy. The National Federation of P. & T. employees submitted a memorandum—if I am not wrong, an exhaustive memorandum—stating how certain economy measures could be taken. The rates for envelopes have been increased from time to time but, I think, Sir, you will be surprised to learn that a subsidy of Rs. 50 lakhs—perhaps, more—is being paid to the Air Corporation in addition to the actual freight because this Corporation is running at a loss. I do not know what sort of economy is this. So, let us take the Federation into confidence. Let us not accept all their suggestions, but let us accept those suggestions which are sensible, which have some force behind them. If their suggestions are accepted, I am sure there will be some economy which will not only be in the interests of the employees but in the larger interest of the country, because it will give

[Shri S. M. Banerjee]

us some money for the successful implementation of our Second Five Year Plan.

I now come to the question of quarters for the employees. I had been to Bihar recently. I was in North Bihar, especially in Muzaffarpur. There the hon. Minister—I do not know which of the Ministers—made a promise that 400 quarters will be constructed for the employees. The employees came to me and told me that in Muzaffarpur they had no place to live, in one house at least four families were staying together. They wanted to know what has happened to the promise made by the Minister. When they put this question to me, as a Member of Parliament I told them that I would immediately transmit it to the hon. Minister and try to get a reply. Therefore, I want to know what has happened to that promise. As you know, Sir, Bihar—especially North Bihar—is a flood-affected area. Every year they have to face this menace of flood. They should have some accommodation to live, otherwise it is not possible for them to work efficiently in their department. That is a matter which the hon. Minister must consider.

About the pay scales and other things I need not tell anything because the whole matter has been referred to a Pay Commission, but I must say something with regard to certain amenities like co-operative societies and dormitories. Their number should be increased. I have seen that there is no place in the Telephone Exchanges. There is some much congestion and there are dormitories where sometimes only one bed is there. Sometimes somebody sleeps there because he has no other place to stay. This must be improved in the larger interest of efficiency of the employees. If we cannot possibly give them these things it will not be possible for the employees to give their best in the work.

Then I want to mention about the R.M.S. employees. You know, Sir, there was recently murder of three persons at the Tundla Station. These R.M.S. people who carry so much money with them must be properly protected. The Railway Protection Force is useless because it cannot protect anybody. I know it. These R.M.S. people should be properly protected. Today we know that three people were murdered. The door of that particular bogie was only opened and they were actually murdered, and nicely murdered. How can we possibly protect their interests?

An Hon. Member: How nicely?

Shri S. M. Banerjee: Nicely because they were sleeping in their proper places in that bogie.

Mr. Deputy-Speaker: Is that the result of the post-mortem?

Shri S. M. Banerjee: Before post-mortem; I do not know what was the result of post-mortem. They were sleeping actually on the berths. That was the report in the press. So everything should not be decided after post-mortem. In this country let something be decided before post-mortem. That is my suggestion.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri S. M. Banerjee: Lastly I would read a wonderful letter. I wish to take only two minutes. The House may remember that when the strike was about to be started some volunteers, some nationalists, offered themselves as volunteers to save the country against the disaster. Those people gave their names. At that time we also said that they were considered by us as black-legs, though it sounded bad to some people. We may have some differences of opinion, but what happened after that? Even after the P. & T. employees peacefully withdrew the strike notice,—they never wanted to harm the country

after the assurance of the hon. Prime Minister and the Minister of Communications—a letter was issued. I want to read that very small letter which was issued on the 14th November, 1957 to all Heads of Circles.

Mr. Deputy-Speaker: The hon. Member knows that such things will have to be placed on the Table of the House.

Shri S. M. Banerjee: I will place it on the Table.

Mr. Deputy-Speaker: If he had intended to place it on the Table he ought to have brought it to my notice so that I could have seen what it is about.

Shri S. M. Banerjee: I shall certainly place it on the Table. I shall read only certain extracts from it. The letter says that those people who volunteered themselves for this noble cause will be given concessions even after the strike. It says:

"The maximum age limit is relaxed to the extent of five years.

A pass in all the four prescribed subjects in the Matriculation Examination or equivalent examination is not to be insisted upon, but a candidate should have passed in English in the Matriculation Examination.

The total marks secured by a candidate in the Matriculation Examination will be reduced to a figure as out of total of 400 and a bonus of 25 marks will be given to him."

The letter further says:

"A list of such volunteers trained for the P. & T. work must have been prepared by the Divisional Officers and copies thereof sent for record to the Circles and Administrative Offices. . ."

And then:

"The above concessions may be brought to the notice of such persons and applications invited from

them by the 15th December, 1957, if they are willing to be considered for appointment in the Department in the current recruitment for vacancies arising in 58."

Mr. Deputy-Speaker: The hon. Member takes all the responsibility for the authenticity and the authority of this letter.

Shri S. M. Banerjee: I have read certain portions of it.

Mr. Deputy-Speaker: This letter should be placed on the Table of the House.

Shri S. M. Banerjee: I will place it. [See Appendix VI, Annexure No. 13-A.] There is truth in it. They agree.

So, I would respectfully and humbly ask our national leaders who are in power today, "Have you forgotten your glorious, or rather, revolutionary traditions? Is it not a fact that you also condemned those black-legs who came in during the strike? Why do you create this conflict among employers and the employees?" You took advantage of the unemployment in the country and took this army of unemployed people from the Employment Exchanges and wanted to use the black-legs against them. I may remind the Minister who is also a national leader. . .

Mr. Deputy-Speaker: Is that all directed to the Chair?

Shri S. M. Banerjee: I would request our national leaders to realise that this gives a bad taste, and the employees, specially the P. & T. employees, are pained at this. They are loyal employees; they are true to their country; though they gave notice of strike, they withdrew it merely on the assurance of the hon. Prime Minister who is considered to be the beloved Prime Minister of the country.

May I remind the hon. Minister not to issue such letters and not to have an army of black-legs in the



[Shri S. M. Banerjee]

country. We have got many black-legs in the country who come from the family of Mir Jaffar. Let us not increase their number any more.

Some Hon. Members rose—

Mr. Deputy-Speaker: I am to call Shri Jangde. The others have to wait till tomorrow.

श्री जंगड़े (विलासपुर) : उपाध्यक्ष महोदय, सब से बड़ी खुशी की बात यह है कि जबकि पहले सड़क यातायात महकमे को रेलवे मंत्रालय के साथ रखा गया था, अब उस को रेलवे मंत्रालय से अलग कर

दिया गया है और इससे मुझे मकर आता है कि यातायात महकमे पर शासन का विशेष ध्यान आ रहा है—और यह ठीक आ रहा है, क्योंकि देश में रेलवे तो शहरों की आवश्यकताओं की पूर्ति करती है और सड़कें देहात की आवश्यकताओं की पूर्ति करती हैं।

उपाध्यक्ष महोदय : मेम्बर साहब अपना भाषण कल जारी रखें।

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 27th March, 1958.



[Wednesday, 26th March, 1958]

**Subject**                      **COLUMNS**

**ORAL ANSWERS TO QUESTIONS** . . . . . 6663—6701

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**Subject**                      **COLUMNS**

**WRITTEN ANSWERS TO QUESTIONS—contd.**

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1241	Import of Cotton	6707
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1666	Housing Loans to Central Government Employees	6712
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1680	Safety Measures in Coal Mines	6722
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1713 Ashoka Hotel . . . . .	6742
1714 Bee-keeping . . . . .	6742-43

#### PAPER LAID ON THE TABLE 6743-47

The following papers were laid on the Table :

- (x) A copy of the Annual Report of the Hindustan Steel Private Limited, along with the Audit Report for the Year 1956-57 under sub-section (1) of Section 639 of the Companies Act, 1956.

#### Subject PAPERS LAID ON THE TABLE—contd.

- (2) A copy of the statement correcting the reply given on the 25th February, 1958 to Unstarred Question No. 519 by Shri J. M. Mohammed Imam regarding Khadi and Ambar Charkha.
- (3) A copy of the Statement correcting the reply given on the 10th March, 1958, to Unstarred Question No. 1122 by Shri T. Subramanyam regarding Ambar Charkha Programme.
- (4) A copy of the Audited Accounts of the Employees' State Insurance Corporation for the year 1955-56 under Section 36 of the Employees' State Insurance Act, 1948.
- (5) A copy of the Annual Report of the Employees' State Insurance Corporation for the year 1956-57 under Section 36 of the Employees' State Insurance Act, 1948.
- (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. 59, dated the 26th February, 1958, making certain amendment to the Customs Duties Drawback (Pipe and Cigarette Tobacco) Rules, 1957
- (ii) G.S.R. No. 60, dated the 26th February, 1958, making certain further amendment to the Customs Duties Drawback (Cigarettes) Rules, 1955.
- (iii) G.S.R. No. 80 dated the 28th February, 1958.

*Subject*  
PAPERS LAID ON THE  
TABLE—*contd.*

COLUMNS

(7) A copy of each of the following Rules under sub-section (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944.

- (i) The Customs and Excise Duties Drawback (Hydraulic Brake Fluid) Rules, 1958, published in Notification No. G.S.R. 26, dated the 17th February, 1958,
- (ii) The Customs and Excise Duties Drawback (Lino-leum) Rules, 1958, published in Notification No. G.S.R. 72, dated the 18th February, 1958.
- (iii) The Customs and Central Excise Duties Refund (Dry Batteries and Cells) Rules, 1958, published in Notification No. G.S.R. 77, dated the 27th February, 1958.
- (iv) The Customs and Central Excise Duties Drawback (Tin Containers) Rules, 1958, published in Notification No. G.S.R. 79, dated the 28th February, 1958.

*Subject*

COLUMNS

REPORT OF COMMITTEE  
ON PRIVATE MEMBERS'  
BILLS AND RESOLU-  
TIONS PRESENTED

6747

Eighteenth Report was  
presented.

DEMANDS FOR GRANTS 6748—6886

Further discussion on  
Demands for Grants  
in respect of the  
Ministry of Irriga-  
tion and Power  
concluded. The  
Demands were  
voted in full.

Discussion on Demands  
for Grants in re-  
spect of Minis-  
try of Transport  
and Communi-  
cations commenced.  
The discussion  
was not concluded.

AGENDA FOR THURSDAY,  
27TH MARCH, 1958

Further discussion  
on demands for  
Grants in re-  
spect of the Minis-  
try of Transport  
and Communications.