

LOK SABHA DEBATES

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LOK SABHA DEBATES

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LOK SABHA

Wednesday, 11th September, 1957

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Air Service to Tripura

*1653. Shri Bangshi Thakur: Will the Minister of Transport and Communications be pleased to state whether Government propose to treat Tripura on par with some State Governments who have acronautical organisations with non-Scheduled permits and allow private enterprise to set up an organisation in Tripura and let it operate on a purely commercial basis in addition to the existing public enterprise?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): All air operations within India are governed by the Air Corporations Act 1953 and Tripura has been and will be treated on par with all other State Governments in terms of that Act. Accordingly, there is no proposal under consideration to introduce private operators in Tripura or any other area where the Indian Airlines Corporation operate their services.

Shri Bangshi Thakur: May I know whether it is in the know of our hon. Minister that the transport situation in Tripura has gone from bad to worse as the Durga Puja festival is drawing near and, if so, may I know what steps our hon. Minister is going to take in this regard?

Shri Humayun Kabir: I agree that there is a little more congestion usually round about the Durga Puja time, but the Indian Airlines Corporation have sufficient capacity to meet the traffic.

Shri Bangshi Thakur: May I know whether our hon. Minister is aware that railway passengers from Delhi to Agartala cannot avail of the passenger frequencies from Dum Dum to Agartala and, therefore, most of them shall have to stay at Calcutta for one day, even very reluctantly?

Shri Humayun Kabir: So far as the Railways are concerned, I am afraid I cannot give any answer to the hon. Member. So far as the air services are concerned, there are 21 services a week between Calcutta and Agartala.

Private Air Service operators

*1654. Dr. Ram Subhag Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether any State Governments and private operators have approached the Government of India for permission to open new air routes in the country;

(b) if so, where such routes are proposed to be opened and by whom; and

(c) in how many cases Government feel inclined to accord permission?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) No State Government has approached the Government of India for permission but some proposals have been received from private operators.

(b) and (c). A statement is laid on the Table of the House. [See Appendix V, annexure No. 34.]

Dr. Ram Subhag Singh: May I know whether the Government has changed its policy in regard to nationalising the air services, because the private operators are now coming into the field and Government is going to give permission to them to operate air services?

Shri Humayun Kabir: No, Sir, there is no question of the Government changing its policy. Even now there are certain private operators who are operating in areas which are not covered by scheduled services.

Shri Gajendra Prasad Sinha: May I know how many new operators have been given permits or licences after the nationalisation of airways?

Shri Humayun Kabir: Subject to correction, Sir, I do not think any new operators have been given permission.

Shri Mahanty: May I know on what basis the private operators are selected; whether any notices are issued or any tenders invited for operating in routes?

Mr. Speaker: The hon. Minister said that no new operators have been allowed after the Airlines Corporation came into existence.

Dr. Ram Subhag Singh: But there are some private operators.

Mr. Speaker: There are, but he said that no new operators have been given permission. What is the good of asking about conditions for selection and all that?

Shri Mahanty: From the statement you will find, Sir, that there are the Kalinga Airlines and the Air Salkamer (Private) Ltd., two private operators, whose applications are under consideration for operating in various routes. I want to know on what basis the private operators are selected.

Shri Humayun Kabir: The question is that these are not routes which are being operated. Certain people have made applications. These applications

are under examination, and in making the examination all the relevant facts will be taken into consideration. The question of inviting tenders does not arise because it is these operators who have approached the Government.

Shri Sinhasan Singh: May I know whether the Flying Clubs of Agra, Kanpur and Lucknow have also applied to the Government for being permitted to have taxi service between Lucknow-Banares-Allahabad-Agra-Gorakhpur?

Shri Humayun Kabir: I have placed on the Table of the House a statement showing the applications which have been received, and I do not find the name of any of the Flying Clubs in this statement.

Shri Jaipal Singh: Is it a fact that before nationalisation the non-scheduled services concentrated more on passenger traffic, but since nationalisation their work is mostly in the matter of air lifting in Assam and other areas?

Shri Humayun Kabir: I think that is correct.

Shri Jaipal Singh: What are Government doing to encourage non-scheduled services in developing air passenger traffic?

Shri Humayun Kabir: I have already stated, and I stated during the discussion on the Budget, that points which are not connected by the Indian Airlines Corporation and which the Indian Airlines Corporation are not likely to take up, if any private operators approach the Government for permission to operate non-scheduled services in such lines the Government will examine the question sympathetically.

Shri P. C. Bose: May I know whether the private companies which are now operating are under any agreement with the Government to maintain a certain standard of service and comfort of passengers?

Shri Humayun Kabir: Whenever any permission is given to anyone, it is given under definite rules which have been laid down by the DGCA.

रेल गाड़ियों का समय से चलना

*१६५५. श्री रमेशकर लाल : क्या रेलवे मंत्री यह बताने की कृपा करेगे कि यात्री रेलगाड़ियों के समय से चलने के सम्बन्ध में रेलवे बोर्ड द्वारा क्या कांवाही की जा रही है?

रेलवे मंत्री (श्री जगनीचन राम) : एक बयान सभा-पटल पर रख दिया गया है। [विविध परिचालित ५ अनुबन्ध सं. ३५]

श्री रमेशकर लाल : अगर एक गाड़ी से दूसरी गाड़ी का मेल होता है और दूसरी गाड़ी पहले ही चली जाती है, तो मुसाफिरों के लिए क्या किया जाता है?

श्री जगनीचन राम : मुसाफिरों को काफी परेशानी होती है और इसी लिए अभी फिलहाल ही एक ऐसा हुक्म जारी किया गया है कि स्टेशन मास्टरों का कुछ डिस्क्रियन होनी चाहिये कि अगर गाड़ी स्टेशन के नजदीक पहुंच चुकी है, तो दूसरी गाड़ी को नहीं छोड़ना चाहिए।

Shri Wodeyar: May I know what steps have been taken to run the Grand Trunk Express and other trains in South India, in view of the volume of complaints about the irregular running of these trains?

Shri Jagjivan Ram: The steps that have been enumerated in the statement apply to all trains and services.

Shri Goray: I can understand trains reaching late, but are you doing anything to prevent their starting late?

Shri Jagjivan Ram: Perhaps, sometimes it happens. Take, for example, Delhi itself. It may appear to be a bit surprising why a train starts late from Delhi which is the originating station. It may be that some important trains which are coming from Calcutta, Bombay or Madras are late

and it is desirable that passengers from those trains are taken in the train that starts from Delhi. Therefore, from the originating station itself trains start late sometimes.

Shri Tangamani: It is stated that the punctuality performance of long distance trains are watched in the Railway Board's Office and proper directives are given. May I know what are the long distance trains, and with what result?

Mr. Speaker: Are we to enumerate the long distance trains just now? From Madras to Delhi is a long distance train.

Shri Tangamani: I want to know about Grand Trunk Express.

Mr. Speaker: Shall I allow long distance trains from Bombay to Calcutta, Madras to Delhi and so on to be stated on the floor of the House. Hon. Member, if he is particular, should have put a separate question.

Shri Sinhasan Singh: Are there not cases where trains start late by hours even when there are no connecting trains, especially in the N.E.R.?

Mr. Speaker: Very well; the hon. Member may bring them to the notice of the hon. Minister.

Shri Jagjivan Ram: There may be some such cases; I cannot give any general answer. If any particular instances are brought to my notice I shall look into them.

Shri Tangamani: May I know whether this matter was discussed in the recent conference of the General Managers?

Shri Jagjivan Ram: Yes. This matter was discussed at the recent conference of the General Managers, and periodically the Board reminds the General Managers to be active in this matter.

Shri Heda: May I know whether the Grand Trunk Express, which has the reputation of being unpunctual more than any other train, is still maintaining its reputation?

Shri Jagjivan Ram: I think it has been a chronic complaint with the G.T. Express. With the engineering works going on in the several sections on that line, I do not think it will be possible to expedite it too much at the present time.

Shri Dasappa: Why not change the name of the train?

Bhakra Canal in Punjab

*1656. **Shri Sanganna:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Bhakra Canal constructed by the Government of Punjab is the world's longest canal;

(b) whether any financial assistance was given to the Government of Punjab on account of this canal; and

(c) if so, to what extent?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir.

(b) Yes, Sir

(c) The entire amount spent by the Punjab Government on the construction of the Bhakra Canal was advanced by the Central Government to the participating States of Punjab and Rajasthan in the shape of interest bearing loans.

Shri Sanganna: What is the estimated cost of the canal and the programme for the completion of the canal?

Shri S. K. Patil: The estimated cost, not of this particular canal but of all canals in that region, is as follows:

Punjab Rs. 42.33 crores

Rajasthan Rs. 4.64 crores

making a total of Rs. 46.97 crores. By 1959 or 1960 these canals will be completed.

National Highways

*1657. **Sardar A. S. Salgal:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government propose to take up the road from Saraipali

(Fulgar) in Raipur to Ambikapur in Madhya Pradesh as a National Highway;

(b) whether Government are aware that this Highway Road to Ambikapur joins Bihar with Madhya Pradesh; and

(c) whether the construction of bridges over the Mahanadi and Mand rivers on the Saraigarh-Raigarh Road in Madhya Pradesh will be taken up?

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

(b) Yes, Sir.

(c) The construction of the proposed bridges is primarily the concern of the State Government as they fall on a State Road.

Shri Ranga: Did Government receive any proposals for the construction of that bridge there?

Shri Raj Bahadur: Proposals were received, but we have already made an offer to the State Government concerned that the Centre will be able to assist the construction of the bridges to the extent of fifty per cent. from the Central Road Fund Reserve in case the State Government are also prepared to reimburse the cost of the bridges to that extent from their own funds

सरदार अ० सिंहगल : क्या गवर्नमेंट की यह पालिसी नहीं है कि जब दो प्रान्तों में से होकर एक मड़क गुजरती हो तो उसको नैशनल हाइवे करार दे दिया जाए? अगर यह नीति गवर्नमेंट की है तो मैं जानना चाहता हूँ कि इस मड़क को नैशनल हाइवे करार देने में क्या दिक्कतें हैं?

श्री राज बहादुर : माननीय सदस्य को यह विदित होगा कि नैशनल हाइवे की जो लम्बाई है वह निर्धारित की जा चुकी है और वह १३,८०० है। सम्प्रति यह सम्भव नहीं है कि उसमें कोई इजाफा किया जा सके।

श्री जांगड़े : क्या मंत्री महोदय को जात है कि दो तीन वर्ष पहले मध्य प्रदेश गवर्नरमेंट ने सेटल रोड फंड से या सेटल गवर्नरमेंट से तीन करोड़ कर्ज लिया था जिसमें से इन दोनों नदियों पर पुल बनाने का निर्णय किया गया था। तीन वर्ष से अब तक क्या कुछ भी निर्णय नहीं हुआ है?

श्री राज बहादुर : किस कर्ज के बारे में कहा गया है, यह मुझे पता नहीं है। लेकिन यह जो दो पुलों को बनाने का प्रश्न में हवाला है उसके बारे में मैं कह सकता हूँ कि जो प्रस्ताव आया उसके अनुसार हम लोगों ने उसका उत्तर दे दिया था और ५० प्रतिशत उसमें महायता देने का वचन दिया है।

सरदार अ० सिं० सहगल : मैं जानना चाहता हूँ कि मध्य प्रदेश की गवर्नरमेंट के पास, जिसका हाल ही में पुनर्गठन हुआ है, यदि ५० प्रतिशत खर्च करने के लिए भी यप्या न हो तो क्या भारत सरकार उसको मदद देने के लिए तैयार है?

श्री राज बहादुर : अभी राज्य सरकार की ओर मेरे कोई उत्तर नहीं आया है। जैसा कि श्री राज्यों के साथ इस बारे में काम किया जाता है वैसा ही इस राज्य के साथ भी किया जाएगा।

Air India International

*1659. **Shri S. C. Samanta:** Will the Minister of Transport and Communications be pleased to state:

(a) which are the stations in Europe of the Air India International where the Chief Representative is not an Indian national;

(b) whether there are any special advantages in appointing non-Indians;

(c) if so, what are they; and

(d) whether any attempts have been made to appoint Indians in all key managerial positions of the Air India International Corporation both in India and abroad?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) The District Managers at Rome, Paris and Dusseldorf and the Regional Traffic Manager for Europe with Headquarters at Geneva are Non-Indians.

(b) and (c). Non-Indians have been appointed only where suitable Indian Nationals with requisite qualifications and experience were not available.

(d) All the key managerial posts in India are held by Indians. The policy of the Corporation is to replace the foreign nationals by Indians as far as practicable taking into consideration the fact that some foreign nationals who are in charge of European Stations were appointed by the predecessor company before nationalisation and have been in service for a long time.

Shri S. C. Samanta: What is the system followed by other foreign air service companies so far as appointments to these key posts are concerned? Do they appoint nationals of their own country or foreigners?

Shri Humayun Kabir: This is a very general question about foreign companies. But the presumption is that everywhere people employ their own nationals as far as possible.

Shri S. C. Samanta: May I know whether in the complaints book it has been recorded that there is apprehension of confidential circulars leaking out while they pass through these key officers?

Shri Humayun Kabir: It has not come to my notice. But I shall certainly draw the attention of the Air India International to the point made by the hon. Member.

Shri Ranga: Can we take it that we are not appointing any foreign nationals now?

Shri Humayun Kabir: Since nationalisation only one foreign national has been appointed, and he was appointed, I think, in 1954.

Shri Ranga: For what tenure?

Shri Humayun Kabir: These are not on tenure. When you take foreign nationals, if you dismiss them, you create a certain amount of ill-will. With regard to these people who have been in service, from the point of view of public relations and attracting local traffic it has proved of advantage that these men have been there.

Shri Jaipal Singh: Is it not a fact that by international convention any international operator has to employ a certain number of the nationals of the country through which it traverses?

Shri Humayun Kabir: So far as the junior posts are concerned, the convention is that nationals of the country where the station is, are appointed.

Shri Jaipal Singh: How many non-Indian nationals are in the employ of Air India International at the present moment?

Shri Humayun Kabir: I can say about senior officers. If my hon friend wants to know all the detailed figures, they have to be collected. There are eighteen stations, and out of them non-Indian nationals are operating only at five stations.

Shri Jaipal Singh: In the course of the debate on the Demands relating to this Ministry we were given the information that the Air India International has been opening out contact offices in various parts of the world. In these offices, are there mostly Indians or non-Indian nationals?

Shri Humayun Kabir: As I have stated, out of the eighteen stations which are outside the country, only in five are the heads non-Indian; all the other thirteen are Indian. And so far as the junior posts are concerned, like Secretaries and Assistants, these have to be local nationals for obvious reasons.

Shri Biren Roy: Are Government aware that in most of these foreign stations the ordinary Indian passengers are treated with very scant courtesy?

Shri Humayun Kabir: I have not heard of that; in fact I have heard high praise.

Mr. Speaker: By Air India International?

Shri Biren Roy: I am speaking particularly of the Air India International.

Shri Humayun Kabir: Till now we have received only praise about the courtesy and service of the Air India International.

Shri Biren Roy: I am not speaking of the service in the aircraft. I am speaking of it, at the stations.

Shri Humayun Kabir: I have not received any complaints up till now. This is the first time I am hearing it, and I shall draw the attention of the Chairman to this complaint.

Shri Biren Roy: I will place facts before him.

Shri Sadhan Gupta: I heard the hon. Minister say that certain foreign nationals were there because suitable, qualified Indian personnel were not available. If key managerial posts can be manned by Indians in this country, what are the particular technical requisites for which qualified Indians are not available abroad?

Shri Humayun Kabir: The answer is very simple. It is a question of linguistic efficiency. In this country most of the transactions are through English, whereas in Czechoslovakia or Switzerland or other foreign countries, unless the Indian national has sufficient facility in the language of that country he cannot operate efficiently.

Southern Rice Zone

*1660. **Shri N. R. Munisamy:** Will the Minister of Food and Agriculture be pleased to state whether the fixation of price of rice per maund F.O.R. is uniform in all States comprising Southern Rice Zone and whether it is being observed?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): No statutory prices have been fixed for rice in the States comprising the Southern Rice Zone.

Shri N. R. Munisamy: In view of the restrictions on the imports of rice, is there any corresponding reduction contemplated in the supply of rice to Kerala and Madras State which are now supplying rice through fair price shops and are now preventing the shortage and mal-distribution?

The Minister of Food and Agriculture (Shri A. P. Jain): The hon. Member's presumption is just the contrary. As a result of the creation of the southern zone, the supplies there have increased. The southern zone has not been importing from the other zones of India. On the other hand, it has been exporting to other parts of India, particularly, to Calcutta, Bombay and Saurashtra. With the creation of the zone, all the rice which would otherwise have gone to those areas, is now there, and no shops are closing there, except that now, with the creation of the zone, we propose to stop supplies to the fair price shops in Mysore and Madras with effect from 1st October.

Shri N. R. Munisamy: Is the Minister aware that in spite of the formation of the southern rice zone, the price of rice in Andhra Pradesh is running high, and has he taken steps to see that he sends some officers to Andhra and Orissa for the acceleration of the procurement of rice so that he can see that Kerala and Madras do get some supply?

Shri A. P. Jain: Prices in the south this year are generally lower than what they were last year except in Andhra. In Andhra we are doing operations of procurement and also we are buying in Orissa.

Dr. K. B. Menon: May I know whether there is any truth in the complaint that has been appearing in the local newspapers in Kerala that there is no proper co-operation of the

Centre with the State in the supply of rice?

Shri A. P. Jain: I believe the hon. Member will agree that if there is any such propaganda, it is a very mischievous propaganda, not good for the Kerala State.

Shri Narayananakutty Menon: May I know whether it is a fact that Government is procuring rice stocks in the State of Andhra because, under the conditions stipulated in the Essential Commodities (Amendment) Act, the Government is obliged to pay the average price in the previous years? The Government has to pay a very high price for the rice which price could not be obtained by selling the rice to the consumers.

Shri A. P. Jain: After all, this Parliament has passed this law. The law has the approval of this Parliament and all I can do is to operate upon the law. The Parliament decided that when we make the procurement, we shall have to pay the average price prevailing during the previous three months. That is what we are doing. I think it is an essentially good law, because it does not fix an arbitrary price, but it puts a limit to the rise in prices.

Several Hon. Members rose—

Mr. Speaker: Every day, the food question comes up. What can I do? How many questions can be answered?

Shri Sadhan Gupta: Because food is a daily necessity.

Mr. Speaker The hon. Members have had a debate on the President's Address, again on the Budget, again on food. Almost every week this comes up.

Shri Tangamani: The import of rice is going to be stopped in respect of Madras from 1st October. That is a very serious matter.

Mr. Speaker: The hon. Members can only elicit an answer. The hon. Minister has said that a separate

southern zone has been created. Hitherto, whatever quantity has been exported from Andhra, which was a surplus area, will now be confined and be allowed to circulate amongst the Kerala and other States in the south; and on account of this they are not importing or allowing any import. Are we going today to have a debate on this? The answer has been given.

Shri Narayanan Kutty Menon: One question regarding the price of rice.

Shrimati Parvathi Krishnan: One question.

Mr. Speaker: I shall allow the hon. lady Member.

Shrimati Parvathi Krishnan: Thank you, Sir. The hon. Minister made a statement that after the formation of the southern zone, they are going to stop giving imported rice to the southern zone. May I ask, how Government can reach this decision without first examining the position sufficiently long enough and finding out whether there is sufficient rice there as a result of the formation of the zone?

Shri A. P. Jain: In the first place, the interpretation put by the hon. lady Member to the answer which I gave is wrong. What I said was that we are going to stop supply of rice with effect from 1st October in Madras and Mysore and as regards Andhra we are going to continue the supplies but at a reduced scale. The prices in Andhra today are the lowest in the country except in Orissa.

Shrimati Parvathi Krishnan: That is no answer.

Mr. Speaker: Next question.

तार जांच समिति

*१६६१. श्री भक्त वशीन : क्या परिषद्धत तथा संचार मंत्री यह बताने की कृपा करेंगे कि कुछ समझ पहले जो तार जांच समिति नियुक्त की गई थी उसने अपने कार्य में इस बीच क्या प्रगति को है?

परिषद्धत तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : इस समिति का, कार्य ५ जून, १९५७ से प्रारम्भ हुआ, जबकि इस समिति के मन्त्री ने अपना कार्य-भार संभाला। इस समिति की प्रथम बैठक १२ जुलाई से १६ जुलाई, १९५७ तक हुई, जिसमें प्रारम्भिक प्रश्नावली (Preliminary Questionnaire) को अन्तिम रूप दे दिया गया है। सर्व सम्बन्धियों के पास इस प्रश्नावली की छपी हुई प्रतियां ६ अगस्त १९५७ को भेज दी गयी हैं। इस प्रश्नावली के उत्तर भी आने लग गये हैं। इस समिति की आगामी बैठक १६ सितम्बर से २५ सितम्बर, १९५७ तक बम्बई में होनी निश्चित हुई है।

श्री भक्त वशीन : क्या मैं जान सकता हूँ कि यह समिति देर से देर कब तक अपना प्रतिवेदन प्रस्तुत कर देगी?

श्री राज बहादुर : इस को कई स्थानों को जाना पड़ेगा, कई सुविधाओं को देखना पड़ेगा और कई मस्थाओं से बातचीत करनी पड़ेगी। मैं समझता हूँ कि यह समिति ४, ६ महीने में अपना काम खत्म कर लेगी ऐसी आशा की जानी चाहिए।

श्री भक्त वशीन : पिछों दिनों इस विभाग के कर्मचारियों ने जो "गो स्लो" (धीमे चलो) वी नीति अपनाई थी, उसके कारण देश को बड़ा धक्का पहुंचा था, मैं जानना चाहता हूँ कि क्या इस समिति को यह भी आदेश दिया गया है कि कोई ऐसे उपाय सुझाये जायें जिससे कि इस तरीके की घटनाएं न होने पायें?

श्री राज बहादुर : मैं समझता हूँ कि जो कुछ भी घटनाएं रीछे घटते हैं और जो कुछ भी आज इस सेवा में त्रुटियां या कमियां आई हैं, उन सब के ऊपर यह समिति ध्यान देगी ताकि इस सेवा को अच्छा से अच्छा बनाया जा सके।

श्री भक्त वशीन : क्या गवर्नरेंट की जानकारी में यह बात है कि तार और टेलीकान

के विकास में एक बड़ी मुद्दत यह है कि धातु के सम्मेलनों पढ़ते हैं और पहाड़ी और पिछड़े हुए इलाकों में लकड़ी के सम्मेलन लगा कर इस काम को किया जा सकता है, क्या इसके बारे में भी यह समिति कोई कार्यक्रम बनायेगी?

श्री राज बहादुर: इस समिति का कार्यक्रम निर्धारित कर दिया गया है। टर्मस आफ रेफ्रेंस में मैं समझता हूँ कि जो कुछ भी औपरेशनल आविष्यकताएँ काम करने की हैं, उन सब पर व्यान दिया जायगा और इस सुझाव पर भी व्यान दिया जायगा।

Grow More Food Programmes in Andhra

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*1662. *Shri Venkatasubbaiah:*
Shri Bali Reddy:

Will the Minister of Food and Agriculture be pleased to state the amount of loans and grants sanctioned by the Government of India to the Government of Andhra for (i) well sinking and well repairing schemes; (ii) tank construction and tank repairs schemes under Grow More Food Programme during the years 1956-57 and 1957-58?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(i) *Well sinking and well repairing scheme*

	Loan	Grant
1956-57	nil	nil
1957-58	Rs. 6,41,500	nil

(ii) *Tank construction and tank repairs scheme*

	Loan	Grant
1956-57	nil	nil
1957-58	Rs. 34,93,00	nil

N.B.—Information given above for the year 1956-57 is for pre-integrated Andhra.

Shri Venkatasubbaiah: May I know what is the actual assistance that has been asked by the Andhra Pradesh Government towards tank repairs and well repair schemes, and what is the actual amount that has been sanctioned by this Government?

Shri M. V. Krishnappa: We have sanctioned more than what has been prescribed as the limit in the Five Year Plan. According to the Second Five Year Plan, for 1957-58, there was a ceiling of Rs. 1,68,00,000 for minor irrigation schemes, whereas we have sanctioned Rs. 1,77,00,000 for all these minor irrigation schemes.

Shri Nagi Reddy: The question has not been answered. The question was, what was the amount that the Government of Andhra Pradesh had asked for and how much has been granted. So, the answer is entirely different from what was demanded by the question.

Shri M. V. Krishnappa: They cannot ask more than what has been fixed as ceiling according to the Second Five Year Plan. A ceiling has been fixed now taking into account the Central grant and the local State Government's resources. A ceiling was fixed at Rs. 1,68,00,000, whereas we have approved Rs. 1,77,00,000.

Shri Venkatasubbaiah: I want a specific answer to my question. The answer given by the hon. Minister is not so.

Shri M. V. Krishnappa: In 1957-58 the Government of Andhra Pradesh submitted a scheme for the construction of 214 new wells, and repair of 142 old wells in the Telangana area. A loan of Rs. 6,41,500 asked by the State Government was agreed to. Whatever they had asked, we have agreed.

Shri Ranga: We were told that so far as wells are concerned, in 1956-57, there was no grant made. Why was it so?

The Minister of Food and Agriculture (Shri A. P. Jain): Because no scheme was sent by the State Government.

Shri Ranga: May I know whether the dispute has been settled as between the two Governments in regard to the collection of the money for those wells which could not be completed or those wells which were dug but that water could not be tapped? The

Andhra Government had requested the Government of India to waive the collection of the money that was advanced to the peasants, because the peasants themselves have lost the money.

Shri M. V. Krishnappa: We have asked the Andhra Government to submit additional schemes for the minor irrigation works, especially tanks and wells, and it is under the consideration of the Government to give them more grants—to the Andhra, Madras and Mysore States.

Shri Ranga: That is all right. Evidently the hon. Minister did not follow the question.

Shri M. V. Krishnappa: I followed your question, but I want notice.

Shri Ranga: With regard to this question.....

Mr. Speaker: The hon. Minister wants notice for the answer.

Shri Ranga: The hon. Minister knows it. I have spoken to him.

Shri Thimmalah: The Minister said that loans were given. May I know whether any State Government has requested the Central Government for converting them into overall grants instead of loans and grants?

Shri A. P. Jain: There are definite rules for advancing loans and grants in a certain proportion. Of course, every State Government may like to convert the whole of the loan into grant, but we are not going to accept that.

Shri Viswanatha Reddy: In the well-repairing schemes under the Grow More Food Campaign, one of the criteria for the peasants to be entitled to receive the subsidy is that the well should be of a particular dimension, regardless of the availability of water. This criterion has created a lot of hardship to the peasants. Therefore, may I know whether it is in the contemplation of the Government of India to change this criterion and fix

it according to the availability of water in the wells?

Shri M. V. Krishnappa: I also know this information that the local Governments fix certain dimensions regarding depths and other things. It is entirely the responsibility of the State Government. We insist that it should be economical. Where it is not economical, we give them some grant. That is all the help that the Centre gives.

Shri Bali Reddy: With a view to increase agricultural production, will the Government be prepared to sanction sufficient funds to repair the thousands of tanks in Telangana which are now lying breached?

Shri M. V. Krishnappa: Yes, Sir; we have just now asked for an additional list of schemes, especially to repair breached tanks and desilting of tanks. This is very important, especially in Telangana and Rayalaseema where thousands of tanks are in repair.

Shri R. Ramanathan Chettiar: What is the annual expenditure on this scheme?

Shri M. V. Krishnappa: I have given the figures, Sir.

Power Project at Litan on Thoubal River

*1663. **Shri L. Achaw Singh:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Power Project at Litan on the Thoubal River has been approved and finalised by Government;

(b) if so, when the construction of the dam at Litan will commence; and

(c) whether any other alternative site has been suggested for a hydro-electric plant in the vicinity of Imphal?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir. The Project is under investigation.

(b) Does not arise.

(c) Possibilities of development of power at a few other sites in the vicinity of Imphal do exist; but their technical soundness and economics can be determined only after detailed investigations are made. Litan, which appeared to be the most promising of these, is being investigated first.

Shri L. Achaw Singh: May I know whether any preliminary load survey has been made for this scheme and if so, what is the estimate of the generating capacity and which are the areas which are going to be supplied with power from this scheme?

Shri S. K. Patil: The preliminary surveys are undertaken. The schemes will cost somewhere about Rs. 2,33,300 for investigation for which sanction was given. Out of this amount Rs. 31,435 was estimated to be spent on investigation of the Litan power scheme. I think the power that is to be produced from it is somewhere about 3,000 KWs.

Shri L. Achaw Singh: My point whether any survey has been made has not been answered.

Shri S. K. Patil: Investigation includes that. It must have been done; I have no information on that point.

Shri L. Achaw Singh: The hon. Minister has not given the areas—whether it is Utkhrul or Imphal, etc.—which are going to be supplied with power from this hydel scheme.

Shri S. K. Patil: I think Imphal and surrounding areas will be served. If he wants any detailed information, I would require notice.

Shri T. N. Singh: May I know under which agency the investigation is being carried on? Is it the State Government doing it or the Central Water and Power Commission?

Shri S. K. Patil: I think it is done under the direction of the Central Water and Power Commission. About the actual agency, I have no notes here; I would require notice.

T. B. Patients in Delhi

*1665. **Shri Radha Raman:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that Delhi will have additional provision for T. B. patients whose number is growing fast in Delhi;

(b) if so, the steps being taken in this respect and at what cost; and

(c) whether the offer of the Care and After Care Committee to place in the hands of Delhi Administration an amount of about rupees one lakh for additional beds for T. B. patients had been accepted?

The Minister of Health (Shri D. P. Karmarkar): (a) Provision has been made in the Second Five Year Plan for additional facilities for the treatment of T. B. patients in Delhi.

(b) A statement is placed on the Table of Lok Sabha. (See Appendix V, annexure No. 36.)

(c) The offer is under consideration of the Delhi Administration.

Shri Radha Raman: May I know whether the Government have assessed the present need of Delhi so far as T.B. patients are concerned and in what way the present provision will help to meet that?

Shri Karmarkar: I have not got with me at the moment the exact figures of the assessed requirements of T.B. patients. In addition to the beds that are already there—it comes to round about 1,100—the following programme has been accepted in the Second Five Year Plan: 52-bedded ward for advanced T.B. cases and six T.B. clinics in Delhi at Shahdara, Paharganj, Pusa Road, etc.

Mr. Speaker: The hon. Minister will speak a little louder.

Shri Karmarkar: Yes, Sir. I was saying that in addition to the provision of round about 1,100 beds, there is under the Second Five Year Plan a proposal to open a 52-bedded ward for isolation of advanced T.B. cases.

and six T.B. clinics at six centres in Delhi. There was also a scheme under the Second Five Year Plan for the establishment of a T.B. colony of 1,500 beds at a cost of Rs. 19 lakhs, but this scheme had to be dropped due to the non-availability of a suitable site.

Shri Radha Raman rose—

Mr. Speaker: The answer is clear. I must finish a number of questions. I have allowed him two questions.

Shri Radha Raman: Only one more question. May I know whether the Government have taken some steps on the preventive side, because a number of patients which are treated in the clinics do not get admission in any of the T.B. hospitals in Delhi for more than a year and in some cases even more than that period?

Shri Karmarkar: I should say that in addition to the beds that I have mentioned, there are also two Government of India institutions, one at Mehrauli—I am sorry, another is the Ramakrishna Mission hospital. Still we find that the number of cases is larger than what we can accommodate. Regarding preventive medicine, there are four aspects, which I cannot deal with at the time at my disposal. Prevention of T.B. involves sanitation measures and things like that, into which, without your permission, I cannot go at length.

New Steam Power Plant in Jodhpur

*1666. **Shri Harish Chandra Mathur:** Will the Minister of Irrigation and Power be pleased to state when the new Steam Power Plant under the T. C. M. is likely to be commissioned in Jodhpur?

The Minister of Irrigation and Power (Shri S. K. Patil): The new Steam Power Plant is expected to be commissioned in Jodhpur by 1959-60.

Shri Harish Chandra Mathur: May I know if the hon. Minister is aware that there was a complete breakdown

of electric supply in Jodhpur last month and that the progress has been slow for the last five years?

Shri S. K. Patil: I take that information, Sir.

Shri Harish Chandra Mathur: May I know what steps the Minister is proposing to take to make certain interim arrangements at that place and if any priority is proposed to be given to the steam plant to be commissioned there in view of the present situation?

Shri S. K. Patil: I am told that we were trying to get some iron machines until the new machines became available, but that could not be done. As it is, until the machines come, nothing could be done. There was also some delay, as the hon. Member might be knowing, because the steel structure had to be changed to masonry. But that is a delay of a few months. There is nothing that we can do at this stage to expedite that.

Freight Structure Enquiry Committee

*1667. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether the Railway Board has since completed the examination of the Railway Freight Structure Enquiry Committee's recommendations;

(b) if so, the nature of the decision arrived at;

(c) what are the salient features of the recommendations; and

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

The Minister of Railways (Shri Jagjivan Ram): (a) No, Sir.

(b) Does not arise.

(c) and (d). In due course, the report will be released and a copy thereof will be laid on the Table of the House.

Shri T. B. Vittal Rao: What are the difficulties confronting the Railway Board in finalising the examination in view of the fact that this report was submitted several months ago?

Shri Jagjivan Ram: The report was received sometime in May this year. It has recommended the rationalisation of the whole freight structure. The issue is a complicated one and requires to be examined from all aspects. That is why it is taking time. We hope to finalise it in the next two months.

Shri T. B. Vittal Rao: The hon. Minister has stated that it will be finalised within two months. Since the framing of the budget for the year 1958-59 will be taken up within a month or two, I want to know whether the recommendations of the Freight Structure Enquiry Committee will be enforced during 1958-59.

Shri Jagjivan Ram: If we are able to finalize it at a stage where it will be possible to have the forecast of the income from the revised freights, we will include that in the budget. Otherwise, it will have to be done at a subsequent stage.

Shri T. B. Vittal Rao: May I know whether it is a fact that it is being examined by a sub-committee in the Railway Board?

Shri Jagjivan Ram: It is not being examined by a sub-committee. It is being examined by the officers of the Board.

Noori Sugar Mills, Bhatni

*1668. { **Shri Bibhuti Mishra:**
Shri K. N. Pandey:

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

(a) whether any application, direct or through Government of Uttar Pradesh has been received for the appointment of an Authorised Controller by the auction purchaser of Noori Sugar Works, Bhatni, Deoria, U.P.;

(b) if so, the action taken thereon;

(c) whether it is a fact that some of the sugar factories which had been taking sugarcane of Bhatni area have refused to take any cane of that area

in 1957-58 season causing much inconvenience and loss to cane growers and Government; and

(d) if so, what steps have been taken so far or proposed to be taken for the disposal of the cane of that area?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) Yes, Sir.

(b) The case is under examination.

(c) and (d). Two of the sugar factories to which the cane grown in the Zone of Bhatni factory was being allotted in previous seasons, are reluctant to take such cane during 1957-58 season. This would, however, not cause any inconvenience or loss to cane growers as the State Government propose to re-allot such cane to other neighbouring factories, if it is not found feasible to bring the Bhatni factory into production.

श्री बिभूति मिश्र : अभी माननीय मंत्री जी ने जवाब दिया कि जो दो फैक्टरीज को केन दिया गया वे उसे लेने के लिये तैयार नहीं हैं। अब य० पी० गवर्नमेंट वह केन दूसरी मिल को देगी। इससे किसानों को तकलीफ होगी। इसके बजाए सरकार इस मिल का किसी को कंट्रोलर नियुक्त करके इसे चालू क्यों नहीं कर देती?

कानून तथा हृषि संशोधनी (सी. बी. प्र० जैन) : उससे किसानों को तकलीफ नहीं होगी। किसानों के जो हृकूक हैं वे तो सुरक्षित रहेंगे। लेकिन अगर माननीय सदस्य के दिमाग में यह बीज है कि हम मिल थोनर को कंट्रोलर मुकर्रर कर दे, तो ऐसा हम तभी कर सकते हैं जब कि कानून हमको इसकी इजाजत दे। अभी तो हमारी कानून मिनिस्ट्री ने हमको यह सलाह दी है कि उसके अन्दर दिक्षते हैं। अगर वे दिक्षते रहेंगी तब तो हम ऐसा नहीं करेंगे लेकिन अगर वे दिक्षते हट जाती हैं तो हम इसके बारे में सोचेंगे।

श्री बिभूति मिश्र : अशिंग सीजन नज़ीक है। इसलिये मैं जानना चाहता हूँ कि इस

कानूनी अधिकार को हत करने में कितने दिन और लगेंगे ?

श्री अ० प्र० जैन : इसमें कोई दिक्षित की बात नहीं है। वह फैक्टरी वाला, जिसने इसको खरीदा है, यह चाहता है कि कंट्रोलर मुकर्रर हो जाये तो किन वह पैमा लगाना नहीं चाहता। उसमें पाच या छँ लाख पया लगेगा। जब तक वह रुपया लगाने को तैयार नहीं होता उसको कंट्रोलर मुकर्रर नहीं किया जा सकता।

डा० राम सुभग सिंह : किन किन कारणों से फैक्टरीज ने शुगर केन लेने से इंकार कर दिया ?

श्री अ० प्र० जैन : अब उनका जस्तर नहीं है। लेकिन वह गत्रा दूमरो जगह लग जायेगा। उसमें कोई दिक्षित नहीं है।

श्री सिहासन सिंह : अभी माननीय मंत्री जी ने कहा कि पाच लाख रुपया लगेगा पर जिन्होंने इसको खरीदा है वह रुपया लगाने को तैयार नहीं है। फैक्टरी का चालू करने के लिये उनके सामने गवर्नरमेंट ने कौन कौन सी शर्तें रखी हैं और उनमें से उनको कौन कौन सी शर्तें मंजूर हैं ?

श्री अ० प्र० जैन : गवर्नरमेंट के शर्तें रखने का सबाल नहीं है। मैं चाहता हूँ कि मैं तभाम बात हाउम के सामने साफ साफ रख दूँ। यह एक इच्छेवाल प्राप्ती ही जिसके कुछ आदमी पाकिस्तान चले गये। उसका नीलाम हुआ और वह खरीद ली गयी अब उसके बारे में हाईकोर्ट में मुकदमा चला हुआ है। अब हाईकोर्ट से सामना तो होने के पहले जिसने उसे खरीदा है वह रुपया लगाना नहीं चाहता और फैक्टरी बन्द पड़ी हुई है। उस आदमी को शक है कि हाईकोर्ट उसके हक को मंजूर करेगी या नहीं।

श्री सिहासन सिंह : इस फैक्टरी के बन्द हो जाने से उस एरिया के काश्तकारों को तमुकसान हूँगा है। पहले जब वह फैक्टरी

चालू थी उसको काफी काश्ता होता था। पहले वहां इस बहुत पैदा होती थी पर जब से फैक्टरी बन्द हो गयी है इस की पैदावार वहां बहुत कम हो गयी है। अगर यह फैक्टरी चालू को जा सके तो काश्तकारों को बहुत काश्ता होगा।

श्री अ० प्र० जैन : यह फैक्टरी तो आठ वर्ष में बन्द पड़ो हुई है। अभी तो बन्द नहीं हुई है। यह सदाचाल कोई नया तो नहीं है।

Rice Mills in Andhra

*1669. Shri Nagi Reddy: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of rice mills in Andhra Pradesh that have been served with notices to declare their stocks, District-wise; and

(b) the rates at which Government have purchased rice in Andhra?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):
(a) 344 altogether in the three districts of Krishna, East Godavari and West Godavari

(b) The rates range from Rs 17 to Rs. 19/12/2 per maund bagged rice ex-mill

Shri Nagi Reddy: May I know the difference between the price at the time of the procurement and the price at the time of the harvest?

Shri M. V. Krishnappa: The price today is about eight annas or one rupee less than what it was three months ago, i.e., at the time of the harvest. The price was about Rs. 18-8-0 to Rs. 19.

Shri Nagi Reddy: That is not less. The price that Government is now paying is a little more than what it was at the time of the harvest.

Shri M. V. Krishnappa: That is so. At the time of the harvest the price was very high. Today we are able to procure it at a lower price.

Shri Nagi Reddy: What was the harvest price?

Mr. Speaker: The Minister has stated that the present price is half a rupee or a rupee less than the harvest price.

Shri M. V. Krishnappa: I am prepared to give the prices. In Kakinada it was Rs. 18-12-0 at the time of the harvest. Today it is Rs. 18-4-0, four annas less. I have got the figures for other places also.

Shri Ranga: May I know whether Government has received co-operation from the mill-owners and whether they found any obstruction on the part of anybody in the process of locking?

The Minister of Food and Agriculture (Shri A. P. Jain): We have not received any co-operation from the mill-owners. On the other hand, they have been trying to create all kinds of troubles to us.

Shri Ranga: May I know whether the officers who had gone there to lock up these godowns containing rice and paddy experienced any difficulty and did they find people taking away paddy stealthily or hoarding it stealthily?

Shri A. P. Jain: In fact, we have not locked any godowns. All that we wanted them to do was to send us some returns of the stock. They had nothing else to do. When the question of procurement arose, they created all kinds of obstruction.

Shri Ranga: May I know whether the mill-owners...

Mr. Speaker: The hon. Minister says that there was no co-operation and they did not submit the returns.

Shri Venkatasubbaiah: May I know the comparative prices for the previous years from 1945?

Shri Ranga: Is it not a fact that the officers as well as the police who had gone there to the various godowns, did not find any difficulty to find the godowns and to seal them?

Shri A. P. Jain: We have not sealed any godown. The whole process is like this. We ask the mill-owners to declare their stock of rice and paddy. They have to declare their stocks. Then, if the authorities send procurement notice, they have to comply with it. Of course, in complying with the procurement notice they have created all sorts of trouble.

Shri Venkatasubbaiah: My question has not been answered.

Mr. Speaker: It won't be answered. The hon. Minister cannot give figures for so many years off-hand.

Shri Tangamani: Since S.Q. No. 1670 and 1690 are on the same subject, I request that they may be answered together.

Mr. Speaker: Yes.

Explosion at Asansol

*1670. **Shri Supakar:** Will the Minister of Railways be pleased to state:

(a) whether the report of the enquiry into the serious explosion of a wagon at Asansol Railway Station on the 31st July, 1957 resulting in the death of 13 persons and injury to others has been completed; and

(b) if so, the action taken thereon?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes, Sir.

(b) A statement is placed on the Table of the House. [See Appendix V, annexure No 37]

Wagons Explosion at Katpadi Station

*1690. **Shri Tangamani:** Will the Minister of Railways be pleased to state:

(a) whether the report of the enquiry of the explosion at Katpadi station in the Southern Railway on the 21st August, 1957 has been received;

(b) what is the amount of compensation paid to families of the deceased; and

(c) what steps, if any, have been taken to prevent recurrence of such incidents?

The Minister of Railways (Shri Jagjivan Ram): (a) While the report of the Magisterial Enquiry has not been received from the State Government, a copy has been received by the Chief Inspector of Explosives.

(b) No claims for compensation have been received from the families of the deceased so far.

However, wife of Tranship Porter, Shri Bhawani Prasad, who was killed in the accident, has been paid Rs. 100 as an interim relief.

(c) A statement has been placed on the Table of the House in connection with Question No 1670. [See Appendix V, annexure No. 37]

Shri Supakar: May I know whether there is any rule or regulation for keeping fire-work packages of a non-violent variety separately from packages of fire-works like toy pistol caps, which explode merely by dropping?

Shri Jagjivan Ram: If the hon. Member looks into the statement that has been placed on the Table, he will find that if the proper proportion of the chemicals is maintained and caps are manufactured according to the proportion of the chemicals they are not so inflammable as to detonate with a little jerk, or if they fall. There are rules laying down which type should be booked separately from each other.

Shri C. R. Pattabhi Ramam: Is it not a fact that these explosions are due to particular types of paper crackers which explode by themselves; in other words they are self-igniting.

Shri Jagjivan Ram: It has been mentioned in the statement what they were and how far they were explosives.

Shri Tangamani: The hon. Minister stated that only one person has been given interim relief of Rs. 100. In Katpadi eight persons were killed. May I know whether early steps will

be taken for paying them an interim payment without waiting for demand for compensation?

Shri Jagjivan Ram: I will issue instructions that interim relief should be paid immediately.

Shri Supakar: May I know if before the 4th September, 1957 there was any rule that the unloading of explosives and fire-works must be done away from the station and if so if that rule was observed in the case of any of these three cases of explosions?

Shri Jagjivan Ram: There are definite rules about loading and unloading and transport of these things. As far as we can say, the rules were observed, but I will not again say so, because we have not received the final report that in all these cases all the rules were fully observed.

Shri Sadhan Gupta: May I know whether there is a system of checking consignments of fire-works to ascertain whether prohibited fire-works or explosives are booked along with fire-works, and if so, whether that procedure was observed in connection with the explosions at Asansol and Katpadi?

Shri Jagjivan Ram: I do not think at present as far as these fire-works are concerned, there is any rule laid down of their being checked by the Department of Explosives. Of course, according to the Railway Act the consignors have to certify that they do not possess any dangerous or unauthorised chemicals.

Several hon. Members rose—

Mr. Speaker: We have set apart two hours for this discussion.

Shri Supakar: The statement says that after the explosion at Asansol the packages were found to contain qualities of composition of a forbidden character. May I know whether when a consignment is consigned from a particular station no care is taken to see before despatch that it is of a safe variety?

Shri Jagjivan Ram: As I have said, no check is done by the railways as such. We have under the Red tariff certain instructions which material can be consigned with which material in the wagon or which material of the fire-works cannot be sent in the same wagon. There are detailed instructions. But individual items are not checked by the railways.

Shri Dasappa: Examination showed that in certain packages the contents were full but they were loose, while in the case of certain packages the original crating was broken. Are any precautions taken to see that when these goods are received they are properly packed and the covering also is safe.

Mr. Speaker: There is a two-hour discussion on this subject. If hon. Members go on taking away the time of the House like this I will cut off these two hours. Hon. Members must co-operate with me. I have always been indulgent. Whenever I find that some time has to be given, I have always provided it. I am not going to allow the hon. Member.

Shri Dasappa: I do not want an answer; but it will help the discussion.

Mr. Speaker: Hon. Members must try to get through the work.

Comet

*1671. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state whether it is a fact that a comet was seen in various places in India in the evening of Tuesday, the 20th August, 1957?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): Yes, Sir.

श्री रघुनाथ सिंह : क्या इस विषय में कोई साइंटिफिक एन्क्वायरी हुई?

श्री हुमायूँ कबीर : कमेट को २० अगस्त से २५ अगस्त तक दिल्ली में देखा गया और दूसरी जगहों में भी देखा गया और आवारेशन किया गया।

Some hon. Members: The answer may be given in English as well.

Shri Humayun Kabir: I said that the comet was observed in Delhi between the 20th August and 25th August; in India as a whole it was observed for about three weeks starting from the 20th August. At different observatories observations have been taken.

श्री भक्त दशेन : क्या गवर्नमेंट के विशेषज्ञों ने इस बात पर विचार किया है कि कूकि यह धूमकेया पुच्छल तारा पश्चिम दिशा में उदय हुआ और वही प्रस्त भी हो गया, इस लिये भारत पर इसका बुरा प्रभाव नहीं पड़ेगा, बल्कि भारत के पश्चिम के देशों पर पड़ेगा?

Shri Humayun Kabir: I shall leave the answer to that question to the ingenuity and imagination of the hon. Member himself.

Several hon. Members rose—

Mr. Speaker: If hon. Members have noticed it at various places, why do they ask the Minister?

हिमाचल प्रदेश में आलू की फसल

*१६७३. **श्री पद्म देव :** क्या साथ संघ हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात का पता है कि हिमाचल प्रदेश की आलू की फसल, जो कि वहाँ की प्रमुख नकदी की फसल है, निकट भविष्य में तैयार होने वाली है;

(ल) क्या यह सच है कि आलू के नियाति में किसानों को कठिनाइयों का सामना करना पड़ता है;

(ग) किसानों को इस संबंध में सहायता देने के लिये क्या सरकार द्वारा कोई कार्यवाही की जा रही है; और

(घ) यदि हा, तो तो वह क्या है?

कृषि उपर्यामी (श्री मो. बै. कुमार्या): सभा की टेबिल पर एक विवरण रख दिया गया है। [देखिये परिचय ५, अनुकूल संस्था १८]

श्री पद्म देव: मैं यह जानना चाहता हूँ कि जो सहूलियतें कोशापरेटिव सोसायटीज और कृषकों को पहले दी दुई थीं, क्या वे इस साल भी आलू रहेंगी?

काला तथा कृषि मंत्री (श्री अ० प्र० जैन): प्रश्न के उत्तर में यह साफ तौर पर बताया गया है कि क्या क्या सहूलियतें दी जा रही हैं।

Shri Y. S. Parmar: May I know whether the Mahasu District Co-operative Federation which exported the potatoes suffered heavy losses in 1954-55 due to lack of proper arrangement?

Shri A. P. Jain: It is the accounts of the cooperative society which will show whether they have suffered loss or gain. I do not know anything about it.

Community Development and N.E.S. Blocks

*1674. **Shri B. S. Murthy:** Will the Minister of Community Development be pleased to state:

(a) whether the Ministry has evolved any scheme to remove caste and communal differences in working the various Blocks under its administration; and

(b) if not, what steps are being taken towards the objective?

The Minister of Community Development (Shri S. K. Dey): (a) It has not been possible to evolve any special scheme such as can eradicate this virus of ancient origin.

(b) The long-term remedy is being worked out through common education on a mass scale for all children regardless of caste and communal considerations. Remedies on the economic

plane, which will bring about the mixing of people across caste and communal barriers, can only be provided through development of industry and technology which already is taking place slowly yet steadily. In regard to housing, village Industries and other allied matters, emphasis is being laid on help in increasing measures to the under-privileged section of the community. Short-term remedies are being offered through participation in common on community activities including recreation and social education, and promotion of the secular principles enjoined by the Constitution.

Shri B. S. Murthy: There is half a minute more, Sir.

Mr. Speaker: In half a minute what can he do?

Shrimati Parvathi Krishnan: May I make a request? Question No. 1693, standing in my name, may be taken up today. I had originally given short notice to that question. It has been included in the usual list. As it is rather an urgent matter, I would request you to take it.

Shri Raghunath Singh: How can a question be allowed when supplementaries cannot be allowed?

Mr. Speaker: If the hon. Minister is willing even during the official hour, I have no objection.

Shri B. S. Murthy: In case the hon. Minister is willing, I may be allowed one minute.

Mr. Speaker: From this angle I see that 12 o'clock has been reached. How can I be corrected by saying that there is half a minute and so on?

Is the hon. Minister willing to answer this question? I must have a yes or no.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): If it is your ruling, Sir, we will be prepared to do it. Otherwise...

Mr. Speaker: There is no ruling of mine. The first hour is dedicated to

non-official business. Afterwards it is official business except on Fridays. Now, it is open to the Minister to answer or not to answer.

Shri Raj Bahadur: I do not want to create a precedent.

Mr. Speaker: Short notice question.

Shri Goray: Will you be kind enough to extend the concession to me?

Mr. Speaker: No, no. That concession has not been allowed.

SHORT NOTICE QUESTIONS AND ANSWERS

Housing Programme of the Second Five Year Plan

S.N.Q. No. 28. { Shri R. S. Lal:
Shri Wasnik:

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

(a) whether the statement made by him in Lok Sabha on the 14th August, 1957, to provide Rs. 1,000 crores for the Housing Programme during the Second Five Year Plan is correct; and

(b) if so, what are the sources from which the said sum will be raised?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b) A statement is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 39.]

श्री राम शकर लाल . स्टेटमेंट में यह कहा गया है कि स्टेट्स मे हाउसिंग वारपोरेशन काथम किये जायेंगे । में जानना चाहता हू कि क्ये कब तक बन जायेंगे ?

Shri K. C. Reddy: The various States will have to introduce appropriate legislation in their respective legislatures and it may take anywhere about 6 months to 9 months before they can enact on the lines that we intend enactments should be introduced there.

श्री राम शंकर लाल : मैं जानना चाहता हूँ कि इन हाउसिंग कारपोरेशंस से गावों वालों को घर बनाने के लिये क्या क्या सहायता मिलेगी ?

Shri K. C. Reddy: So far as rural housing is concerned, it is not expected that the proposed Housing Finance Corporations will cover that aspect of the housing programme. The Housing Finance Corporations are expected only to cover urban housing. For rural housing, we have got a separate scheme. A copy of that scheme has been laid on the Table.

Shri Thimmaiah: Has a copy of the scheme of the proposed Housing Corporation been circulated to the State Governments already?

Shri K. C. Reddy: Yes, Sir. The Chief Ministers of the States have already been addressed twice over the matter.

बी भक्त बर्जन : इस स्टेटमेंट से ज्ञात होता है कि जो १००० करोड़ रुपये इस योजना पर लगाये जायेंगे, उनमें से ८०० करोड़ रुपये प्राइवेट एंड पब्लिक सेक्टर से लिये जायेंगे। मैं जानना चाहता हूँ कि उन रुपयों को इकत्र करते के लिये कौन से कदम उठाये जा रहे हैं?

Shri K. C. Reddy: I do not know if I have been able to correctly follow the question put in Hindi. I understand that the question is to the effect that if Rs 800 crores is to come from the private sector.—what is the rest of the question?

Shri Bhakt Darshan: I wanted to know what special steps are being taken by the Government to raise the remaining part of Rs. 800 crores?

Shri K. C. Reddy: I would explain briefly. The matter has been sufficiently explained in the statement that I have laid on the Table. My reference to Rs 1,000 crores has been misunderstood by several people both outside and by some hon. Members in this House to mean that Rs. 100 crores mentioned as allocation in the Plan budget for housing is to be replaced by an allocation of the order of Rs. 1,000 crores to be made in the Plan budget for this purpose. That is not the correct interpretation of what I said. I am afraid a stray

figure, a stray sentence that I made in the course of my speech has been torn out of its context and made to bear a meaning which it was not intended to bear. If hon. Members are pleased to read the policy statement that I laid on the Table of the House and the explanatory remarks that I made thereto and also the two explanations given by my hon. colleague the Finance Minister both in this House and in the other House, it will be abundantly clear that the sum of Rs. 1,000 crores that I was referring to cover a major part of the entire housing scheme in the country both in the private and public sector. If this is understood, there will be no cause for misunderstanding or misinterpretation.

Shri Sadhan Gupta: In view of the fact that housing scheme on a large scale would involve tremendous consumption of steel and cement, has the Government, at the same time, planned any allocation of cement to the State Governments for the purpose of carrying on the housing scheme?

Shri K. C. Reddy: Yes, Sir. This matter is constantly kept in view.

Locomotives

S.N.Q. No. 29. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that orders have been placed by the Railway Board for the purchase of 50 A.C. locomotives with a Continental Combine;

(b) if so, whether the official team which visited France and other countries in the Continent to study the railway systems under D.C. and A.C. traction have recommended the adoption of the A.C. traction on our Railways;

(c) what is the value of the 50 A.C. locomotives; and

(d) in what sections on Railways this system will be adopted?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes.

(b) Yes.

(c) Total value of 50 locos with spares and drawings is about Rs. 4·8 crores at Rs. 9·98 lakhs approximately per B.G. loco.

(d) It is expected in all new electrifications and any adoption elsewhere, wherever this is possible, this system will be adopted.

Shri T. B. Vittal Rao: The team which went to study the various systems also placed orders simultaneously without reference to the Railway Board. Is it a fact?

Shri Jagjivan Ram: Reference was made to the Ministry here. Occasionally, they talked on the telephone or sent telegrams and took the advice of the Ministry from here.

Shri T. B. Vittal Rao: May I know whether the order for these 50 locomotives has been placed on one single firm or various firms in various countries?

Shri Jagjivan Ram: It is a combine of seven firms.

Shri T. B. Vittal Rao: The cost of each locomotive is more than Rs. 9 lakhs, whereas the cost of a B.G. locomotive that we received from England or America or West Germany was only Rs. 5 or 6 lakhs. Why was this higher price paid?

Shri Jagjivan Ram: The lowest tender was accepted. Tenders were invited. When they went there, they carried the tenders along with them. The lowest tender was taken. They negotiated. Certain deductions were made even in the lowest tender and it was accepted.

Shri T. B. Vittal Rao: May I know when the supplies will be made?

Shri Jagjivan Ram: The locomotives are expected to be delivered from the North European countries between August, 1959 and February, 1960.

Indo-Pak Canal Waters Dispute

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S.N.Q. { Shri D. C. Sharma:
 No. 38. { Shri Shree Narayan Das:

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

(a) whether he is aware of the statement made by Mr. Amjad Ali, Pakistan Finance Minister to the National Assembly on Saturday, the 31st of August, 1957 that the World Bank had 'adjusted' in May, 1956 "in several important respects" its proposals of 1954 and that "the Government of India, however, have gone back upon their acceptance of *aide memoire* of May, 1956 which adjusted the Bank proposals of 1954"; and

(b) if so, what are the reactions of the Government of India to this statement?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). Yes, Sir. The statement made by the Pakistan Finance Minister, as reported in the Pakistan press, is misleading. The correct position is:

In February, 1954, the World Bank put forward a proposal to the Governments of India and Pakistan for acceptance as the basis of agreement. India accepted the principles of the Bank proposal but Pakistan did not.

In May, 1956, the Bank in its *aide memoire* to both Governments stated that it might be necessary to provide some storage in addition to the link canals on which the 1954 proposal was based and that the Bank would "proceed to use its good offices to bring about acceptance of an appropriate adjustment of the Bank Proposal of February, 1954" when the co-operative work was resumed. Government of India informed the World Bank that our point of view would be explained in the course of further discussions and that we would be prepared to consider, at the appropriate stage, any adjustment which on examination might appear necessary.

During the further discussions, under the aegis of the World Bank, till

March 31, 1957, this matter was not considered, as the stage for its was not reached. The Government of India have, therefore, had no opportunity so far to consider what, if any, adjustments to the Bank Proposal of 1954 are necessary.

Shri D. C. Sharma: What would be the effect of this *aide memoire* of May, 1956 upon the original proposals of the Bank if they were accepted by the Government of India?

Shri S. K. Patil: There are two things that have to be borne in mind. We do not discuss these further proposals until the basic proposal is accepted by Pakistan, and therefore, until the basic proposal which was made in 1954 is accepted by Pakistan, the other questions do not arise.

Shri D. C. Sharma: May I know what reasons the Pakistan Government has given so far for not accepting what the hon. Minister calls the basic proposals of 1954?

Shri S. K. Patil: That question should be appropriately asked of the World Bank. They have given us no reason, nor do we know anything about it, but the Pakistan Government has not so far accepted it, which is a fact, and therefore any further proceedings in the matter is a thing on which India should not express any opinion at this stage.

Shri Shree Narayan Das: May I know whether the Government of India are aware of the nature of the reply given by the Government of Pakistan in reply to the *aide memoire* which was addressed by the World Bank to both the Governments of India and Pakistan in May, 1956.

Shri S. K. Patil: Pakistan has not so far given any definite reply at any time during all these proceedings. Therefore, it is difficult for us to know. If any reply has been given of which India is not aware, that is a different matter.

Shri Shree Narayan Das: May I know whether the attention of the Government of India has been drawn to the fact that the Prime Minister of

Pakistan has stated that he will take this problem to U.N. General Assembly?

Shri S. K. Patil: Our attention has been drawn to everything that the Pakistan Prime Minister has said and has been saying.

Sardar Iqbal Singh: At first we admitted that only the link canals were to be constructed. Now, under the revised proposal of the World Bank there is mention of storage tanks which are to be constructed in Pakistan. May I know whether it is a fact that their cost will also be borne by India, and if so, what will be the approximate cost?

Shri S. K. Patil: I shall first correct the impression that what the *carte-memoire* has laid down is not to be considered as a revised proposal. That is a wrong assumption. The second thing is that the basic fact is that the three western rivers are for the exploitation of Pakistan and the three eastern rivers are for the exploitation or use, whatever you call it, of India. So long as that basic fact is not accepted, the further proposal, namely how withdrawals have to be replaced does not arise. Why should India discuss the second proposal when the basic proposal has not been accepted. That is why I am not saying anything.

Dr. Ram Subhag Singh: Has this view of the Government of India been communicated to the World Bank, because the World Bank is carrying on these negotiations, and what is the position of the Government now?

Shri S. K. Patil: Of course, all the views of the Government of India are being continuously and regularly communicated to the World Bank.

WRITTEN ANSWERS TO QUESTIONS

Small Savings Board

***1652. Shrimati Tarkeahwari Sinha:** Will the Minister of Transport and Communications be pleased to state:

(a) whether a small savings board has been set up recently; and

(b) if so, what are its terms of references?

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

(b) A statement is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 40.]

Light Railways

***1657A. Shri Jhulan Sinha:** Will the Minister of Railways be pleased to lay a statement on the Table showing:

(a) the areas served by the Light Railways in the country from which representations have been received about their unsatisfactory working including inconveniences and lack of proper facilities to the travelling public; and

(b) the action that has been taken in the matter?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). A statement is placed on the Table of Lok Sabha. [See Appendix V, annexure No. 41.]

Indian Medical Licentiates in Burma

***1664. Shri H. N. Mukerjee:** Will the Minister of Health be pleased to state:

(a) whether his attention has been drawn to the fact that the term of service of some 200 Indian Medical Licentiates appointed by the Government of Burma during 1952-53 on five years' contract will soon expire; and

(b) whether any provision is being made for absorbing them in work on their return home?

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

(b) The Indian Ambassador in Rangoon has been asked to furnish Government with particulars of qualifications of the Indian Medical personnel being released by the Burmese Government. Government will help in resettling these doctors.

Electric Traction

*1668-A. **Shri M. Elias:** Will the Minister of Railways be pleased to state:

(a) whether the team which visited Europe to study electric traction by A.C. has submitted its report;

(b) if so, the nature of recommendations made by the team; and

(c) when a decision is likely to be taken in this regard?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes, Sir.

(b) The team has recommended that 50 cycle, single phase, A.C. traction system at 25 K.V can be adopted for the Suburban and Main line sections on Indian Railways.

(c) The Board have accepted their recommendations.

Smoking and Cancer

*1672. **Shri S. M. Banerjee:** Will the Minister of Health be pleased to state:

(a) whether any research or experiment is being carried on under the auspices of the Ministry as to whether heavy smoking is one of the causes of cancer; and

(b) if so, the results thereof?

The Minister of Health (Shri D. P. Karmarkar): (a) and (b). The research work on the subject which is being carried on at the Indian Cancer Research Centre, Bombay, and the Tata Memorial Hospital, Bombay, seems to indicate that heavy smoking is one of the factors responsible for a high incidence of lung cancer.

Hassan-Mangalore Railway Line

*1675. **Shri Siddanjanjappa:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 2131 on the 13th September, 1956 and state:

(a) whether a complete report of the survey of Hassan-Mangalore Railway line has been received by the Railway Board;

(b) if so, whether Government have considered the report; and

(c) with what result?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes, Sir.

(b) and (c). The report is under scrutiny.

Kandla Port

*1676. **Shri Yajnik:** Will the Minister of Transport and Communications be pleased to state whether it is a fact that the working of Kandla Port has been slowed down recently for want of planned estimates or for want of funds?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): No, Sir. There has been no slowing down of the work of construction of the Port of Kandla. The cargo berths have been brought into commission. Certain ancillary works which are in progress are expected to be completed within a year

Influenza Epidemic

*1677. **Shri Subodh Dasda:**

Shri Pangarkar:

Shri Mohan Swarup:

Shri Naushir Bharucha:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that Influenza is still raging in some States;

(b) if so, the names of States;

(c) whether there have been any cases due to the "Second Wave" of Influenza; and

(d) if so, whether Government have sent out instructions to authorities concerned not to relax precautions?

The Minister of Health (Shri D. P. Karmarkar): (a) and (b). Yes. The incidence of Influenza though on the decline, is still high in Assam, Bihar, Bombay, Mysore, Madhya Pradesh, Orissa, Punjab, Uttar Pradesh, West Bengal, Himachal Pradesh and Manipur. The epidemic has practically

subsided in Andhra Pradesh, Jammu and Kashmir, Kerala, Madras, Rajasthan, Andaman and Nicobar Islands, Delhi, Tripura and Pondicherry.

(c) There has been no outbreak of a 'Second Wave' of Influenza.

(d) No such instructions have been issued but instructions were issued some time back to the State authorities to keep themselves in readiness for meeting any emergency against a 'Second Wave' or a recrudescence of the epidemic.

Ukai Project

*1678. { Shri Goray:
Shri Jadhav:
Shri Nath Pai:

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

(a) whether Government have taken any decision regarding the Ukai Project (West Khandesh);

(b) what amount, if any, has been sanctioned for the same; and

(c) whether it is going to be an Irrigation-cum-electricity project or only a Hydro-electricity project?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) No, Sir.

(b) Does not arise.

(c) When taken up it will be an Irrigation-cum-Hydro-power Project.

Re-assessment of Kosi Project

*1679. { Shri Shree Narayan Das:
Shri Radha Raman:

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

(a) whether it is a fact that his Ministry in consultation with the Planning Commission has set up a committee to go into the question of re-assessment of the value of the Kosi Flood Control Project;

(b) if so, the progress made in the direction;

(c) the circumstances in which this committee has been appointed;

(d) the precise nature of terms of reference of this committee;

(e) the constitution of this committee; and

(f) how long it would take to finish this work?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (f). The matter is under examination by the Government.

Central Council of Local Self-Government

*1680. Shri Biren Roy: Will the Minister of Health be pleased to state:

(a) who are the other members of the Central Council of Local Self-Government apart from the State Ministers;

(b) whether any observers from Local Self-Government Associations are invited to the meetings of the Council to discuss Local Self-Government matters;

(c) if so, whether any representative of the All Bengal Municipal Association was invited to the meetings of the Council in connection with the preparation of the Model Local Self-Government Bill; and

(d) if not, the reasons therefor?

The Minister of Health (Shri D. P. Karmarkar): (a) None.

(b) Shri C. D. Barivala, Director General, All-India Institute of Local Self-Government and Shri R. K. Sidhwa, President Federation of All India Local Authorities, are invited to the meetings of the Central Council of Local Self-Government as observers.

(c) No.

(d) The All Bengal Municipal Association is not of an all-India nature.

Rural Electrification in Madras State

*1681. Shri S. R. Arumugham: Will the Minister of Irrigation and Power be pleased to state:

(a) whether any amount earmarked for Rural Electrification for the Madras State lapsed during the First Five Year Plan;

(b) if so, how much; and

(c) whether the Government of Madras has now requested the Planning Commission to make the sum available for carrying out the schemes formulated and intended to be developed during the First Plan?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) Presumably the Member is referring to the loans sanctioned under the Programme of Expansion of Power Facilities for increasing employment opportunities. If so, the answer is in the negative.

(b) Does not arise.

(c) No, Sir.

Bridge over Jia Bharali

*1682. Shri Bhagavati: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have finalised the estimates for the bridge over the Jia Bharali, in Darrang, Assam and for its Guide Bund;

(b) if so, whether sanction has been accorded; and

(c) what amount has been sanctioned?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of Lok Sabha [See Appendix V, annexure No. 42].

Domingarh-Jagat Bela Rail Line

*1683. Shri Sinhasan Singh: Will the Minister of Railways be pleased to state:

(a) the steps that are being taken or proposed to be taken by the Rail-

way Board to save the Railway line near Ghunghunkatha between Domingarh and Jagat Bela Station on the North Eastern Railway due to the approaching erosion of the Rapti River;

(b) the present distance that the river Rapti has to cover to cut through the railway line at the above place;

(c) whether it is a fact that the Gorakhpur Planning Committee passed a resolution requesting the Railway authority to take measures to divert the course of the said river and thus save both the Railway line and the village Ghunghunkatha; and

(d) if so, the decision taken thereon?

The Minister of Railways (Shri Jagjivan Ram): (a) The Railway Administration have proposed a launching apron about 1000 ft. long, 50 ft. wide and with average thickness of 3 ft. parallel to the Railway track on the edge of the Railway boundary. The question of construction of a retired alignment here during the next cold weather is also under consideration.

(b) Approximately 336 ft.

(c) No such resolution was received by the Railway.

(d) Does not arise.

All India Institute of Medical Sciences

*1684. Dr. Atchamamba: Will the Minister of Health be pleased to state:

(a) whether the Rules and Regulations have been framed for the All India Institute of Medical Sciences under the All India Institute of Medical Sciences Act, 1956; and

(b) if so, when they are proposed to be laid on the Table?

The Minister of Health (Shri D. P. Karmarkar): (a) Nomination Rules under sub-section (f) of Section 4 of

the Act have been framed and are laid on the Table of Lok Sabha. The other Rules and Regulations of the Institute are under preparation. [See Appendix V, annexure No. 43.]

(b) The other Rules will be laid on the Table of Lok Sabha as soon as finalised and approved by Government.

विभागीय भोजन-व्यवस्था पर व्यव

* १६८५. श्री खुलावल राव. क्या रेलवे मंत्री यह बताने की कृपा करेगे कि .

(क) क्या यह सच है कि रेलवे बोर्ड ने इस आशय के आदेश जारी किये हैं कि रेलवे में विभागीय भोजन-व्यवस्था के लिये स्तरीदी गई वस्तुये जैसे चीनी के बतंन, खाने के बतंन, छारी काटा चम्मच, तौलिये, साबुन और अन्य वस्तुये जो भोजनालयों में काम में आती हैं, वे सब यात्री सुविधा के लिये सुरक्षित विकास निधि में से स्तरीदी जायें ;

(ख) क्या इस आदेश की एक प्रति सभा की टेबल पर रखी जायेगी ; और

(ग) इस प्रकार का आदेश देने के क्या कारण हैं ?

रेलवे मंत्री (श्री अग्रवाल राम) .
(क) आदेश यह है कि शुरू में जो सामान लिये जायें, सिफं उन्हीं का खंच विकास निधि (Development Fund) से किया जायें। यात्रियों और रेल का उपयोग करने वाले दूसरे लोगों की सुविधा के लिये जो काम किये जाते हैं, उनका खंच इसी निधि से किया जाता है। लेकिन तौसिये, साबुन और इस तरह के दूसरे सामान की लागत सचालन-व्यय (working expenses) में ढाली जाती है, यात्री-सुविधा के अनुदान (amenities grant) में नहीं।

(ख) पत्र की एक प्रति सभा-पटल पर रख दी गयी है। [देखिये परिचय ५ अनुवान संख्या ४४]

(ग) विभागीय लान-पान व्यवस्था (Departmental Catering) का उद्देश्य यह है कि यात्रियों को अच्छा लाना मिले और सर्विस अच्छे हो, इसलिये बरंन यादि की लागत की विकास निधि-यात्री सुविधा, (Development Fund Passenger amenities) के मद में डालना उचित ही है।

सुरेमनपुर के निकट रेल-मार्ग का टूट जाना

* १६८६. श्री तरजू पांडे : क्या रेलवे मंत्री यह बताने की कृपा करेगे कि :

(क) सुरेमनपुर के निकट रेल-मार्ग के टूट जाने के फलस्वरूप कुल कितनी हानि हुई ।

(ख) इस टूटे रेल-मार्ग को ठीक करने के लिये क्या सरकार अविलम्ब कार्यवाही कर रही है ; और

(ग) इस रेल-मार्ग की मरम्मत में कितना समय लगेगा ?

रेलवे मंत्री (श्री अग्रवाल राम) :

(क) लाइन टूटने से १,२०,००० रुपये का नुकसान हुआ। रेल-यातायात फिर चालू करने के लिये डाइवर्शन बनाकर जो नयी लाइन बिछायी गयी, उसपर ६,५०,००० रुपये खर्च हुये ।

(ख) पीछे हटा कर बनाये हुये एक एलाइनमेट पर डाइवर्शन लाइन बनाकर यातायात फिर चालू किया गया है। यह सभव नहीं था कि पहली टूटी हुई लाइन की मरम्मत करके उसपर फिर गाड़ियां चलाई जायें। इस समस्या को स्थायी रूप से हल करने के लिये गगा और धाषरा के बीच 'बाटर शोड' के साथ-साथ पीछे हटाकर एक लाइन (retired alignment) बनाने के बारे में विचार किया जा रहा है।

(ग) रेल यातायात बन्द होने के २५ दिन बाद, यानी २६ अगस्त, १९५७ को

दाइवंशन साइन पर गाड़िया फिर चलने मरी।

Sindhu Resettlement Corporation Ltd.

*1687. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) what amount by way of aid or loan or shares has been invested by the Government of India in the construction of Gandhi Dham Township by the Sindhu Resettlement Corporation Ltd.;

(b) the powers this corporation and its management enjoy in respect of the administration of this township; and

(c) what are the measures provided for the proper regulation of this corporation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 45]

Railway Freight Concession for Coir Yarn

*1688. Shri Kumaran: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Southern Railway has cancelled the Station-to-Station concession rate of railway freight for movement of coir yarn and rope from Cochin Harbour Terminus and Kozhikode (Calicut) to Shalimar (Calcutta);

(b) whether Government have received any representation from the Coir Board for the restoration of the freight concession; and

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

The Minister of Railways (Shri Jagjivan Ram): (a) Yes.

(b) Yes.

(c) The matter is under examination.

Electrification of Calcutta Suburban Railway Lines

*1689. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) whether an agreement has been signed between the Governments of India and France for the electrification of the Calcutta Suburban Railway lines; and

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

The Minister of Railways (Shri Jagjivan Ram): (a) Yes, Sir. Draft agreement was signed on 27th August, 1957 with Societe Nationale des Chemins de fer Francais—S.N.C.F.—(French National Railway Administration).

(b) S.N.C.F., under the agreement, will provide technical collaboration on all aspects of Railway electrification in Calcutta Suburban areas programmed for execution on 25 K.V. A.C. 50 cycle system.

They will also train Indian Technical personnel on 25 KV AC 50 cycle traction system.

Motor Transport on Pathankot-Kulu Road

*1691. Shri Hem Raj: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 1026 on the 29th August, 1957 and state:

(a) whether it is a fact that due to the shortage of motor vehicles on the Pathankot-Kulu Road, the passengers are daily put to great inconvenience and have to wait for days together to get their seats; and

(b) whether Government propose to grant some more motor route permits to private limited Transport Companies to ease the transport difficulties on the Pathankot-Kulu Road?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). From information available it appears.

that the number of motor vehicles on this route is at present adequate for the needs of the traffic. If any shortage comes to notice appropriate remedial action would be taken.

Flood Control Board

*1692. Dr. Sudhila Nayar: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 1289 on the 29th August, 1957 and state:

(a) whether the Flood Control Board has undertaken any survey to determine the roads and railway lines capable of causing or intensifying flood havoc in U.P. and Punjab or in any other state; and

(b) if so, the result thereof and the remedial measures suggested?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). A statement containing the requisite information is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 46]

Community Development Blocks in Singhbhum District in Bihar

*1692-A. Shri Dasgupta: Will the Minister of Community Development be pleased to state:

(a) how many Blocks have been allotted to Singhbhum District in Bihar under the Community Development and National Extension Service Programme since 1956; and

(b) how many Police Stations and villages of the Singhbhum District have been included in the Blocks?

The Minister of Community Development (Shri S. K. Dey): (a)

N.E.S. Blocks	..	4
C.D. Blocks	..	2
(one by conversion of N.E.S. block and one special Multi- purpose)		

(b) Police Stations	8
Villages	1487

ममता राज्य में कड़ाना बांध

*1693 श्री भोगरी भाई: क्या सिवाई और विष्वत मंत्री यह बताने की हृषा करेंगे कि :

(क) दूसरी पंचवर्षीय योजनावधि में बम्बई राज्य में माही नदी पर बनने वाले कड़ाना बांध से बम्बई और राजस्थान राज्यों में कम्पश: कितना प्रदेश पानी में डूबेगा;

(ल) क्या सरकार का इस प्रदेश में रहने वाले लोगों को प्रतिकर देने का विचार है; और

(ग) इन विस्थापित व्यक्तियों को सरकार किन स्थानों में बसाना चाहती है?

विष्वत मंत्री (श्री स. का. पाटिल): जानकारी इकट्ठी की जा रही है पौर यथाशीघ्र सभा पटल पर रख दी जायेगी।

Allocation of Rice for Kerala

*1694. Shri Maniyangadan: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of rice allotted to the State of Kerala for the months of July and August, 1957;

(b) whether the whole quantity allotted for these months was taken by the State Government during the respective months;

(c) if not, the quantity left over and the reasons therefor;

(d) whether the whole quantity allotted to the State was in stock in the godowns of the Central Government; and

(e) the quantity allotted for Kerala for the month of September?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):
(a) For July 25,000 tons and for August 30,000 tons.

(b) and (c). Rice is being issued directly from Central Depots in Kerala to the retailers and whole-salers authorised by the State Government. The total quantity taken delivery of by the retailers and whole-salers was as follows:

In July .. 25,500 tons.

In August .. 27,000 tons.

(d) Yes, Sir.

(e) Twelve thousand tons.

D. T. S. Buses

*1695. { Shrimati Parvathai Krishnan:
Shri S. M. Banerjee:

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

(a) whether it is a fact that a large number of D.T.S. buses plying in Delhi need thorough overhauling;

(b) whether the bus drivers have made several representations about the defective brakes in D.T.S. buses;

(c) if so, what steps have been taken to see that the brakes function properly; and

(d) the number of buses repaired since January 1957 so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, but according to schedule, every bus is overhauled after it has completed 100,000 miles. On an average 10 buses are overhauled each month.

(b) No.

(c) Does not arise.

(d) 324 buses were repaired in the Central Workshop of the Delhi Road Transport Authority during the period from the 1st January to 31st August, 1957.

वान की करते का रोग

१६६३. की उहाँ : क्या वान की करते का रोग यह बताने को हृषा करेंगे कि :

(क) क्या उन्हें इस भाष्य के समाचार मिले हैं कि बम्बई राज्य के वान जिसे के सिदेवाही नाम के सामुदायिक विकास लैंड में "गाद" नाम का एक नया रोग वान की कसल को नष्ट कर रहा है;

(ख) क्या यह सच है कि इस रोग के फलस्वरूप वान की कसल के पूर्णतः नष्ट हो जाने की आशंका है;

(ग) इस रोग के परिणामस्वरूप वान की कितनी कसल लाराब होगी;

(घ) क्या इस रोग के कारण आदि के बारे में कोई जाच की गई; और

(ङ) यदि हाँ, तो उसका क्या निष्कर्ष निकला है?

हाल उपमंजी (ओ मो० ब० हृष्णप्पा):

(क) जी नहीं, भारत के तकरीबन सभी वावल उगाने वाले क्षेत्रों में, उत्तर प्रदेश को छोड़कर, गाद नामक रोग पाया गया है।

(ख) और (ग). जब तक किसी लास जगह पर आक्रमण की अधिकता का पता न चले, कोई जानकारी नहीं दी जा सकती है। उपज में ५० प्रतिशत तक की हानि होने की आशा की जा सकती है, लेकिन कुल कसल के लाराब होने की आशा बहुत ही कम है।

(घ) और (ङ). यह रोग "गाल फिलाई" नामक कीटाणु द्वारा फैलता है। इस कीटाणु का जीवन इतिहास पूरे तौर पर मालूम कर लिया गया है। इस कीटाणु का रोशनी वाले जातों के इस्तेमाल से जो कि इसको अपनी तरफ लीकर नष्ट कर देते हैं, काफी मात्रा में नियंत्रण किया जा सकता है। रासायनिक जहरों का इस्तेमाल करके इन कीटाणुओं पर नियंत्रण करने के लिये तरीकों का पता लगाने के बिचार से अनुसंधान भी जारी है।

Railway Staff Training Centre, North Eastern Railway

*1697. Shri Jadhav: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that 50,000 applications were received for the posts of Khalasis, at the North Eastern Railway Staff Training Centre;

(b) how many of them were called for interview; and

(c) the reasons why the interview was cancelled?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). An employment notice was issued by the Railway Administration asking the candidates to present themselves in person for selection of Khalasis. No applications were invited.

(c) As the crowd of candidates became disorderly and restive, the selection had to be cancelled.

Preservation of Wild Life

*1698. Shri Sanganna: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any grants have been sanctioned to the Government of Orissa for the preservation of wild life in the State; and

(b) if so, to what extent?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) Yes, Sir.

(b) Rs 55,756/- up to-date, for a national park in the Similipal Hills and for developing the existing game sanctuary at Tikarapara.

Chatham Saw Mill in Andamans

*1699. Dr. Ram Subhag Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that sawn timber worth several lakhs of rupees are lying at Chatham Saw Mill for a long time;

(b) if so, whether that timber could not be marketed; and

(c) whether the Andaman timber is made available to the public?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) Yes, about 5700 tons of sawn timber valued at about Ra. 12,50,000 are awaiting shipment. This has accumulated in the last few months only.

(b) No difficulty is anticipated about marketing the timber but due to acute shortage of shipping space the stocks could not be transported to the markets.

(c) Yes, Sir.

Railway Companies (Emergency Provisions) Act, 1951

*1700-A. Shri Jhulan Sinha: Will the Minister of Railways be pleased to state:

(a) what action has been taken in accordance with the provisions of the Railway Companies (Emergency Provisions) Act, 1951 (Act II of 1951) since it came into force; and

(b) whether there has been any appreciable improvement with respect to the working of the non-Government Railways in the country, as a result of the implementation of the provisions of that Act or as a result of the increase of inherent powers of the Government in the matter?

The Minister of Railways (Shri Jagjivan Ram): (a) The Act (No. LI of 1951) is not of general application but of special application in cases where emergencies as mentioned in the Act itself, may arise. The Act has been made applicable so far to one Light Railway, namely Baraset Basirhat Light Railway, in 1951. No such emergencies have arisen in respect of other Light Railways owned by Companies.

(b) Does not arise.

Indian Medicine Board

*1701. Sardar A. S. Saigal: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that certificates issued by registered medical

Practitioners by the Indian Medicine Board of respective States are not accepted by the Indian Railways specially on the South-Eastern Railway; and

(b) if so, why?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes.

(b) Under the Rules it is obligatory on the part of the Railway Staff staying within the beat of a Railway doctor to submit certificates of sickness for covering the period of their absence from duty issued by the Railway doctor only.

Tungabhadra Road Bridge

*1702. Shri Venkatasubbaiah: Will the Minister of Transport and Communications be pleased to state:

(a) whether tenders have been received by Government for construction of road bridge across Tungabhadra near Kurnool (Andhra) on National Highway No. 7;

(b) if so, when they were received;

(c) the action Government has taken so far on them; and

(d) when the work is expected to be started?

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

(b) In April 1956.

(c) The various tenders received, were examined in detail and the work was entrusted to the Firm of "M/s Stressed Concrete Construction Co Ltd"

(d) The work started in January 1957.

P. & T. Training Centre for South

*1703. Shri T. B. Vittal Rao: Will the Minister of Transport and Communications be pleased to state:

(a) where the Posts and Telegraphs training centre for South

India will be located;

(b) when the work on the construction of the building will commence; and

(c) when it is likely to be opened?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The place for location of a P. & T. Training Centre for South India has not yet been finally decided as because of the heavy capital cost involved, establishment of Regional Training centres has been deferred. As an interim measure non-residential decentralised classes have been opened and at present the systems of training in residential regional centres and non-residential decentralised classes are being compared.

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

Road Bridge over Ghagra

*1704. Shri Sinhasan Singh: Will the Minister of Transport and Communications be pleased to state the progress made so far in the construction of bridge over the river Ghagra at Doharighat on the Gorakhpur-Ghazipur-Banaras National Highway?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The detailed estimates are under scrutiny. In the meantime, certain preliminary investigations have been sanctioned at an estimated cost of Rs. 28,500/- and they are in progress.

Delhi-Bombay De-luxe Train

*1705. Shri Yajnik: Will the Minister of Railways be pleased to state:

(a) whether loss is being incurred by Government in running the De-luxe Train between Bombay and Delhi on the Western Railway;

(b) if so, the amount thereof so far; and

(c) the reasons for continuing to run these trains in spite of the losses incurred by Government?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). On a very rough estimate, which only is possible, it is assessed that so far the out of pocket or direct costs of running the fully air-conditioned trains between Bombay and Delhi have been just about covered by the earnings. No accounts of earnings and expenditure are kept trainwise and therefore a more precise computation is not feasible.

(c) Does not arise.

Behala Aerodrome

*1706. **Shri Biren Roy:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 318 on the 23rd May, 1957, and state the position as it stands at present in regard to the lands under acquisition proceedings for the aerodrome at Behala, South Calcutta?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): On account of the civil rule issued by the Calcutta High Court under Article 226 of the Constitution, the West Bengal Government have not yet taken possession of the land.

Second Five Year Plan for Railways

*1707. **Shri Shree Narayan Das:**
Shri B. S. Lal:

Will the Minister of Railways be pleased to state:

(a) whether the Planning Commission has reconsidered and finalised the Second Five Year Plan in respect of Railways;

(b) if so, the target of various categories approved;

(c) whether any decision with regard to construction of new railway lines during the Second Five Year Plan has also been taken;

(d) whether the mileage of new lines has been sanctioned; and

(e) the overall target that has been approved of?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). In view of about 10 per cent increase in freight traffic during the first year, 1956-57, the Planning Commission have agreed that the Railways may plan to develop the Line Capacity and repair facilities to suit an originating freight traffic of 180.8 million tons at the end of 1960-61.

(c) and (d). The Railway Plan provides for the construction of 842 miles of which 330 miles have so far been approved for construction.

(e) There has been no modification of the Railway plan, except in respect of the freight traffic as stated in reply to (a) and (b).

'Feeder Air Service' in Andhra Pradesh

*1708. **Shri B. S. Murthy:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Andhra Pradesh is to have a feeder air service connecting Hyderabad with the District Headquarters and important business centres of the State; and

(b) if so, the reactions of the Centre?

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

(b) Does not arise.

Abolition of Ferry Traffic on West Coast

*1709. **Shri Goray:**
Shri Nath Pai:

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

(a) whether the observation of the Chairman of the Bombay Port Trust, as reported in the *Time of India*, Bombay Edition, dated the 28th August, 1957, to the effect that Government propose to abolish the

coastal ferry traffic so that the Ferry wharf, the coastal passenger terminal at Bombay port, might be used as cargo berths is true;

(b) whether Government are aware of the hardship such a step would inflict on people living in the coastal districts of Kolaba, Ratnagiri and Karwar; and

(c) what alternative means of transport Government have in view so far as this area is concerned?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No. The Chairman Bombay Port Trust has reported that the statement made by him in the course of his speech at the Bombay Rotary Club on the 27th August, 1957, has been misquoted in the Press. According to him what he actually stated was that the Scindias had approached Government for financial assistance in the matter of replacement of their fleet of ferry steamers and that unless suitable assistance was given by way of loans or permission to raise fares, the Scindias would not be in a position to run the ferry service after 1961.

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

D. T. S. Buses

*1710. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a number of D.T.S. buses on some of the routes remain idle beyond peak hours of the day;

(b) if so, the total number of such buses and their seating capacity;

(c) whether any steps have been taken to utilize the D.T.S. buses for providing transport facilities for thousands of school-going children in Delhi and New Delhi; and

(d) if so, with what results?

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

(b) Does not arise.

(c) and (d). In addition to the ordinary services connecting residential areas with the University and various schools, 11 special buses are operated by the Delhi Road Transport Authority exclusively for students.

Delhi's Interim Master Plan

*1711. **Shri Harish Chandra Mathur:** Will the Minister of Health be pleased to refer to the reply given to starred Question No. 141 on the 20th May, 1957, and state:

(a) whether any steps have been taken to invite suggestions for the improvement of Delhi's Interim Master Plan;

(b) if so, the nature of the suggestions received, if any; and

(c) what progress has been made in finalising the Plan?

The Minister of Health (Shri D. P. Karmarkar): (a) Yes, Sir. The charts and panels of the Interim General Plan were exhibited during 1956 to the—

(i) Members of Parliament;

(ii) Press Representatives; and

(iii) Representatives of the Institute of Town Planners.

In addition, the Town Planning Organisation held a series of discussions with representatives of Government departments and non-government agencies during May, 1957.

(b) The major proposals in the Interim General Plan were endorsed by the officials and individuals who visited the exhibition and took part in discussions.

(c) The Town Planning Organisation, after completion of the Interim General Plan, is now drawing up the comprehensive Master Plan for Delhi.

Road Bridge over Betwa River

*1712. Dr. Sushila Nayar: Will the Minister of Transport and Communications be pleased to state:

(a) whether the project of building a bridge across Betwa river at Nalaghar has been put off by the U.P. Government because of curtailment of Central assistance;

(a) whether Government are aware that the demand for this bridge is long standing both on the part of the people of Jhansi and erstwhile State of Vindhya Pradesh; and

(c) if so, what measures are proposed to be taken to expedite the project?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The Betwa river crosses the Jhansi-Rewa road at Nauhatghat and not at Nalaghar. Presumably, the member is having the Nauhatghat crossing in mind. A scheme for the construction of a bridge over the Betwa river at Nauhatghat is included in the proposals submitted by the Uttar Pradesh Government some time back for grants from the Central Road Fund (Ordinary) Reserve. These proposals are being examined and the decision of the Government of India in the matter will be communicated to the State Government as early as possible.

Smuggling of Food-grains

*1713. Shri Raghunath Singh: Will the Minister of Food and Agriculture be pleased to state whether it is a fact that smuggling of food grains from India to neighbouring countries is increasing rapidly?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): Not to our information.

Train Service between Poona and Belgaum

*1713-A. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Janata Express train running between Poona and Belgaum has been discontinued;

(b) if so, the reasons thereof;

(c) whether Government are aware that the people of this region and of Karwar and Ratnagiri District as well have been severely inconvenienced on this account;

(d) if so, whether Government propose to continue that train; and

(e) if so, when?

The Minister of Railways (Shri Jagjivan Ram): (a) While there was no Janata train running between Poona-Belgaum, there was an Express train with 2nd and 3rd Class accommodation. The run of this train has, with effect from 1st July, 1957, been cancelled between Miraj-Belgaum.

(b) To find the necessary stock for providing an additional through train each way between Miraj and Bangalore City in order to relieve over-crowding on the Poona-Bangalore Mail and Express trains between Hubli and Bangalore City.

(c) Yes.

(d) and (e). These trains have since been extended to and from Belgaum with effect from 20th August, 1957.

Hirakud Soil Erosion Schemes

1714. Shri Sanganna: Will the Minister of Food and Agriculture be pleased to refer to the reply given to the Starred Question No. 1546, on the 30th August, 1956, in respect of the Soil Erosion Schemes relating to Hirakud Project area and state:

(a) the progress made in this connection so far; and

(b) when the scheme is going to be completed?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) 1160 acres have been covered by

various measures of soil conservation and 1180 rft. has been fenced upto June, 1957.

(b) By end of 1958-59.

Chatham Saw Mill in Andamans

*1715. *Sardar A. S. Saigal:*
Shrimati Renu Chakravarty:

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

(a) whether the Forest Department, Andamans had closed down the circular saw mill at Chatham;

(b) whether it is a fact that 200 forest labourers have been placed under lay-off belonging to that mill; and

(c) if so, whether any steps have been taken in the matter?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):
 (a) to (c). Consequent on the huge accumulation of Sawn timber at Chatham due to the insufficiency of shipping space for export of timber, a temporary lay-off of the Circular Saw Mill and of the labourers employed on it was declared on 5th July, 1957. The lay-off ended on 12th August, 1957 and normal working has been resumed from that date.

Railway Siding, Bhadrachellam

1716. *Shri T. B. Vittal Rao:* Will the Minister of Railways be pleased to state:

(a) when the railway siding from Bhadrachellam Road to the Collieries siding on the Central Railway will be opened to traffic; and

(b) the reasons for the delay?

The Minister of Railways (Shri Jaglivan Ram): (a) It is scheduled to be opened for traffic after the monsoon in October, 1957.

(b) The delay is mostly on account of the Colliery Authorities not having

been able to complete their portion of the work earlier. There was some delay in manufacturing 5/40/- span girders required for a bridge, due to shortage of steel.

Malvan Port

*1716-A. *Shri Assar:* Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware that the port of Malvan in Ratnagiri District has been closed for traffic from the 18th April, 1957, on account of debris lying in the passage;

(b) if so, whether Government have made any special arrangement to remove that debris; and

(c) whether the port of Malvan will be opened for traffic in the new season which begins in September?

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

(b) and (c). The port of Malvan is a minor port which is under the administrative control of the State Government of Bombay. The Government of India, however, brought to the notice of the State Government the need for clearing the debris immediately so that the ferry service may start calling at the port of Malvan as soon as possible. It is hoped that the steamer service will be resumed late in October or early in November, 1957.

Air Service to Gorakhpur

*1717. *Shri Sinhasan Singh:* Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have examined the alternative method to re-start the air service to Gorakhpur; and

(b) whether there is any proposal to have a shuttle service in between Lucknow and Patna via Gorakhpur to connect it with services connected to Lucknow and Patna?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) The matter is still under examination.

(b) No, Sir.

Passenger Amenities

*1718. **Shri Yajnik:** Will the Minister of Railways be pleased to state:

(a) the steps taken by Government for putting two collapsible tiers above the ordinary benches in the 3rd Class Compartments on the Metre Gauge and Broad Gauge railways with a view (i) to accommodate more passengers during day and night journey and (ii) to provide more reserved sleeping accommodation during the night journey; and

(b) whether Government have taken any other steps to implement the assurances given by him during the Railway Budget Debates to provide more accommodation for third class travellers?

The Minister of Railways (Shri Jagjivan Ram): (a) A few 3 tier third class broad gauge and metre gauge coaches were built as an experimental measure and placed on the line during 1954-55. Since the reaction of the public was not quite favourable, a few 2 tier third class broad gauge and metre gauge coaches have been introduced as an experimental measure in 1957. The upper berths in these experimental coaches provide reserved sleeping accommodation by night at a small extra charge.

(b) The bulk of new coach building work during the Second Five Year Plan has been confined to the construction of third class coaches. The overall coach building capacity is also being expanded. It has further been decided to considerably reduce the Dining Car and Air Conditioned class services and to convert some of the existing and the planned Dining Cars into third class coaches. In so far as suburban traffic is con-

cerned, provision is being made for more standing room on an experimental basis.

Report of the Technical Consultant of the World Bank

*1719. **Shri Shree Narayan Das:** Will the Minister of Railways be pleased to state:

(a) whether the report of the technical consultant of the World Bank who made a study of the railway system in India is available; and

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

The Minister of Railways (Shri Jagjivan Ram): (a) No, Sir.

(b) Does not arise.

Nagarjunasagar Project

*1720. **Shri B. S. Murthy:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the digging of the upper channel of Nagarjunasagar running through Telengana has been given up for the time being; and

(b) if so, the reasons therefor?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) There is only one main canal from the Nagarjunasagar reservoir which passes through Telengana and is called the Left Bank Canal. The work on this canal was started in October, 1956, and is in progress.

(b) Does not arise.

Food Laden Ships at Indian Ports

*1721. **Dr. Sushila Nayar:** Will the Minister of Transport and Communications be pleased to state:

(a) how many ships carrying food were standing in the ports of Bombay, Calcutta and Madras on the 15th August, 1957;

(b) how many are still there and how long they have been there; and

(c) the amount of demurrage due to those ships upto date?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) 17 ships carrying foodgrains were waiting for berths in the ports of Bombay and Madras but none at Calcutta;

(b) Of these ships on 6th September, 1957, only two were waiting. They have been waiting since the 13th and 14th August.

(c) The amount of demurrage payable to these two ships would be about Rs. 2.7 and Rs. 1.8 lakhs.

Fishing Harbour in Kerala State

*1722. **Shri Raghunath Singh:** Will the Minister of Food and Agriculture be pleased to state whether it is a fact that the Danish harbour expert who is in India at the invitation of Indo-Norwegian project has suggested and submitted a report that fishing harbour be opened in Kerala State?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): No, Sir.

Economy Measures on Railways

1478. **Shri Shree Narayan Das:** Will the Minister of Railways be pleased to lay a statement on the Table giving details of economy measures adopted by the various departments in his Ministry upto the 31st August, 1957 and state:

(a) the extent of reduction in the number of staff in each category;

(b) the amount of saving effected in each department;

(c) the number of posts which were lying vacant at present and which will not be filled as a result of economy measures; and

(d) the number of posts which were proposed to be created and will not be created now as a measure of economy?

The Minister of Railways (Shri Jagjivan Ram): The statement laid on the table of the Sabha in reply to part (a) of Starred Question D. No. 789 answered on 12th August, 1957 holds good in this case also.

Reply to parts (a) to (d) is given below:—

(a) Certain temporary posts created for special work were given up without extending the currency of their sanction; the residual work was assigned to other officers (viz., one post of Railway Adviser, one post of Director, Vigilance by combining it with the post of Inspector General, Railway Protection Force, four posts of Joint Directors and two other lower level posts).

(b) The money value of the saving on account of the above reduction is as follows per month:—

(i) Rly. Adviser .. Rs. 3,500

(ii) Vigilance post .. Rs. 2,500

(iii) 2 posts of Jt. Directors 'Mechanical' .. Rs. 3,000

(iv) 1 post of Officer on Special Duty, Co-operative .. Rs. 1,300

(v) 1 post of Joint Director Finance .. Rs. 1,600

(vi) 2 junior officers' posts .. Rs. 1,500

(c) Temporary posts of one Joint Director, Establishment, and one Deputy Director, Establishment, have not been filled for the time being. One post of Deputy Director, Finance Establishment, in a leave arrangement was not filled, by doubling up of the duties of a lower rank officer who was compiling an Establishment Manual; similarly a post of Deputy Director sanctioned for revision of the Stores Code has not been filled, by postponing this work for the present.

(d) 12 fresh gazetted posts (i.e., 5 Senior Scale and 7 Assistant Officers).

asked for by Railways were not sanctioned as a result of examination in the Board's office.

Economy Measures in the Ministry of Community Development

1479. Shri Shree Narayan Das: Will the Minister of Community Development be pleased to lay a statement on the Table giving details of economy measures adopted by various departments in his Ministry upto the 31st August, 1957 and state:

(a) the extent of reduction in the number of staff in each category;

(b) the amount of saving effected in each department;

(c) the number of posts which were lying vacant and which will not be filled as a result of economy measures; and

(d) the number of new posts which were proposed to be created and will not be created now as an economy measure?

The Minister of Community Development (Shri S. K. Dey): A statement giving the information is laid on the Table of Lok Sabha. (See Appendix V, annexure No. 47.)

Cocoa Plantations

1479-A. Shri R. Narayanasamy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government are putting forth a new scheme in the Second Five Year Plan for starting Cocoa Plantation on the slopes of the Western Ghats in the Districts of Madurai, Tinnevelly, Coimbatore and Salem including the slopes of the Kodaikanal, the Shervaroy and the Nilgiri Hills; and

(b) if so, the steps taken so far by Government?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) There is no proposal in the Second Five Year Plan for starting

cocoa plantation on the slopes of western ghats, etc. The Indian Council of Agricultural Research has sanctioned a scheme in Madras State (at Burlar & Kallar Fruit Research Stations) in which research work on cocoa will be undertaken, along with work on clove and nutmeg. The object of this scheme is (i) to select promising trees, (ii) to standardise propagation techniques, (iii) establishment of superior clonal strains and their distribution, (iv) evolution of a suitable system of pruning for the Criolo variety, and (v) the standardisation of the processing and curing methods. The scheme has been sanctioned for a period of 5 years with effect from 1st April, 1955 at a total cost of Rs. 52,700.

(b) Does not arise.

बिना टिकट यात्री

१४८०. श्री प० ला० बालपाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे के बीकानेर डिवीजन में सेकड़ों यात्री बिना टिकट यात्रा करते हैं और हिन्दुमल कोट स्टेशन पर गाड़ी से उत्तर कर बस में बैठ कर चले जाते हैं जिससे रेलवे मंत्रालय को काफी नुकसान उठाना पड़ता है ;

(ख) यदि हा, तो क्या इसका कारण यह है कि यात्रियों को मोटर में बैठने की चिन्ता में जल्दी भागना पड़ता है जिसके फलस्वरूप रेलवे कर्मचारी उन पर नियंत्रण नहीं रख पाते ; और

(ग) यदि हां, तो इस संधि में रेलवे मंत्रालय क्या कदम उठा रहा है ?

रेलवे मंत्री (श्री जगद्वीपन राम) :

(क) जी नहीं। कुछ लोग बिना टिकट सफर करते हैं, लेकिन यह कहना ठीक नहीं है कि सेकड़ों मुसाफिर बिना टिकट हिन्दुमल कोट जाते हैं।

(क) यद्यपि गाड़ी से उत्तरते ही मूसा-फिर वह पकड़ने की जल्दी करते हैं, फिर भी रेल-कंबन्चारी उन पर नियंत्रण रखते हैं।

(ग) इस बात की हिदायत दी जा रही है कि स्थिति पर विशेष रूप से ध्यान दिया जाय और बिना टिकट सफर रोकने के लिये समुचित व्यवस्था की जाय।

Dry Cargo Imports and Exports

1481. **Shri Yajnik:** Will the Minister of Transport and Communications be pleased to state:

(a) the total amount of the freight paid on imports both of dry cargo as well as wet cargo into India during the year 1955-56, giving separate figures of the cargo imported on Government account and the cargo imported on private account,

(b) the total amount of freight that was paid in 1955-56 on exports both of dry cargo as well as the wet cargo from India giving separate figures of the cargo exported on Government account and the cargo exported on private account; and

(c) the total amount of freight that was paid in 1955-56 both on imports and exports giving separate figures of the amount of freight paid to the Indian Flag, and that paid to the foreign flags?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The required statistics are not readily available. An effort is being made to collect the same, and the material will be placed on the Table of Lok Sabha as soon as it has been collected.

Community Development and N.E.S. Blocks

1482. **Shri Kumbhar:** Will the Minister of Community Development be pleased to state:

(a) whether there is a proposal in the Community Development Pro-

gramme to introduce "Barpali type Latrines" in the Community Development and National Extension Service Block areas; and

(b) if so, the State-wise figures of such "Latrine" making centres?

The Minister of Community Development (Shri S. K. Dey): (a) "Barpali type Latrine" is only a slight modification of the Singur type which is already in use in the Community Development and National Extension Service Blocks. The "Barpali type Latrine" is being tested

(b) Does not arise.

Railway Staff Quarters, Kantabanji

1483. **Shri Kumbhar:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to provide Electric Fans in the staff-quarters at Kantabanji Station on the S.E. Railway; and

(b) if so, when?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). Yes, Sir. It has been programmed to electrify staff quarters along with the electrification of Kantabanji Railway Station building in 1957-58. As per present policy, only type III quarters will be provided with fans.

Railway Traffic Handling Contract

1484. **Shri V. C. Shukla:** Will the Minister of Railways be pleased to state:

(a) the amount claimed by Handling Contractor for handling traffic over normal load during the period August, 1949, to March, 1953, April 1953 to April, 1956, and May 1956 to April, 1957 at Sakrigalighat, and the actual amount paid by the Railways in terms of the provisions in the contract; and

(b) the amount claimed by the Handling Contractor for handling

traffic over and above the normal load at Maniharight and paid by the Railways during the period 15th August, 1947, to April, 1956 and May 1956, to April, 1957 in terms of the provisions in the Agreement?

The Minister of Railways (Shri Jagilvan Ram): (a) and (b). A statement is attached giving the information desired. [See Appendix V, annexure No. 48.]

It has been assumed that in part (a) also the information desired is for handling for distances beyond the normal lead as in part (b).

Sanitary Arrangements in Laccadive Islands

1485. Shri Nallakoya: Will the Minister of Health be pleased to state:

(a) the steps taken by Government for sanitary arrangements in Laccadive, Minicoy and Amindivi islands;

(b) whether Government are aware of the spreading of filaria in the islands; and

(c) if so, what steps have been taken for preventing it?

The Minister of Health (Shri D. P. Karmarkar): (a) The following steps have been taken for sanitary arrangements on the Islands:—

(i) Health Inspectors are proposed to be appointed on all the islands except Bitra during the Second Plan. Steps have been taken to appoint three Health Inspectors in 1957-58. These Inspectors besides attending to antifilarial work will attend to preventive work and improvement of the general sanitary conditions on the islands.

(ii) A scheme for giving subsidy for closing down the step wells which are in filthy condition and sinking open draw wells and for constructing

water seal pit latrines, has been included in the Second Five Year Plan. The details of the scheme are being formulated. It is proposed to spend about Rs. 16,500 during 1957-58. Out of Rs. 63,000 proposed to be spent during the Plan period for constructing 40 to 50 wells and about 140 latrines.

(b) Yes. Filariasis is prevalent on Androth, Agathy, Kalpeni Kiltan, Chetlat, Bitra and Kadamat Island.

(c) The appointment of Health Inspectors, closing down of the mosquito breeding centres like bathing tanks, step wells etc., regular D.D.T. spraying, keeping the residential surroundings in sanitary conditions, treatment with Hetravan tablets, sinking of open draw wells and construction of latrines are measures proposed for preventing the spread of filaria on the Islands. A detailed plan of operation for the control of filaria on the Islands has been prepared and is under consideration.

Shipping Freight Rates

1486. Shri Kumaran: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Conference Lines Steamers increased the freight rates to the U.K. and the Continent in January, 1955 and again in March, 1956;

(b) whether it is a fact that the incidence of the increased freight works out to 33 per cent. of the value of the coir products exported to U.K. and the Continent;

(c) whether Government are aware that the increase in freight increases the ultimate cost of the coir products in foreign markets and impairs their competitive capacity; and

(d) whether Government have made any attempt to persuade the Conference Lines to exempt coir mats and matting from the increase in shipping freight?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir. The Conference has been putting up freight rates from time to time on grounds of increases in their operating costs, increases in costs of ships, etc.

(b) This is so according to the Travancore Coir Mats and Matting Manufacturers' Association.

(c) Yes. This is generally true of all export products.

(d) Yes, but the Conference Lines have expressed inability to agree to any reduction on the plea that the increase in the freight rates on coir products is part of the general increase effected by the Lines on all commodities.

New Railway Lines in Orissa

1487. Shri B. C. Mullick: Will the Minister of Railways be pleased to state:

(a) whether the construction of the new Railway lines, Noamundi-Banspani and Rourkela (Bandhamunda)-Dumaro in Orissa has been started;

(b) if so, the progress achieved so far;

(c) the estimated amount for the construction of each line; and

(d) the target fixed for the completion of the construction?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes, Sir.

(b) Noamundi-Banspani: 43 per cent.

Rourkela-Dumaro: 33 per cent.

(c) Noamundi-Banspani: Rs. 131.10 lakhs

Rourkela-Dumaro: Rs. 459.96 lakhs

(d) Noamundi-Banspani: end of January, 1958

Rourkela-Dumaro: September, 1958 tentatively.

मध्य प्रदेश में डाक-घर के बदल

१४८८. श्रो राज बहादुर: क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में समस्त तहसीलों के केन्द्र स्थानों में डाक-घर तथा तार घर के लिये सरकारी भवन उपलब्ध हैं;

(ख) यदि नहीं, तो सरकारी भवन किन-किन स्थानों में उपलब्ध नहीं हैं; और

(ग) इस बर्ष डाक घर व तार घर के लिये किन-किन स्थानों में भवन निर्माण का कार्यक्रम है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्रो राज बहादुर): (क) से (ग)। सरकार की यह नीति नहीं है कि तहसील के मुख्य केन्द्रों में स्थित डाक-घरों के लिये विभागीय भवन निर्माण किये जायें। मध्य प्रदेश के विषय में मार्गी गयी सूचना उपलब्ध की जा रही है और उपलब्ध होने पर यह सभा पटल पर रख दी जायेगी।

S. S. Railway Workers' Representation

1489. Shri H. N. Mukerjee: Will the Minister of Railways be pleased to state:

(a) whether his attention has been drawn to a representation by the S.S. Railway Workers' Union, Delhi-Shahdara, mentioning their grievances regarding the operation of the S.S. Railway and requesting Government to nationalise it; and

(b) whether the matter is being examined for necessary action?

The Minister of Railways (Shri Jagjivan Ram): (a) A representation from a person styling himself to be the General Secretary of the "recognised Trade Union of Workers (S. S. Railway Union)" was addressed to the Planning Commission in April 1957, with a copy to the Railway Ministry amongst others, urging the nationalisation of the Light Railway.

(b) The option to purchase the Light Railway will arise only on 1st April, 1962, i.e., 7 years after the matter was examined last in 1955. It is not proposed to exercise any special powers of purchase, both in view of the general policy of the Government of conserving all resources and not to utilise them for purchase of already existing assets and in view of the fact that the latest report of the Government Inspector of Railways indicates that the Railway is generally well maintained and is making reasonably adequate provision for public facilities.

Roads in Orissa

1490. Shri B. C. Prodhan: Will the Minister of Transport and Communications be pleased to state:

(a) the total number of roads taken up by the Central Government in the Orissa State during the year 1956-57 for conversion into National Highways; and

(b) the mileage of such roads completed till the end of May, 1957?

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

Railway Employees

1490-A. Shri M. C. Jain: Will the Minister of Railways be pleased to state:

(a) whether some unconfirmed assistants have been brought on the panel of Section Officers Grade II even though they are not even on the panel of Section Officers Grade III;

(b) if so, the reasons thereof;

(c) whether some permanent assistants who are at present working as Section Officers Grade III have not been brought on the panel of Section Officers Grade III or Grade II; and

(d) if so, the reasons thereof?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes, provisionally.

(b) Their names have been brought on the panel of Section Officers, Grade II, on the recommendations of the Union Public Service Commission provisionally, subject to their confirmation as Assistants with effect from 1st December, 1954, the date of initial constitution of the various Grades of the Railway Board's Secretariat Service under the Re-organisation Scheme

(c) Yes.

(d) As stated above, the panels of Section Officers Grades II and III have been drawn up on the recommendations of the Union Public Service Commission. In the panel for Section Officers Grade II, only such of the permanent Assistants as are considered suitable have been included. The panel for Section Officers Grade III is restricted to the number of vacancies available as on 1st December, 1954.

Industrial Estates

1491. Shri R. S. Lal: Will the Minister of Community Development be pleased to state:

(a) the twenty places State-wise selected for small industrial estates; and

(b) what is the progress of each?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). Statement showing the places selected for location of industrial estates and the progress made so far by the State Government is laid on the Table of the House. [See Appendix V, annexure No. 49.]

Use of Oriya Language on S. E. Railway

1492. Shri Sanganna: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Oriya language has been adopted by the Railway Board for use in the South Eastern Railway Zone; and

(b) if so, what steps have been taken so far to implement this scheme?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). Oriya language has not been adopted by the Railway Board for use on the South Eastern Railway. English continues to be the official language of the Indian Railways. Oriya, as a regional language, is, however, used in addition to English for the following purposes on the South Eastern Railway:—

- (i) For display of station name-boards, Sheet Time Tables etc., at stations.
- (ii) For Alarm Signal and seating capacity notices in passenger coaches in II and III classes.
- (iii) Printing of destination stations situated in Orissa on passenger tickets, and
- (iv) Publication of Staff Bulletins for matters of interest to Staff, particularly Class IV staff.

Flood Control and Irrigation Schemes

1493. Shri Sanganna: Will the Minister of Irrigation and Power be pleased to state:

(a) whether any note of instructions has been issued by the Rivers Commission to the Community Projects Administration, Development Commissioners and the Directors of the Community Development projects for enlistment of public co-operation in the execution of flood control and irrigation schemes; and

(b) if so, the progress made so far in this regard?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) and (b). No such instructions have been issued by the Rivers Commissions. But the Community Projects Administration (now Ministry of Community Development) has sent a circular letter in this connection to Development Commissioners and Directors of Community Projects of all State Governments. The Social Education Organisers have been asked to educate

the people in regard to the benefits derived from flood control projects and bring home the need for completing these projects urgently and encourage them to enlist themselves for work on these projects. These instructions are being followed by the Social Education Organisers.

Road Development in Orissa

1494. Shri Sanganna: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1420 on the 25th August, 1956 in respect of road development under the Nagpur Plan of 1943 and state:

(a) how far the scheme has been implemented in the State of Orissa during First Five Year Plan; and

(b) what allocation has been made for the purpose of road development in Orissa during the Second Five Year Plan?

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

(b) About Rs. 8.21 crores. (See Appendix V, annexure No. 50).

Parlakimidi Light Railway

1495. Shri Sanganna: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 928 on the 24th August, 1956 in respect of the Parlakimidi Light Railway and state:

(a) whether Government have reached any final conclusion with regard to the probable dislocation of this Light Railway; and

(b) if so, with what results?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). No further references have been received and the position is exactly the same as mentioned to the House last year.

Bridge Over the Khowai (Tripura)

1496. Shri Dasaratha Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether any contract was given for supplying bricks for the construction of bridge over Khowai River (Tripura);

(b) whether the quality of bricks supplied was found unsatisfactory; and

(c) if so, what steps have been taken in the matter?

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

(b) and (c). About 10 per cent. of the bricks supplied were found to be below the specification stipulated in the contract. These have been rejected and the contractor has been asked to remove them from site.

Cement Depot, Golden Rock

1497. Shrimati Parvathi Krishnan: Will the Minister of Railways be pleased to state:

(a) whether a number of workers in the Reinforced Concrete Cement Depot, Golden Rock, have been retrenched;

(b) if so, the total number of workers retrenched; and

(c) the reasons therefor?

The Minister of Railways (Shri Jagjivan Ram): (a) No.

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

Milch Cattle in New Delhi

1498. Dr. Ram Subhag Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to prepare a scheme to house the milch cattle which are at present being kept in New Delhi; and

(b) if so, the details thereof?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) The Delhi Milk Supply Scheme provides for a cattle colony to re-house commercial herds of milch animals, which are kept in Delhi (including New Delhi) at present, but are to be removed from the city.

(b) The cattle colony will provide accommodation for between 2,000 to 3,000 milch animals which are kept in herds of 10 or more for commercial milk production. Housing will be provided for the milch animals, their followers and their owners, for which a monthly rent will be charged. Milkmen will be supplied with their requirements of feed and fodder. Veterinary and breeding facilities for their milch animals will also be made available. The milk produced by the milch animals will be purchased by the Delhi Milk Supply Scheme for sale in the city. An area of 1225 acres of agricultural land will be necessary to grow the fodder requirements of the cattle colony. The total cost of the scheme is estimated at Rs. 90.69 lakhs.

Money Orders from Patna Post-Office

1499. Pandit D. N. Tiwary: Will the Minister of Transport and Communications be pleased to state:

(a) whether it has come to the notice of Government that several money orders sent from Patna (Bihar) have been under-paid to the payees i.e., less than the amount sent;

(b) whether it is a fact that several complaints were made by the senders; and

(c) if so, the steps taken to bring the culprits to book and to pay the balance to the payees?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Only two cases came to notice, and one of them pertained to a telegraphic Money Order from Hazaribagh payable at Patna.

(b) and (c). Only one complaint was received from Shri Bajrang Sahai, Advocate, Kadam Kuan, Patna on 27th

June, 1957 alleging that a telegraphic money order sent from Hazaribagh to Patna was short paid by rupees fifty. Necessary enquiries were made and the deficit amount was paid to the payee on 5th September, 1957. Necessary disciplinary action is being taken against the officials at fault.

As regards the other case a telegraphic money order for Rs. 50 was sent from Patna G.P.O. to Sainthia (Birbhum) on 4th December, 1956. The Money Order was received at Sainthia Post Office on 5th December, 1956 but unfortunately the Sub-Postmaster, Sainthia erroneously prepared a money order for Rs 20 instead of Rs. 50. The amount of Rs 20 was paid to the payee on 5th December, 1956. Later on, however, the Sub-Postmaster, Sainthia detected the error himself and the difference of Rs 30 was paid to the payee on 19th December, 1956.

Timber

1500 Sardar A. S. Saigal: Will the Minister of Food and Agriculture be pleased to state:

(a) the annual out-turn of timber from the Andamans by the Forest Department, Andaman for the last three years separately and also the timber produced by M/s. P G Ray & Company during the same period from the North Andamans forest;

(b) whether there has been a shortfall in the out-turn and if so, the reasons therefor; and

(c) the total quantity of timber exported to Madras and Calcutta timber depots since 1950 annually and the total sale-proceeds thereof, for the last seven years separately?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) to (c). A statement is placed on the Table. [See Appendix V, annexure No. 51].

ठाक सचा तार विभाग के भवन

13201. श्री भद्र दर्शन: क्या परिवहन तथा संचार मंत्री ३ सितम्बर, १९५६ के ताराकित प्रश्न संख्या १६८३ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) नई व्यवस्था के बालू हो जाने के बाद से ठाक-तार विभाग के भवनों के निर्माण में इस बीच कोई प्रगति हुई है; और

(ल) यदि हा, तो क्या १९५५-५६ और १९५६-५७ के वित्तीय वर्षों में बनाये गये भवनों की सूची, उन पर किये गये सर्व के विवरण के साथ टेबल पर रखी जायेगी?

परिवहन तथा संचार मंत्रालय में राष्ट्र-
मंत्री (भ्रम बहादुर) : (क) चूकि के द्वीप सरकारी निर्माण विभाग C.P.W.D.) व्यवस्था-विषयक उपना प्रबन्ध गत वर्ष के अन्त में ही कर पाया है, अतः इस संबंध में बहुत कम प्रगति देखने में आयी है।

(ल) सूचना उपलब्ध की जा रही है और उपलब्ध होने पर यह सभा-पटल पर रख दी जायेगी।

Manufacture of Railway Coaches

1502. Shri I. Eacharan: Will the Minister of Railways be pleased to state:

(a) the number of first class, second class and third class coaches, manufactured in various factories during 1956-57;

(b) the number of coaches imported during the period, and

(c) the number allotted to each railway during this period?

The Minister of Railways (Shri Jagjivan Ram): (a) 1070 third class. No first or second class coaches were built during this period.

(b) 118 Electric Multiple Unit coaches.

(c) A statement is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 52].

Fruit Production in Manipur

1503. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a large amount of pine-apples and oranges are grown in the hill areas of Chuda-Chandpur, Jiri and Tamenglong in the Union territory of Manipur;

(b) the estimated quantity of these fruits produced every year;

(c) whether it is a fact that large quantities of them are wasted due to transport difficulties and for want of marketing facilities; and

(d) if so, the steps taken in the matter?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) Oranges are grown in large quantities at Tipaimuluk and Pathorkhal in Jiribam sub-division and in villages near Tamenglong. Production of pine-apples, though not large, is on the increase.

(b) The production statistics are not available.

(c) No, Sir. The produce is transported to Silchar by boat or by head loads.

(d) The State Government is moving the Small Scale Industries Organisation for planning a small scale experimental canning and bottling unit, in order to improve marketing.

Plant Protection in Manipur

1504. Shri L. Achaw Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that certain insects have destroyed the Orange and other Citrus fruits in the Tamanglong areas and have caused a low yield of these fruits;

(b) whether any steps have been taken to protect the fruit plants in Manipur hills and especially in Tamanglong;

(c) whether any officer has been deputed there who had been trained in plant protection; and

(d) if so, whether he has been deputed to the Tamanglong areas for examination and enquiry on the spot?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) No reports about the low yield of Orange and other Citrus fruits in the Tamanglong areas as a result of pest attack have been received either by the Manipur Administration or by the Government of India.

(b) to (d). The Field Assistant of the Agricultural Department of Manipur Administration has been stationed at Tamanglong sub-division. He is a trained man and has been provided with hand operated sprayers and dusters and directed to carry out immediate remedial measures against insects and pests which affect crops and plants etc. in these areas. He has also been given necessary chemicals to be sold at 50 per cent. subsidised rates to cultivators who require it.

Compensatory and House Rent Allowances of Railway Employees

1505. Shri Tangamani: Will the Minister of Railways be pleased to state:

(a) whether representations have been received for placing Tuticorin in the Southern Railway in Grade "C" for the purpose of Compensatory and House Rent allowances to the employees; and

(b) if so, the action taken thereon?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). The question of inclusion of Tuticorin in "C" class areas for eligibility for House Rent allowance has been considered but it was not found justified. A representation has again been received by the Railway Administration and it is under consideration.

Railway Brakemen in Olavakkot Division

1506. Shrimati Parvathi Krishnan: Will the Minister of Railways be pleased to state:

(a) whether the Government of India have received any representation from brakemen of Olavakkot Division on the Southern Railway regarding the denial of promotions to them; and

(b) the action Government have taken to redress their grievances?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes.

(b) There has been no denial of promotion to the Brakemen as the quota allotted for them has been fully implemented.

Holiday Homes for P. & T. Employees

1507. Shri Tangamani: Will the Minister of Transport and Communications be pleased to state.

(a) whether there are Holiday Homes for the Posts and Telegraphs employees in North India; and

(b) if so, whether such Holiday Homes are proposed to be set up in South India in places like Courtallam, Ooty and Kodaikanal?

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

(b) Proposals to start similar Homes in places like Kakinada, Coonoor, Podanur, BhavaniSagar, Kodaikanal, Dhanushkodi, Ooty, and Kotagiri in the South have been examined from time to time but could not be put through so far on account of non-availability of suitable accommodation or high rentals. Efforts however will be continued in this behalf.

Installation of 'Bulk Sugar Loader' Plant at Ports

1508. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a new type of plant better known as 'Bulk Sugar Loader' is being installed in the ports of the sugar exporting countries of the world; and

(b) if so, whether the Government of India are considering similar installation at Indian ports?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes. Bulk loading facilities are reported to be in use in the Hawaii Islands for exporting raw sugar to refineries in the U.S.A.

(b) No.

Railway Accidents

1509 Shri Tangamani: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 689 on the 17th August, 1957 and state:

(a) whether compensation has been paid to the families of 23 deceased persons who met with their death in the accidents on 2nd June, 1957 and 22nd June, 1957, on the Central Railway,

(b) whether compensation has been paid to the 28 grievously injured persons; and

(c) if so, the amount so far paid?

The Minister of Railways (Shri Jagjivan Ram): (a) to (c). Regarding the accident which occurred on 2nd June, 1957, no compensation as such has yet been paid as the Claims Commissioner originally proposed could not take up the post and appointment of another person is under consideration. But an *ex gratia* payment totalling Rs. 1,585 has been made to 23 injured persons, besides, which the cost of treatment of injured persons, in public hospitals,

amounting to Rs. 117.96 was also met by the Railway.

So far as the accident at Chata on 22nd June, 1957, is concerned, no claims have yet been received.

Railway Employees

1510. Shri Harish Chandra Mathur: Will the Minister of Railways be pleased to state the strength of each of the various categories of officers and ministerial staff as on the 31st March, 1950, 1954 and 1957 in the (i) Railway Board (ii) Zonal Headquarters and (iii) on Executive Jobs in Divisions?

The Minister of Railways (Shri Jagjivan Ram): The information is being collected and will be laid on the Table of the Sabha.

Electric Track Recorders on Railways*

1511. Sardar A. S. Salgal: Will the Minister of Railways be pleased to state:

(a) the number of Electric track recording cars in India;

(b) the name of the person who first produced it in India;

(c) whether there is any proposal to have more electric track recorders;

(d) The average mileage of this car test in the whole of India in a year; and

(e) how many Hallade Track recorders Indian Railways are having?

The Minister of Railways (Shri Jagjivan Ram): (a) One only.

(b) Mr. H. J. Mulleneux, Chief Electrical Engineer of the ex-G.I.P. Railway in 1937-38.

(c) No, Sir. However, one Mechanical track recording car is on order.

(d) The electric track recording car tests about 13,000 miles of track on an average every year.

(e) Ten.

1512. Shri Supakar:
Shri M. D. Mathur:
Shri Morarka:

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

(a) the total expenses incurred by Government in the preparations to meet the emergency of the proposed strike by Posts and Telegraphs Employees on the 8th-9th August, 1957;

(b) how much of the above expenditure was of a temporary nature and how much of a permanent nature; and

(c) the details of the total expenditure incurred?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). Information is being collected and will be placed on the Table of the Lok Sabha.

Roads in Backward Areas of Bombay

1513. Shri Chandra Shanker: Will the Minister of Transport and Communications be pleased to state the amount allotted for the construction and repair of roads in the backward areas in Bombay State for the years 1956-57 and 1957-58?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The construction and repairs of roads in the backward areas in Bombay State are the responsibility of the State Government and no amount has been allotted by the Government of India during 1956-57 and 1957-58 for this purpose.

Foot-Over-Bridge at Sholapur Railway Station

1514. Shri Sonavane: Will the Minister of Railways be pleased to state:

(a) at what stage the construction of a foot-over-bridge or preliminaries

whereof at Sholapur Station on the Central Railway has reached; and

(b) the date when the construction would be completed?

The Minister of Railways (Shri Jagjivan Ram): (a) A proposal to provide a foot-over-bridge connecting the circuiting areas at the broad gauge and metre gauge stations is under investigation.

(b) The proposal is expected to be finalised jointly by the Central and the Southern Railways in the very near future. Construction of the foot-over-bridge can, however, start only after the steel materials have been arranged. Actual execution is not expected to take more than 6 months.

हिमाचल प्रदेश में डाक का बांटा जाना

१५१५. श्री पद्म देव : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिमाचल प्रदेश में कई ऐसे स्थान हैं जहां महीने में एक बार भी डाक नहीं मिलती ;

(ख) क्या यह सच है कि वर्षा और शरद ऋतु में जिलों के केन्द्र स्थानों में भी कई बार एक-एक सप्ताह तक डाक नहीं बांटी जाती ;

(ग) क्या सरकार इस राज्य में डाक बांटने के लिये अधिक अच्छी व्यवस्था करेगी ; और

(घ) क्या बेतार के तार की व्यवस्था जो इस समय केवल सरकारी कार्य के लिये है, सर्वसाधारण के प्रयोग के लिये करना संभव हो सकेगा ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) जी, नहीं। हिमाचल प्रदेश में ऐसा कोई गांव नहीं है जहां डाक का वितरण महीने में कम-से-कम एक बार न होता हो।

(ख) भारी वर्षा के कारण सड़क के दूर जाने व रुक जाने के फलस्वरूप बिरले अवसरों पर ही दूरवर्ती क्षेत्रों में डाक के इस प्रकार से पड़ी रहने की संभावना हो सकती है।

(ग) जी, हां। १९५७-५८ में इस राज्य में ५० नये डाक-घरों के खोले जाने का प्रस्ताव है ; इससे डाक का कई बार बांटा जाना संभव हो सकेगा।

(घ) यह प्रश्न कि क्या कुछ शर्तों के अधीन यह व्यवस्था सर्वसाधारण के प्रयोग में लायी जा सकती है, अभी विचाराधीन है।

Railway Freight Surcharges

1516. **Shri Pramathapnath Banerjee:** Will the Minister of Railways be pleased to state the surcharges on freight that are levied on perishables like fruits, vegetables, milk products and fish etc.?

The Minister of Railways (Shri Jagjivan Ram): The following supplementary charges are levied:-

(A) When despatched by Passenger trains

A supplementary charge of $12\frac{1}{2}$ per cent. of total freight.

(B) When despatched by Goods trains

(i) on consignments of less than 20 maunds:-

(a) A surcharge of $6\frac{1}{4}$ per cent. on the total freight;

and (b) A supplementary charge of $12\frac{1}{2}$ per cent. on the total freight inclusive of the above surcharge.

(ii) On consignments of 20 maunds and above.

A supplementary charge of $12\frac{1}{2}$ per cent. on the total freight.

Noe: The supplementary charge of $12\frac{1}{2}$ per cent. is not levied on MILK carried by either passenger or goods trains.

According to information available to Government, no direct reference on this subject has been received by the Shipowners from the Secretary-General of the U.N. According to Press reports, however, the question did come up for consideration at a recent meeting of the International Chamber of Shipping held in London, which was attended *inter alia* by representatives of Indian Shipowners. It is not known what precisely was the view expressed on behalf of Indian Shipowners at the meeting but it is understood that the Chamber as a body disagreed with the suggestion that shipping should bear the cost of the clearance.

National Filaria Control Programme in Kerala

1522. Shri Jinachandran: Will the Minister of Health be pleased to state:

(a) the results obtained so far in Kerala under the National Filaria Control Programme for the control of filariasis;

(b) whether it is a fact that there is difficulty in getting qualified doctors to man these units; and

(c) whether Government will consider the feasibility of assigning this job to the entomologists who are qualified and who are managing malaria control schemes?

The Minister of Health (Shri D. P. Karmarkar): (a) The survey work is in progress. It is too early to assess the results. 3 3/5 control units are functioning in the State and 3 more are in process of formation.

(b) Yes, the State Health Directorate has reported difficulty in getting medical officers for the Units.

(c) The suggestion is not feasible.

Lift Irrigation Schemes in Andhra Pradesh

1523. Shri M. V. Krishna Rao: Will the Minister of Food and Agriculture be pleased to state:

(a) the number of lift irrigation schemes undertaken in Andhra Pra-

desh during the First Five Year Plan period;

(b) how many of them have been completed and the expenditure incurred thereon;

(c) the number of lift irrigation schemes proposed to be undertaken during the Second Five Year Plan period in Andhra Pradesh; and

(d) the estimated expenditure thereon?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) and (b). As Andhra was separated from Madras only on 1st October, 1953, separate figure for Andhra is available only for the years 1954-55 and 1955-56. During these years the State Government undertook 1950 Lift Irrigation Schemes and completed 1527 at a cost of Rs. 30.85 lakhs.

(c) Information in regard to the number of Lift Irrigation Schemes proposed to be undertaken is not given in the State's Plan. During the First two years of the Second Five Year Plan i.e., 1956-57 and 1957-58, the State Government have proposed to undertake 1438 Lift Irrigation Schemes (602 in 1956-57 and 836 in 1957-58).

(d) Rs. 34.36 lakhs.

Modern Equipment for Indian Ports

1524. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a team is being sent abroad to purchase modern equipment for Indian ports; and

(b) if so, what is the composition of the team?

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

(b) The composition of the team has yet to be settled. It is likely to consist of two technical officers and a Finance officer.

Railway Corruption Cases

1525. Shri Ghosal: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 726 on the 17th August, 1957 regarding Railway Corruption cases and state:

(a) who is incharge of conducting the Fact Finding Investigation set up for investigating into corruption cases of Howrah Goods Shed; and

(b) in how many cases there has been corruption and what action has been taken against those who have been found guilty?

The Minister of Railways (Shri Jagjivan Ram): (a) An Inquiry Committee of one Assistant Accounts Officer and One Assistant Commercial Officer was set up to investigate into corruption cases of Howrah Goods Shed.

(b) Altogether 76 cases of corruption had been reported. Fact Finding Enquiry has been completed in 36 cases and partly completed in 17 cases. A committee comprising of two senior scale Officers has been set up for holding the formal departmental inquiry in conformity with the procedure prescribed for imposing major punishments and such as are found guilty will be suitably punished.

Rural Indebtedness

1526. Shri B. S. Murthy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any attempt was made to investigate the causes for the increasing indebtedness of the agricultural labour;

(b) if so, the causes; and

(c) the remedies proposed ?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) As a result of the Agricultural Labour Enquiry conducted by the Ministry of Labour in 1950-51, it has been estimated that the number of indebted agricultural labour families

in the country is about 7.8 million and the debt per indebted family is about Rs. 105. No figures comparable to those collected during the Agricultural Labour Enquiry are available for any other year. Thus there is no evidence to establish that indebtedness of this agricultural class has been increasing.

(b) Does not arise.

(c) As indebtedness of agricultural labour is an aspect of low incomes, attempts are being made to raise their incomes through enlargement of opportunities for gainful employment.

Fertilizers

1527. Shri B. S. Murthy: Will the Minister of Food and Agriculture be pleased to state the steps taken to press into service the Co-operative Societies in preference to other agencies in the distribution of fertilisers?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): State Governments and Union Territories have been requested to review the present position regarding distribution of fertilizers and, if the distribution is still in the hands of trade or departmental agencies, to indicate the manner in which this work could be transferred to co-operatives to the maximum extent possible. Replies received show that in most of the States the Co-operative Societies are already being given preference to other agencies.

Foot Over-Bridge at Fort St. George, Madras

1528. Shri B. S. Murthy: Will the Minister of Railways be pleased to state:

(a) the steps taken to provide an over-bridge at the level crossing leading to the Fort St. George, Madras;

(b) the estimated cost; and

(c) the date on which it may be taken up?

The Minister of Railways (Shri Jagjivan Ram): (a) The level crossing is presumably the one located at Mile 0/5-6 between Madras Beach and Madras Fort Railway Station, known as Light House level crossing. The Government of Madras included this level crossing for replacement by a sub-way, but it did not furnish any definite priority or the year in which the work was to be taken up. The matter is, therefore, still under correspondence with the State Government.

(b) The approximate cost of a sub-way at this site was estimated in 1951 as Rs. 55 lakhs.

(c) In view of the position mentioned above, it cannot be stated at present as to when the work is likely to be taken up. The main hitch is about sharing of the cost of the non-railway work involved in the scheme.

Gudur-Renigunta Railway Line

1529. Shri B. S. Murthy: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to run more trains between Gudur and Renigunta due to the doubling of the track; and

(b) if so, the number thereof?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b) The Renigunta-Gudur section has only been converted into Broad Gauge from Metre Gauge and not doubled. Prior to 24-8-57, this section was served by 4 Metre Gauge passenger train services each way and the same number of passenger trains are running after conversion.

This Section has been converted so that goods traffic moving beyond Arkonam could bye-pass Madras and obviously an increasing volume of Goods Traffic will pass over it.

Over-crowding in Trains between Madras and Bezwada

1530. Shri B. S. Murthy: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is over-crowding on trains running

from Madras to Bezwada and vice versa; and

(b) if so, the steps taken to reduce over-crowding?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes. There is over-crowding in III Class on certain sections on some of the trains running between Madras and Bezwada.

(b) Since 1st April 1956 the following steps have been taken to reduce over-crowding on the Madras-Bezwada Section—

(i) From 1-7-56 Madras-Howrah weekly Janata Express trains were introduced. The tri-weekly Madras-Delhi Janata Express service was converted into a daily service. The Bezwada-Hyderabad through third class carriage by the Grand Trunk Express and connected trains was extended from and to Madras. A distance restriction of 300 miles was imposed on the booking of third class passengers by the Grand Trunk Express except in the case of passengers booked from Bezwada to Madras and from Madras to Bezwada.

(ii) From 9-2-57, the Madras-New Delhi bi-weekly Air-conditioned De-luxe Express service was introduced.

The question of increasing the number of coaches on the Grand Trunk Express is also under consideration.

Railway Service Commissions

1531. Shri B. S. Murthy: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 691 on the 6th August, 1957 and state whether any steps are being taken to include Harijan members in the Railway Service Commissions?

The Minister of Railways (Shri Jagjivan Ram): The suggestion will

be kept in view at the time of filling up any vacancy that may arise in any commission.

Barhalganj-Bahraich Line

1532. Shri Sinhasan Singh: Will the Minister of Railways be pleased to state:

(a) whether any steps in connection with the survey for the opening of a Railway Line between Barhalganj and Bahraich have been taken; and

(b) if so, the results thereof?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). No, Sir. The project has not been included in 842 miles of new lines approved by the Planning Commission for construction during the Second Five Year Plan.

E. C. A. F. E.

1533. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that twenty representatives of seven Asian nations met recently at Bangkok under the auspices of E.C.A.F.E.; and

(b) if so, whether India participated at the meeting?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) The E.C.A.F.E. convened a Working Party of experts to discuss technical problems relating to the development of Inland Ports from the 19th to the 29th August, 1957 at Bangkok.

(b) Yes, Sir.

बाराबंकी में सामुदायिक विकास लंड

१५३४. श्री यादव: क्या सामुदायिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के बाराबंकी जिले में सामुदायिक विकास लंडों पर केन्द्रीय

सरकार द्वारा भव तक कितनी राशि व्यव की जा चुकी है; और

(ख) इस समय वहां जो संड वास्तव में बल रहे हैं, उन पर कितना व्यय करने का विचार है?

सामुदायिक विकास लंडों (श्री तु० तु० डे०): बाराबंकी जिले में तीन सामुदायिक विकास लंड हैं। अपेक्षित जानकारी, जो कि राज्य सरकार द्वारा भेजी गई भासिक प्रगति प्रतिवेदन से प्राप्त की गई है, निम्नलिखित है :

(क) सहायक अनु-	रु० ४. २२	} मार्च १९५७
दान	लाल	
उधार	रु० १. ४६	} तक
	लाल	

(ख) सहायक अनु- रु० १०. ३६

दान	लाल
उधार	रु० १२. ०४
	लाल ।

हिमाचल प्रदेश में सरकारी बैच

१५३५. श्री पद्म देव : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या यह सच है कि हिमाचल प्रदेश में राज्य सेवा में भ्रस्यायी तौर पर बैचों की नियुक्ति की गई है;

(ख) क्या यह सच है कि राजामों के शासन में जिन बैचों को पक्का कर दिया गया था उन्हें भी भ्रस्यायी कर दिया गया है; और

(ग) यदि हां, तो इसके क्या कारण हैं और उनकी नीकरी कब स्थायी की जायेगी?

स्वास्थ्य लंडों (श्री करबरकर) : (क) और (ख), जी, हां।

(ग) हाल के धनिकों से हिमाचल प्रदेश प्रशासन के संबंधित कागजात नष्ट हो गये हैं और इस संबंध में प्रशासन सूचना एकत्र कर रहा है।

लोमोत टनकपुर लाइन पर रेलगाड़ियाँ
१५३६. श्री मोहन स्वरूप : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पीलीभीत से चलने वाली स्लीपरों को टनकपुर पहुंचने में ६ घंटे लगते हैं जब कि इन दोनों स्टेशनों के बीच का फारसला केवल ३६ मील है;

(ख) क्या यह भी सच है कि इस लाइन पर स्लीपरों के बीच में पथर नहीं डाले गये हैं और लाइन को कच्चा रखा गया है; और

(ग) इन लाइनों को पक्का करने और उन पर चलने वाली गाड़ियों की गति बढ़ाने के लिये सरकार क्या कार्यवाही कर रही है?

रेलवे मंत्री (श्री जगदीशन राज) :
(क) ३८%, मील लम्बे पीलीभीत-टनकपुर सेक्षण पर सिर्फ दो अप और दो डाउन मिली-जुली गाड़ियाँ चलती हैं। १ प्रॅल, १६५७ से जो समय सारणी (Time Table) लागू हुई, उसके अनुसार एक गाड़ी को एक तरफ की दूरी तय करने में ३ घंटे १० मिनट और दूसरी को ३ घंटे ४५ मिनट लगते थे। लेकिन बरसात के कारण रफ्तार में इंजीनियरिंग संबंधी प्रस्थायी पावन्दी लगायी गयी, उसकी वजह से गाड़ियों के समय में कुछ परिवर्तन करना पड़ा। ३ अगस्त, १६५७ से यह गास्ता, गाड़िया ४ घंटे ५५ मिनट में तय करती है।

(ख) इस शास्ता लाइन सेक्षण में सब जगह मिट्टी इस्तेमाल की गयी है गिट्टी नहीं। इस सेक्षण पर अधिकतर इमारती स्कड़ी ढोयी जाती है।

(ग) इस सेक्षण में ४१%, पौँड की पटरियाँ बिछी हैं। १६५६-६० में इनकी जगह ५० पौँड की पटरियाँ बिछाने का विचार है। पटरी बदलने के बाद इस सेक्षण पर गिट्टी डालने का भी विचार है। भारी पटरी बिछाने और गिट्टी डालने के बाद गाड़ियों की रफ्तार में भी सुधार होगा।

इज्जतनगर-लखनऊ रेल वार्ग

१५३७. श्री मोहन स्वरूप : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के इज्जतनगर-लखनऊ डिवीजन में कितने पौँड की रेल की लाइनें लगी हुई हैं;

(ख) उपरोक्त डिवीजन में कितने समय से स्लीपर नहीं बदले गये हैं;

(ग) क्या सरकार को यह जात है कि नैनीताल एक्सप्रेस के यात्रियों को कच्ची लाइन तथा भारी इंजनों के कारण यात्रा करते समय बहुत धक्के लगते हैं और उन्हें गाड़ी के किसी भी समय उलट जाने का भय संग रहता है; और

(घ) इस स्थिति में सुधार करने और गाड़ियों की रफ्तार बढ़ाने के लिये सरकार क्या कार्यवाही कर रही है?

रेलवे मंत्री (श्री जगदीशन राज) :

(क) पूर्वोत्तर रेलवे के इज्जत नगर-लखनऊ सेक्षण में ५० पौँड की पटरियाँ बिछी हुई हैं।

(ख) नियमित कार्यक्रम के अनुसार लाइन स्लीपरों की बदलाई की जाती है। सुरक्षा की दृष्टि से बेकार स्लीपरों का प्रतिशत निर्वारित सीमा में रखने के लिये उन्हें हर साल बदल दिया जाता है।

(ग) जहां कहीं पटरी कमज़ोर पाई जाती है उसकी मरम्मत की जाती है ताकि रेल-व्याप अच्छी हालत में रहे।

(ब) दूसरी पंच वर्षीय योजना में इस सेक्षण में ६० पीड की पटरियां और नवी स्लैपर विलासी का विकार है। नवी पटरी विद्यु जाने के बाद गाड़ियों की रफ्तार में सुधार होगा।

बरेली रेलवे स्टेशन

१५३६. श्री जंगल दर्शन : क्या रेलवे मंत्री यह बताने की हुपा करेंगे कि :

(क) क्या सरकार के व्यान में यह बात प्राई है कि पूर्वोत्तर रेलवे के बरेली सिटी स्टेशन की हालत बहुत खराब है;

(ल) क्या रेलवे मंत्रालय को इस संबंध में समय समय पर जापन प्राप्त हुये हैं; और

(ग) यदि हां, तो इस स्टेशन के आमूल नव-निर्माण और उसके विकास के संबंध में कौन से कदम उठाये जा रहे हैं?

रेलवे मंत्री (श्री अग्रवाल राम) : (क) जी, नहीं।

(ल) और (ग). यात्रियों और माल-यातायात की सुविधा की व्यवस्था करने के संबंध में अर्जियां मिली हैं। यात्री सुविधा के काम रेल उपभोक्ता सुविधा समिति की सिफारिश पर हर साल भग्रता के आधार पर निर्माण कार्यक्रम में रखे जाते हैं। कार्यक्रम बनते समय इस बात का व्यान रखा जाता है कि प्रमुक काम के लिये रकम और जहरी सामान उपलब्ध है या नहीं। आगत माल गोदाम (Inward goods shed) में पानी का एक पम्प और एक अतिरिक्त आतंकार शेड की व्यवस्था का काम बालू वर्ष के निर्माण कार्यक्रम में रखा गया है। स्टेशन याई के ढाँचे में परिवर्तन का काम आगे तोर पर १९५८-५९ के निर्माण कार्यक्रम में रखने का विचार है।

पिंडिराम्बे डाक घर की जगह

१५३६. श्री भक्त दर्शन : क्या परिवहन तथा संचार मंत्री यह बताने की कुपा करेंगे कि :

(क) क्या यह सच है कि कुछ तमय पहले पिंडिराम्बे (जिला अस्मोड़ा, उत्तर प्रदेश) में डाक-घर के लिये एक नवे भवन के निर्माण का ठेका दिया गया था;

(ल) क्या यह भी सच है कि उस ठेकेदार ने उस काम को बीच ही में छोड़ दिया और वह भवन भव तक नहीं बन पाया है;

(ग) यदि हां, तो उपरोक्त गढ़वाली किन परिस्थितियों में हुई और उसके कारण डाक-तार विभाग की कितनी हानि उठानी पड़ी;

(घ) उस भवन के अधूरे काम को पूरा करने के लिये कौन से कदम उठाये जा रहे हैं; और

(ड) देर से देर उसका निर्माण कार्य कब तक पूरा हो जाने की आशा की जा सकती है?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) जी, हां।

(ल) जी, हां।

(ग) जैसा कि केन्द्रीय सरकारी, निर्माण विभाग (C.P.W.D.) ने बताया है ठेकेदार ने इस बहाने पर कि उसे लगातार भुगतान नहीं किया जा रहा था यह काम जून १९५६ में बन्द कर दिया था, जबकि उससे अन्य रकमें ली जानी थीं। हानि उठाने का कोई प्रश्न पैदा नहीं हुआ है।

(घ) ठेकेदार को अन्तिम नोटिस दे दिया गया है। नोटिस की अवधि के समाप्त होने पर यह काम अन्य किसी एजेन्सी को दे दिया जायगा।

(इ) अनुमानत: आसू वित्त-वर्ष के अन्त तक।

लालकुआं और हलद्वानी के बीच नया रेलवे स्टेशन

१५४०. श्री मंदत दर्शन : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के लालकुआं और हलद्वानी स्टेशनों के मध्य एक नया स्टेशन बनाने का निश्चय किया गया है ;

(ख) यदि हाँ, तो वहां की ऊर्जा भूमि को समतल करने तथा अन्य निर्माण कार्यों पर कितना बह व्यय होने का अनुमान है ; और

(ग) इस नये स्टेशन को बनाने के क्या विशेष कारण हैं ?

रेलवे मंत्री (श्री जगनीवन राम) : (क) लालकुआं और हलद्वानी के बीच एक क्रासिंग स्टेशन बनाने का विचार है ।

(ख) (i) जमीन को समतल करने और मिट्टी डालने की लागत का अनुमान १,३७,००० रुपये है, और

(ii) दूसरे निर्माण कार्यों की लागत का अनुमान ४,५६,००० रुपये हैं। इसमें जमीन की कीमत भी शामिल है ।

(ग) नया स्टेशन लालकुआं-हलद्वानी सेक्षन की लाइन-क्षमता बढ़ाने के लिये बनाया जा रहा है ।

Derailment of Railway Wagons at Ludhiana

1541. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that five wagons of a goods train capsized on the 26th August, 1957 at Ludhiana?

The Minister of Railways (Shri Jagjivan Ram): At about 4-05 hours on 26-8-1957, as D109 Up Goods train was approaching Ludhiana station,

one wagon derailed at a distance of 5 rails from the up Outer. This derailed wagon was dragged upto points No. 65, where 4 more wagons derailed.

Explosion of a Petrol Tanker

1542. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that a petrol tanker exploded between Kanpur and Farukhabad blocking the traffic for more than ten hours on the 27th August, 1957?

The Minister of Railways (Shri Jagjivan Ram): At about 20-00 hours on 26th (not 27th as stated in the Question) August, 1957, a motor lorry tanker bearing registration No. UPR 7472 belonging to Messrs Burmah Shell Co., Kanpur Branch, reported to be containing 1,200 gallons of petrol caught fire while passing over road-cum-rail bridge No. 78 at mile 35/0-1 between Bilhaur and Araul Makanpur stations on Kanpur-Kasganj section of the North Eastern Railway. There was no explosion. During the period the fire was burning i.e., from 20-00 hours on 26-8-1957 to 3-10 hours on 27-8-1957 the running of train services on the section was suspended.

Rehabilitation of Landless Workers

1543. Shri D. A. Katti:
Shri B. K. Gaikwad:

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

(a) whether Boards, including non-official members, which have been recommended by the Planning Commission, for advising on schemes for the rehabilitation of landless workers have been set up;

(b) if so, the number of such Boards and the nature of advice given so far by them; and

(c) if not, the reasons therefor?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) to (c). Only eight State Governments have made provision for the

scheme for the resettlement of landless agricultural workers in their 2nd Five Year Plan. Position in respect of the setting up of Boards in each State is explained below:—

ASSAM.—An advisory Board exists to advise and assist Government in connection with the reclamation of land and settlement of deserving people including landless workers. Besides this, there are Sub-divisional Land Settlement Advisory Committees to advise the Sub-Divisional Officer or Deputy Commissioner on settlement of landless people.

ANDHRA PRADESH.—No special Board exists.

BIHAR.—No Board has been established so far.

MADHYA PRADESH.—No Board has been set up.

KERALA—An Advisory Committee has been set up to advise about the successful implementation of the scheme and also for selection of colonies.

PUNJAB.—Special Boards have not been formed. The provision of Punjab Security of Land Tenures Act, 1953 and PEPSU Tenancy and Agricultural Land Act, 1955 regarding assessment of surplus areas are yet to be implemented.

ORISSA.—The question of constitution of special Boards in the State will be taken up by the State Government after watching the progress of the scheme.

UTTAR PRADESH.—A committee consisting of Deputy Commissioner of the district, Officer-in-charge of the scheme, Agricultural Officer of the scheme and two co-opted members form a Committee.

Commercial Clerks on Railways

1544. Shri Assar: Will the Minister of Railways be pleased to state:

(a) the total amount of money recovered during the last financial year from commercial clerks to make good

the debits as a result of accidentally accepting base coins or short collections at counters; and

(b) whether these clerks are paid any fixed allowances in lieu of the above financial risk which is incidental to their duties as is the practice in State Banks and most industrial concerns?

The Minister of Railways (Shri Jagjivan Ram): (a) The information is being collected and will be laid on the table of the Sabha.

(b) No such allowance is paid to the Commercial Clerks.

Kandla Port Oil Jetty

1545. Shri Assar: Will the Minister of Transport and Communications be pleased to state:

(a) in what year and at what cost the oil jetty in Kandla Port had been constructed; and

(b) whether it is a fact that owing to some technical defect this oil jetty is not adequately serving the purpose for which it is meant?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The new oil jetty in Kandla was completed in September, 1955, at a cost of Rs. 16.84 lakhs.

(b) The jetty was designed to be parallel to the flood current as normally the berthing is done during flood tide at Kandla. When the jetty was put into commission, the first tanker was berthed satisfactorily. On the occasion of the berthing of the second tanker, the ebb tide which does not run parallel to the flood tide, actually created stronger forces resulting in the hawsers of the oil tankers snapping. Since then, the oil companies have been hesitating to use the jetty. The remedial measures necessary to counter the effects of the ebb current are under examination. Meanwhile, tankers are being berthed at the old jetty.

Holidays for Commercial Clerks on Railways

1546. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that gazetted holidays are not allowed to commercial clerks despite the recommendations of the Central Pay Commission; and

(b) if so, what compensation is awarded to them in lieu thereof?

The Minister of Railways (Shri Jagjivan Ram): (a) and (b). Mr. Justice Rajadhyaksha whose Adjudication award was binding did not agree with the Central Pay Commission that if holidays are foregone in the interests of the service, the employees concerned should get compensatory leave in lieu but said that the grant of holidays has to be subject to the exigencies of service and without claim to compensation, if they are not granted.

Working Hours of Commercial Clerks on Railways

1547. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that commercial clerks have to work for ten hours a day in order to complete the work entrusted to them;

(b) whether this aspect of abnormally long duty hours was considered at the time of the New Deal; and

(c) if so, whether any preferential compensation was given to them?

The Minister of Railways (Shri Jagjivan Ram): (a) to (c). Commercial Clerks work according to the fixed rosters based on the classification under the Hours of Employment Regulations in shifts of 8-9 hours or 12 hours according to their classification as 'Continuous' or 'Essentially Intermittent' and for any work performed in abnormal circumstances beyond rostered hours, they are paid overtime allowance as per extant rules.

Roads and Bridges in Punjab

1548. { Shri Hem Raj:
Shri Daljit Singh:

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

(a) the amount proposed to be given as loans, subsidies or grants from the Central Road Fund for the construction of roads and bridges for the year 1957-58 to the Punjab Government;

(b) the amount that was asked for by the Punjab Government; and

(c) the names of the roads and bridges for which money is being given to the Punjab Government?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs. 46.25 lakhs.

(b) Rs. 55.52 lakhs.

(c) The matter has not been finalised.

Hindustan-Tibet Road

1549. { Shri Hem Raj:
Shri Daljit Singh:

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

(a) the number of surveys made and alignments undertaken for the construction of the Hindustan-Tibet Road during the past four years between Narkanda and Rampur Bushahar and the expenditure incurred on each one of them;

(b) whether it is a fact that earth and stone dug out of this road have blocked the Brow Road at Rampur Bushahar bridge and the Narkanda Lusi portion of the road which connects Mahaser District of Himachal Pradesh with Kulu sub-division of the Kangra District;

(c) whether it is a fact that the Brow Road and Lusi road are in a neglected condition;

(d) whether the Brow and Lusi roads will be repaired for through vehicular traffic to Kulu sub-division of the Kangra District; and

(e) if so, when?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a), (d) and (e). The information is being collected and will be laid on the table of the Sabha in due course.

(b) During the construction of Hindustan-Tibet Road about 200 ft. length of Brow Road got blocked at Rampur Bushahr due to debris but it has been restored. The bridle road from Narkanda Luri connecting Kulu has been restored for animal traffic.

(c) No. The roads are reported to be in a reasonably fair condition.

Housing of Kharagpur Railway Workshop Employees

1550. Shri Subodh Hasda: Will the Minister of Railways be pleased to state:

(a) whether Government have provided housing facilities to all Class IV and Class III Staff of Kharagpur Railway workshop in South-Eastern Railway; and

(b) if not, what alternate steps have been taken for their accommodation?

The Minister of Railways (Shri Jagjivan Ram): (a) No.

(b) About 44 per cent. of permanent Class III and Class IV staff in this workshop have already been provided with railway quarters and provision has been made in the works programme during the Second Five Year Plan to build as many railway quarters as possible within the limitations of the funds available so as to house a larger percentage of staff. For staff living outside Kharagpur, workmen's special trains are run to enable them to attend to their work in time and reach their homes after their work is over.

Kharagpur Railway Workshop

1551. Shri Subodh Hasda: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to expand the Kharagpur Railway Workshop in South-Eastern Railway; and

(b) if so, when it is likely to commence the work?

The Minister of Railways (Shri Jagjivan Ram): (a) Yes.

(b) Some of the works in connection therewith have been sanctioned and are in progress. Others are under examination.

Telephone and Telegraph Lines in Assam

1552. Shri Liladhar Kotoki: Will the Minister of Transport and Communications be pleased to state:

(a) whether there has been frequent breakdown in the telephone and telegraph lines in the State of Assam both inside and with rest of India during the period from January, 1956 to July, 1957;

(b) whether telegrams had to be sent by the telegraph authorities by post due to breakdown in the telegraph system;

(c) the number of such cases where a telegram was sent by post during the period from January, 1956 to July, 1957;

(d) the number of telegrams and telephone calls which had been refused or cancelled due to the lines being out of order during the period from January, 1956 to July, 1957; and

(e) what steps have been taken to prevent these breakdowns and to ensure regular and steady service in the telegraph and telephone systems in Assam?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e). A statement is placed on the Table of Lok Sabha. [See Appendix V, annexure No. 53].

Public Call Offices in South Arcot District

1554. Shri Elayaperumal: Will the Minister of Transport and Communications be pleased to state:

(a) how many Public Call Offices were opened in the years 1954, 1955 and 1956 in South Arcot District, Madras State;

(b) Whether any application was sent to Government by the people of Kathumannarkoil, South Arcot District, to open a Public Call Office at Kathumannarkoil; and

(c) if so, the action taken thereon?

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

1954.

1. Arakandanallur.
2. Portonovo.
3. Valavanur.

1955.

1. Kallakurichi.
2. Ulundurpet.

1956.

Nil.

(b) Yes.

(c) A Public Call Office has since been sanctioned and it is expected to be opened during this year provided the necessary materials become available in time.

Inspectors of Post Offices

1554. Shri Elayaperumal: Will the Minister of Transport and Communications be pleased to state:

(a) how many Scheduled Caste candidates appeared in the examination for the post of Inspectors of Post Offices during the years 1955, 1956 and 1957 (so far) from Madras circle; and

(b) how many were selected for the post of Inspectors of Post Offices during the same period?

The Minister of State in the Ministry of Transport and Communications

(Shri Raj Bahadur): (a) and (b). No examination was held in the year 1956. Information with regard to the examinations held in 1955 and 1957 is given below:

(i) In 1955, 71 Scheduled Castes candidates sat for the Inspectors examination in Madras Circle and out of them 2 were selected.

(ii) In 1957 examination 63 Scheduled Castes candidates sat for the examination and 1 was selected.

Note: Even by applying the minimum qualifying standard consistent with requirements of efficiency to the case of Scheduled Castes candidates, more candidates could not be selected.

Chingelpet-Chinnasalem Line

1555. Shri Elayaperumal: Will the Minister of Railways be pleased to state:

(a) whether the traffic survey of a new line connecting Chingelpet to Chinnasalem via Kellakkurichi has been completed; and

(b) if not, the reasons therefor?

The Minister of Railways (Shri Jagjivan Ram): (a) No, Sir.

(b) As this project is not included in the 842 miles of new construction approved by the Planning Commission for construction in the Second Five Year Plan a low priority has been allotted to it in order to conserve the manpower resources available with the railway.

Scheduled Caste Candidates

1556. Shri Elayaperumal: Will the Minister of Transport and Communications be pleased to state:

(a) how many Scheduled Caste candidates were selected for the post of Clerks, Postmen, Runners and Messengers from Cuddalore and Villupuram Divisions in the years 1956 and 1957 (so far); and

(b) how many Backward Class candidates were selected from Cuddalore and Villupuram Divisions for the said posts during the same period?

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

Cuddalore Sub Division

	1956	1957
Clerks	Nil	Nil
Postmen	3	Nil
Runners	Nil	Nil
Messengers	Nil	Nil

Villupuram Sub Division

	1956	1957
Clerks	Nil	Nil
Postmen	3	1
Runners	Nil	Nil
Messengers	Nil	Nil

(b) Cuddalore Division

	1956	1957
Clerks	Nil	Nil
Postmen	2	4
Runners	Nil	Nil
Messengers	Nil	Nil

Villupuram Division

	1956	1957
Clerks	Nil	Nil
Postmen	3	3
Runners	Nil	Nil
Messengers	Nil	Nil

Sholapur Aerodrome

1557. Shri Sonavane: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that recently a fencing has been erected around the Sholapur (Bombay State) aerodrome;

(b) if so, what further improvements to this aerodrome are under consideration of Government; and

(c) to what use this aerodrome is intended to be put to in the near future?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) Yes, Sir.

(b) No further improvements to this aerodrome are under consideration at present.

(c) The aerodrome will continue to be used by Pilot trainees for cross-country flights and as an emergency landing ground on Bombay-Hyderabad and Bombay-Madras air routes. It will also be available for non-scheduled flights.

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१५५८. श्री मोहन स्वामी :
श्री वार्गरकर :

क्या साथ तथा हूँवि मंत्री यह बताने की इच्छा करेंगे कि :

(क) प्रत्येक राज्य में कितने एकड़ मूर्मि में हई की स्तरी की जाती है और हई का वार्षिक उत्पादन (राज्यवार) कितना है; और

(ख) देश में हई की वार्षिक स्थपति वित्ती हैं और प्रति वर्ष वित्ती हई का आयात किया जाता है?

कृषि उत्पादन (श्री मो० व० कुलभद्ध) :

(क) सन् १९५४-५५, १९५५-५६ और १९५६-५७ में भारत में राज्यवार कपास के क्षेत्र और उत्पादन दिखाने वाले दो विवरण नथी कर दिये गये हैं।

(ख) भारत में कपास (प्रतिरिक्त फैक्टरी स्थपति को शामिल करके) की ओसतन वार्षिक स्थपति ५१ ५५ लाख गांठ है। ओसतन एक साल में भारत में आयात की गई कपास की मात्रा ६ १५ लाख गांठ है। [देखिये परिचिष्ट ५, अनुबन्ध संख्या ५]

मेरठ १४० का निर्णय

१५५९. श्री मोहन स्वामी : क्या साथ तथा हूँवि मंत्री यह बताने की इच्छा करेंगे कि :

(क) क्या यह सच है कि मेरठ से प्रति वर्ष लगभग एक हजार गायें कलकत्ता में जीती जाती हैं;

(ख) यदि हाँ, तो इन गायों को किस प्रकार काम में आया जाता है; और

(ग) क्या ये गावें अन्य देशों को भेजी जाती हैं या उनका कोई दूसरा उपयोग किया जा रहा है?

कृषि उत्पादनी (भी मो० ब० कृष्णारा):
(क) से (ग). जानकारी इकट्ठी की जा रही है।

Thefts in Parcel Office, Cuttack

1560. Shri B. C. Mullick: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that every year several thefts are committed in the Cuttack Railway Station parcel office, Orissa, due to lack of sufficient space; and

(b) if so, what steps have been taken to check such thefts?

The Minister of Railways (Shri Jagjivan Ram): (a) It is not correct that thefts are committed every year in the Parcel Office of Cuttack Railway Station. Six parcels were, however, reported missing from the platform of that Station during 1956.

(b) A new parcel godown has since been opened at Cuttack Dock Yard and no parcels are now kept on station platform.

Cuttack Railway Station

1561. Shri B. C. Mullick: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal for the remodelling of the Cuttack Railway Station; and

(b) if so, when it will be undertaken?

The Minister of Railways (Shri Jagjivan Ram): (a) There is a proposal to remodel the Station Building at Cuttack Station so as to provide in it the essential amenities which are lacking, or deficient, at present.

(b) A new Parcel Godown has already been provided in the Dock Yard, thus eliminating congestion of

parcels in station premises and on platforms. Remodelling of the Station building is programmed to be taken up during the Second Five Year Plan period.

Acquisition of Land in Orissa for Railways

1562. Shri B. C. Mullick: Will the Minister of Railways be pleased to state:

(a) how many acres of land have been acquired by Government under the Land Acquisition Act for the construction of the new lines of Railways, Noamundi-Banspani and Rourkela (Bandhamunda)-Dumaro in Orissa;

(b) whether Government have given compensation to the land owners before construction; and

(c) if not, the reasons therefor?

The Minister of Railways (Shri Jagjivan Ram): (a) Noamundi-Banspani:

565 acres of land are to be acquired for the whole project.

Rourkela-Dumaro:

587 acres of land are to be acquired.

(b) Payments of compensation have been made by the Government of Orissa for Noamundi-Banspani line but no details have yet been conveyed to the Railway Administration. As regards Rourkela (Bondamunda)-Dumaro line, no awards have been received so far from the State Government.

(c) Reasons for delay in making awards are being ascertained from the State Government and will be placed on the table of the House as soon as received.

Indian National Harijan League, Delhi

1563. { Shri M. C. Jain:
 { Shri T. B. Vittal Rao:

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

(a) whether the Indian National Harijan League, Delhi have submitted

any representation to Government on the 5th August, 1957; and

(b) if so, the nature of the representation and the action taken thereon?

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

(b) The League has complained that in the selections for Town Inspectors' posts recently made in Delhi, no reservation has been made for Scheduled Caste officials. The reservations were duly made but none of the Scheduled Caste officials who took the prescribed test obtained a satisfactory percentage of marks. Therefore they could not be selected. A reply to this effect is being given to the League.

Telegraph and Telephone Lines in Orissa

1564. Shri B. C. Mullick: Will the Minister of Transport and Communications be pleased to state whether the Central Government have received requests from the Orissa Government to transfer the telegraph and telephone lines in Orissa which are at present under the control of Bihar, Andhra and Madhya Pradesh to the control of Posts and Telegraphs Department of Orissa?

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

Quarters for P. & T. Employees

1565. Shri B. C. Mullick: Will the Minister of Transport and Communications be pleased to state:

(a) the basis for providing quarters to the employees of Posts and Telegraphs Department; and

(b) whether any preference is given to the Scheduled Castes and Scheduled Tribes employees?

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

statement is laid on the Table of Lok Sabha. [See Appendix V, annexure No. 55.]

Rural Indebtedness

1566. Dr. K. B. Menon: Will the Minister of Food and Agriculture be pleased to state whether there is any proposal before Government to give a direction to all the States to have uniform legislation to give relief to the indebted agriculturists?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): No such proposal is at present under consideration.

Water Supply in Vinay Nagar

1566-A. Shri S. Ghose: Will the Minister of Health be pleased to state:

(a) whether it is a fact that water supply to Vinay Nagar is restricted to certain hours viz., from 3 A.M. to 6 A.M. and from 3 P.M. to 6 P.M.

(b) if so, the reasons therefor;

(c) the steps that are taken to increase the supply, and

(d) the Government quarters other than those of Vinay Nagar where water is restricted?

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

(b) Due to the rapid increase of population in Vinay Nagar and Diplomatic Enclave areas the demand of water has considerably increased. The water pressure falls down and unless water is supplied by restricting the hours of supply, some areas go dry especially the higher level areas.

(c) The filtration capacity at Chandrawal water works is being augmented from 80 to 90 million gallons daily. A pipe line from Jhandewala reservoir to the Cantonment reservoir is being laid. The Central Public Works Department are laying the distribution main from Cantonment reservoir to Vinay Nagar and other Government developments

areas. When these works are completed there would be no restriction.

(d) There is restriction of water in all the areas served by the Hassanpur reservoir. They include Lodi colony, Lodi Estate, Jorbagh Nursery, Wellesley Road Place, Sunder Nagar, Sewa Nagar, some parts of the Diplomatic Enclave, Medical Institute area and North and South Avenues.

मध्य प्रदेश में रेलवे आउट एजेन्सी

१५६७. श्री राह बड़ो शर्मा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के "अम्बाह" और "भाडेर" सब-डिवीजनों में रेलवे आउट एजेन्सी की स्थापना के सम्बन्ध में अब तक क्या प्रगति हुई है ;

(ख) क्या मध्य प्रदेश रोडवेज आउट एजेन्सी का कार्य करने को तैयार है और यदि हाँ, तो किन शर्तों पर, और

(ग) क्या आउट एजेन्सी का कार्य करने के लिये किसी अन्य उपयुक्त व्यक्ति अथवा संस्था की स्वीकृति की गई है ?

रेत्रे मन्त्री (श्री जगद्वीपन राम) :
(क) और (ख). अम्बाह में रेलवे आउट एजेन्सी खोलने के सवाल पर मध्य रेलवे मध्य भारत रोडवेज की सलाह से विचार कर रही है। मध्य प्रदेश में भाडेर नाम की जगह की जानकारी मध्य रेलवे को नहीं है। इस बात का पता नहीं लगता कि मध्य रेलवे को भाडेर में आउट एजेन्सी खोलने की कोई मर्जी दी गयी है या नहीं।

(ग) अभी सवाल नहीं उठता, क्योंकि मध्य भारत रोडवेज से लिखा-यदी हो रही है।

मध्य प्रदेश में सार्वजनिक टेलीफोन घर और टे रीफोन एक्सचेंज

१५६८. श्री राह बड़ो शर्मा : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के बिष्णु-मुरेना और

ग्वालियर जिलों में ऐसे कौल-कौल से तहसील के केन्द्र स्थान हैं जहाँ टेलीफोन अब तक नहीं लगाये गये हैं ;

(ख) उपरोक्त जिलों में जिन स्थानों पर टेलीफोन को व्यवस्था हो चुकी है उन में में किन-किन में टेलीफोन एक्सचेंज स्थापित किये जाने की आवश्यकता प्रकट की गई है ; और

(ग) उक्त स्थानों में टेलीफोन एक्सचेंज कब तक स्थापित किये जा सकेंगे ?

परिवहन तथा संचार मंत्रालय में र.स्व-मंत्री (श्री राज बहादुर) : (क) -

भिण्ड	1. गोहाप
	2. लहर
	3. मेहांग
मोरेना	विष्णुपुर
ग्वालियर	1. भण्डेर
	2. पिंचोर

(ख) और (ग) मोरेना जिले के अम्बा, जोरा और सबलगढ़ में सार्वजनिक टेलीफोन घर स्थापित किये गये हैं। अब तक केवल सबलगढ़ में एक टेलीफोन केन्द्र के स्थापित किये जाने की मांग की गयी है। इससे इस विभाग को किसी प्रकार की हानि की सम्भावना न होने की स्थिति में इसकी मंजूरी दे दी जायगी।

Lift Irrigation Schemes

1569. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 1024 on the 29th August, 1957 and lay on the Table a statement showing the names of the lift-irrigation schemes completed in 1956 and proposed to be undertaken during the remaining period of the Second Five Year Plan period i.e., 1957 to 1960, year-wise in Himachal Pradesh and the expenditure to be incurred on each one of them?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): Bhagwani Lift Irrigation Scheme costing Rs. 19,500 was completed in 1956.

Nagchella Lift Irrigation Scheme costing Rs. 42,750 and one trial Boring costing Rs. 45,000 for tube-wells at Paonta are in hand at present. Two more trial Borings costing Rs. 60,000 will start this year. No other Lift Irrigation Scheme has yet been finalized by the Himachal Pradesh Administration.

Dislocation of Simla-Kalka Rail Traffic

1570. Shri Raghunath Singh: Will the Minister of Railways be pleased to state whether it is a fact that the tunnel between Summer Hill and Simla Station has been damaged and the whole traffic is suspended?

The Minister of Railways (Shri Jagjivan Ram): Yes, it is a fact that a portion of the tunnel between Summer Hill and Simla Station has been damaged. However, the whole traffic is not suspended. Passengers with their luggage and parcels are booked upto Summer Hill while goods traffic is booked only upto Tara Devi Station, as there are no terminal facilities on other stations beyond Tara Devi. The tunnel is expected to be repaired by 30th September, 1957 after which through traffic will be restored.

Scheduled Caste Employees in Radio Stores Department, New Delhi

1571. Shri Vishwanath Prasad: Will the Minister of Transport and Communications be pleased to state:

(a) the percentage of the Scheduled Caste personnel employed as Storekeepers in the Radio Stores Department, New Delhi;

(b) whether the percentage is as required by quota;

(c) if not, the reason therefor; and

(d) what steps Government propose to take in this behalf in order to make up the required percentage?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) 5%.

(b) and (c). The number of posts of Store-keepers in the Civil Aviation Department being limited, the posts of Junior/Traffic/Store Clerks and Store-keepers have been grouped at present on an All-India basis for the purposes of communal representation and there is no separate quota for store-keepers in the Central Radio Stores Depot. In this group as a whole the percentage of Scheduled Caste-personnel is slightly in excess of the required quota.

(d) Does not arise.

Air Services in Nepal

1571-A. Shri Shree Narayan Das: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the licence granted to Airlines Corporation by the Nepal Government to operate internal services there has been terminated;

(b) if so, the reasons thereof;

(c) whether this is the result of an agreement reached between Nepal Government and the Indian authorities; and

(d) if so, the nature of the agreement and its important terms?

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

(b) to (d). Do not arise.

World Merchant Marine Day

1572. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that "World Merchant Marine Day" is being observed on the 13th October, 1957 and the Mayors of the most of the world's principal ports are participating in the 'Columbus' celebration at Geneva; and

(b) if so, whether the Mayors of any Indian ports are also participating?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Government have no information.

(b) None of the major port authorities in India has received an invitation to participate in any such celebration

**PAPERS LAID ON THE TABLE
APPROPRIATION ACCOUNTS (POSTS AND
TELEGRAPHHS)**

The Deputy Minister of Irrigation and Power (Shri Hathi): On behalf of Shri T. T. Krishnamachari, I beg to lay on the Table, under Article 151(1) of the Constitution, a copy of the Appropriation Accounts (Posts and Telegraphs), 1955-56 and the Audit Report, 1957—(Part II). [Placed in Library. See No. S-262/57.]

**AMENDMENTS TO INDIAN AIRCRAFT
RULES**

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): I beg to lay on the Table, under sub-section (3) of Section 5 of the Indian Aircraft Act, 1934, a copy of the Notification No. S.R.O. 2554 dated the 10th August, 1957, together with the explanatory note, making certain further amendments to the Indian Aircraft Rules, 1937. [Placed in Library. See No. S-261/57.]

**DECLARATIONS OF EXEMPTION UNDER
REGISTRATION OF FOREIGNERS ACT**

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to lay on the Table a copy of each of the following Declarations of Exemptions under the proviso to Section 6 of the Registration of Foreigners Act, 1939, namely:—

(1) 1/35/57-F.I, dated the 23rd May, 1957 (1 Declaration)

(2) 1/49/57-F.I, dated the 21st August, 1957 (1 Declaration)

(3) 1/52/57-F.I, dated the 31st August, 1957 (5 Declarations). [Placed in Library. See No. S-263/57.]

**STATEMENT CORRECTING REPLY GIVEN TO
QUESTION**

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): I beg to lay on the Table a copy of the statement correcting the reply given on the 3rd September, 1957 to Unstarred Question No. 1159 regarding Compensation for Kamalpur Landing Ground. [Placed in Library. See No. S-264/57.]

RULES COMMITTEE

SECOND REPORT

Shri Rane (Buldana): I beg to lay on the Table, under sub-rule (2) of rule 331 of the Rules of Procedure, a copy of the Second Report of the Rules Committee

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Forward Contracts (Regulation) Amendment Bill, 1957, which has been passed by the Rajya Sabha at its sitting held on the 10th September, 1957."

FORWARD CONTRACTS (REGULATION) AMENDMENT BILL

**LAID ON THE TABLE AS PASSED BY RAJYA
SABHA**

Secretary: Sir, I lay on the Table of the House the Forward Contracts (Regulation) Amendment Bill, 1957, as passed by Rajya Sabha.

ESTIMATES COMMITTEE

SIXTY-SEVENTH REPORT

Secretary: The Chairman, Estimates Committee (1956-57) presented to the Speaker on the 29th March, 1957, the Sixty-Seventh Report of the Committee on the Ministry of Defence—The Hindustan Aircraft (Private) Limited—which was approved at their sitting held on the same day. The Committee requested the Speaker to make corrections in the Report that might be necessary as a result of the factual verification by the Ministry of Defence.

The Report has since been factually verified and some corrections have been carried out in it under Speaker's orders. The Speaker has ordered the laying of the Report on the Table of the House in terms of para. 1(6) of Speaker's Direction No. 71A.

I lay a copy of the Report on the Table of the House.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

CLOSURE OF NARSING GIRJI MILLS ETC.

Shri Sonavane (Sholapur—Reserved—Sch. Castes): Under Rule 197, I beg to call the attention of the Minister of Labour and Employment to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The closure of the Narsing Girji Mills Ltd., and the partial closure of the Sholapur Spinning and Weaving Mills Ltd., Sholapur, and the situation resulting therefrom".

The Deputy Minister of Labour (Shri Abid Ali): Survey reports indicate that the condition of the plant and equipment and the financial position of the Narsing Girji Mills are very unsatisfactory. The mills' liabilities have exceeded the assets and they have no resources for the pur-

chase of essential raw materials and for payment to workers.

Proceedings have already been instituted for the winding up of the company. The mills closed down on the 9th August 1957, thereby affecting about 4,700 workmen. The question of payment of retrenchment compensation and other dues to the workmen has been taken up with the Government of Bombay.

The Central Government has ordered an investigation into the affairs of the mills in accordance with the Industries (Development and Regulation) Act, 1951, under the chairmanship of Shri G. D. Somani, M.P.

Regarding the Sholapur Spinning and Weaving Mills, my colleague, the Minister of Commerce, made a statement about its affairs on the 30th July 1957. I have nothing to add except that Government is closely watching the situation.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): As I anticipate that there may be some time to spare tomorrow or even today, I would like to announce that, time permitting, there will be a discussion on the following two motions:

- (1) Discussion on the Rice Milling Committee's Report on a motion given notice of by Shri Shree Narayan Das; and
- (2) Discussion on the Interim General Plan for Greater Delhi on a motion given notice of by Shri Harish Chandra Mathur.

As I said, this will be taken up if there is time, if the other business collapses earlier.

Mr. Speaker: What about Food?

Shri Satya Narayan Sinha: As I told you, the Minister is going to

make a statement on the West Bengal food situation tomorrow. Perhaps if you allow, the House may discuss the West Bengal Food situation. The Minister is prepared for it. Otherwise, for a full-dress debate on food, at least one full day must be necessary.

Shri Nanibir Bharucha (East Khandesh): May I point out that these occasional changes in the order of business are unfair to certain Members? If a Member wants to speak on a particular item of business and he goes under the impression that it is not going to be taken up immediately, and then suddenly it is taken up, I submit he will be unable to speak. I submit that this type of frequent, last-minute changes should be avoided.

Shri Satya Narayan Sinha: If the schedule is adhered to, this question will not arise. But we are afraid that from the way things are collapsing in the House, we must put something as a padding.

Mr. Speaker: This is only by way of abundant caution.

Shri Narayananatty Menon (Mukundapuram): On a point of clarification. The hon. Minister of Labour has clearly stated that he will bring in legislation this session on the Banking Inquiry Committee's Report on Kerala State. So far it has not been included in the agenda. May I enquire from the Minister what is the position?

Mr. Speaker: Hon. Members cannot take away the time of the House by going on asking questions in this way. The Labour Minister has not hidden himself. The hon. Member could have written to him. Why should he ask him here? He could ask him elsewhere.

Shri Narayananatty Menon: He said that it would be given due priority.

Shri P. Nanosoos (Ambalapuzha): In view of the statement of the Minister

just now, may I suggest that a little more time be allotted for the debate on food? That will be helpful. Everybody wanted it. I hope he will be amenable to it.

Shri Satya Narayan Sinha: What I had was subject to time being available. The time at our disposal will not be more than two hours or even a little less. The Food Minister has said for a full discussion on the food situation, it will not be fair either on the part of the House or on his part to deal with it in less than five hours. He says that he will not be able to do justice to it without that much time. Therefore, we do not know what to do.

I therefore suggested that on the West Bengal food situation, on which he is going to make a statement, ten questions be asked or let there be a discussion as far as possible on that issue.

Mr. Speaker: Tomorrow the Food Minister will be called upon to make a statement on the West Bengal food situation. A number of questions and adjournment motions are also sought to be tabled here. Therefore, let us take that opportunity. I shall allow a discussion on the West Bengal food situation for an hour or two. That is enough for the time being. For a general discussion on the food situation all over the country, it must be postponed to the next session.

Shri Surendranath Dwivedy (Kendrapara): I suggest that the time allotted to these two motions may be given for the discussion on the food situation. We can have a general debate on the general food situation in the country instead of confining it to the West Bengal food situation.

Mr. Speaker: If the House is willing to forgo discussion on these two motions, why should we not have a debate on the general food situation?

Shri Satya Narayan Sinha: There will not be more than two hours after finishing the agenda or the business which I announced the other

[Shri Satya Narayan Sinha]

day. This will not be sufficient for a debate on the general food situation. The Minister has said that he must have one full day, five hours at least, for this.

Mr. Speaker: Hon. Members seem to have misunderstood the hon. Minister's statement. They are under the impression that in addition to these two motions being disposed of by the House, there will be two hours for Food in which case they want to utilise that time also. It now transpires that these two motions have been proposed to be taken up for the purpose of avoiding any collapse of business. Therefore, if two hours are saved and these two motions are not taken up, that time will be left for the debate on the West Bengal food situation.

Shri Satya Narayan Sinha: In any case, we cannot have more than two hours.

POINT OF PROCEDURE RE RESOLUTION SEEKING DISAPPROVAL OF ESSENTIAL SERVICES MAINTENANCE ORDINANCE

Shri Naushir Bharucha (East Khandesh): On 7th August, 1957, the Essential Services Maintenance Ordinance was promulgated, and I gave notice of a resolution under article 123 of the Constitution inviting the House to disapprove of the Essential Services Maintenance Ordinance. You, Mr. Speaker, were pleased to admit that resolution, but later on, as the Ordinance was subsequently revoked, you were pleased to state that you disallowed the resolution. I requested you that I might be permitted to mention this matter on the floor of the House so that at least we have the benefit of a considered judgment from you which might constitute a precedent on a question of such importance.

The question, simply stated, is this: does the right of a Member given under article 123(2)(a) to invite the

House to pronounce disapproval of a particular Ordinance survive if the Ordinance is subsequently revoked? My submission is that the right survives because of the following 10 reasons which I am advancing:

First, this is a right granted under the Constitution which even Parliament is not competent to take away either by law or under any rule. Nothing short of an amendment of the Constitution would be necessary to destroy this right;

Secondly, the Chair has no power, I submit, to disallow such a resolution in pith and substance, because to invest the Chair with such powers would be tantamount to granting the Chair powers to override the provisions of the Constitution and destroy that right;

Thirdly, if neither legislation, short of amending the Constitution, nor any rule, nor the Chair can destroy the right, much less can the unilateral action of the Executive in revoking the Ordinance destroy such right;

Fourthly, to hold that the right does not survive on revocation of the Ordinance would be tantamount to holding that executive's unilateral action of revocation has retrospective effect in that it invalidates a resolution which was *ab initio* good in law;

Fifthly, it will be tantamount to importing in article 123 words to the effect that the right only subsists so long as the Ordinance subsists, for importing such words there is no warrant;

Sixthly, the Chair is bound to admit such resolution and once duly admitted and circulated, the House has become seized of the subject-matter and the House alone can dispose of it;

Seventhly, that the Government once having achieved its purpose by promulgation of an Ordinance cannot be allowed to escape criticism of the House;

Eighthly, that the right to move a resolution under article 123 accrues to a Member the moment the Ordinance is promulgated. There is nothing in the Constitution to show that under certain contingencies that right is taken away;

Ninthly, the right is given to the House in the Constitution to prevent usurpation of the legislature's functions by a dictator who could rule the country by Ordinances promulgated between sessions of the legislature, if the right to disapprove of them is made dependent only on the Ordinances subsisting during sessions of the legislature; and

Tenthly, there is no difference between an Ordinance and an Act enacted by Parliament in so far as the legal consequences flowing therefrom are concerned. The effect of revoking an Ordinance is much the same as repealing an Act. But under the General Clauses Act, with the repeal of an Act, obligations or liabilities acquired or incurred are not extinguished, and investigations, legal proceedings or any rights, privileges, liabilities, penalties, forfeiture or punishment under a repealed Act continue to survive. The revocation of an Ordinance does not mean that all its mischief dies with it. Therefore, because the legal consequences flowing from a revoked Ordinance continue to survive, the right of the House to disapprove of even a revoked Ordinance continues to survive. The fact that in the present case, no legal proceedings were taken or no people were convicted for strikes under the Ordinance is not germane to the present issue.

For these ten reasons, I submit that the notice of resolution which I gave inviting the House to disapprove of that Ordinance survives and it should be admitted.

The Minister of Home Affairs (Pandit G. B. Pant): I had listened to Shri Bharucha with great attention and with still greater interest. I have not been able to appreciate his

arguments. He has admitted that his notice was given under article 123 of the Constitution. In fact, he bases his arguments mainly on the ground that the Resolution having been notified under article 123, the hon. Speaker has no jurisdiction to treat it as having lapsed or not to allow any discussion on it later on even though the Ordinance may have been revoked.

He has referred to many things which do not seem to me to be at all germane or relevant. If you please see article 123, it says in (2)—

"An Ordinance promulgated under this article shall have the same force and effect as an Act of Parliament, but every such Ordinance—

(a) shall be laid before both Houses of Parliament and shall cease to operate at the expiration of six weeks from the reassembly of Parliament, or, if before the expiration of that period resolutions disapproving it are passed by both Houses, upon the passing of the second of those resolutions; and

(b) may be withdrawn at any time by the President."

Now, this is a resolution of a specified character with a definite purpose to which it should be directed. The resolution has only one object. It is not meant for any other purpose. It is not a general resolution dealing with the policy of Government with regard to any major or minor matter. But, if the Ordinance is disapproved by both Houses, then, the Ordinance ceases to be valid. If the purpose for which the resolution is intended no longer exists, then, obviously, there is no ground left for discussing that resolution.

Shri Nanshir Bharucha: May I just correct the hon. Home Minister? The purpose of the resolution is not to seek the extinction of the Ordinance;

[Shri Naushir Bharucha]

the purpose is to censure the Government for wrongly promulgating the Ordinance.

Pandit G. B. Pant: I do not know whether the purpose of the resolution was to support the Ordinance and to ask for its continuance. Anyway it disapproved the Ordinance and in the resolution itself there was a distinct reference to this article 123(2). The language used in the resolution itself was: "This House disapproves of the Essential Services Ordinance, Ordinance No. 5 of 1957, promulgated by the President on the 7th August, 1957." So, this was definitely, intended to be a resolution under clause (2)(a) of article 123. In fact, that was specifically mentioned.

Shri Naushir Bharucha: It is so.

Pandit G. B. Pant: Well, if it is so, then, it was only directed towards the nullifying of the Ordinance, because, from the language of the Constitution if the Ordinance is disapproved, if a resolution disapproving the Ordinance is passed in this House as well as in the other, then, the Ordinance will cease to have any force. The very language of this clause is used here. (Interruption). Well, if you cannot repress yourself, I have no objection.

The point is clear enough. The resolution was intended to seek the support of this House for the virtual repeal of the Ordinance which had been issued by Government. Now, Government itself withdrew the Ordinance under clause (b). So, the purpose for which the resolution had been notified ceases to exist and, after that, no resolution of this type could be moved.

The House is intended to deal with matters which will result in some action or in some sort of acceptance or disapproval of the policy of Government or to seek redress or some change in the policy of Government. It is not a place only for academic discussions. It has a cer-

tain purpose to serve. Every resolution, every Bill, every motion that is brought before this House must have some definite objective before it. It is not meant only to be an academic House where the Members of this House desire—even that has been carried out—that we must have some sort of a post-mortem type of discussion here for the thing which does not exist at all. That would be wasting the time of the House and I do not see that there was any ground left for moving this resolution after the Ordinance had been withdrawn.

If you refer to rule 338, you will see that it says that during the same session of Parliament a matter which has already been discussed and which is substantially analogous to the matter which is sought to be raised cannot be discussed again. We had a full-dress debate in this House on the Essential Services Maintenance Bill. Every clause of the Bill was accepted by the House and the whole Bill was accepted. So, what was already discussed in this House and what had been already approved by this House could not be the subject of discussion again in this House, whether in the form of a resolution or otherwise.

What would the House have done? Having passed the Bill, would the House have gone back upon the decision taken by it and should the House be allowed to argue a matter which has already been discussed in the House threadbare and of which the pros and cons have been fully studied, examined, scrutinised and accepted? Otherwise, there is no point in having a rule of this character Sir, the thing seems to me to be so obvious that I think the Speaker has not only done the right thing but anything else would have been obviously and decidedly wrong.

Shri Naushir Bharucha: Sir, may I be permitted to clarify one or two points? The hon. Minister says that there is no purpose in having that resolution, which, I admit, was under article 123, except to seek the revocation or cancellation of the Ordinance.

My submission is that the words in article 123 are wide enough to disapprove of the matter and manner of the Ordinance, apart from the substance of it.

The second point that he made was that once the Ordinance had been revoked, what is the use? The point is obvious. Supposing under the Ordinance 2,000 workers had been convicted. Because the Ordinance has been revoked, the workers who had been sentenced to, say, one year's imprisonment, that sentence does not automatically get revoked. That consequence continues to be there. If we accept the hon. Home Minister's premises, it amounts to this. Once the Government can promulgate an Ordinance and imprison about 10,000 workers and then revoke the Ordinance and the House can say nothing about it.

The third point is about rule 338 that we cannot discuss the same subject-matter within a session in this House. It is not the same subject-matter. What we discussed was the Essential Services Maintenance Bill; not the Ordinance at all. Supposing I want to retain the Ordinance but still want to protest against the matter and manner in this House, cannot I discuss it in this House?

I submit that there is nothing in the reply of the hon. Minister.

Shri Narayanankutty Memon (Mukundapuram): May I speak on this?

Mr. Speaker: I am not going to have a general discussion

Pandit G. B. Pant: Supposing a Bill is introduced in this House and a number of amendments are proposed, if the Bill is withdrawn, the Member who has given notice of those amendments cannot press for their discussion. After all the main Bill has been withdrawn. This is only a corollary to the clause which empowers the Government to issue ordinances and gives the power to Parliament to nullify that.

As to the argument of Shri Bharucha that, if the ordinance is issued and after that thousands of people are sent to prison, I expect that such a contingency will never arise and that his hope will never be fulfilled. But, assuming that such a step has to be taken, the mere expression of disapproval of the ordinance by this House or by both the Houses, which may even result in the repeal of the ordinance, would not in any way result in the release of the persons who had already been punished.

Shri Naushir Bharucha: It may lead to the resignation of the Government.

Pandit G. B. Pant: You can please yourself by the use of that expression. Anyway, so far as that point goes, I do not think there is much room for argument. The position seems to be obvious. Apart from that, I feel that the hon. Speaker has inherent jurisdiction to see that the proceedings of the House are conducted in a purposeful way and that the time of the House is not wasted unnecessarily.

Mr. Speaker: Does the hon. Law Minister wish to say something?

The Minister of Law (Shri A. K. Sen): I have really nothing to add after the masterly, if I may say so, arguments of the hon. Home Minister. I have nothing to add and I should imagine that the matter is beyond the pale of controversy.

Mr. Speaker: No doubt, it is an important matter that has been raised by Shri Bharucha. It is good to clarify this issue. Though an order was passed that I will not allow this resolution to be moved in view of the subsequent developments, I allowed him to bring it before the House so that we may know once and for all what the procedure ought to be. Even after hearing him, I am not convinced that the order that I passed is not according to the Rules or the Constitution.

I am afraid Shri Naushir Bharucha has misunderstood the position. The

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core of the resolution tabled by him had become infructuous after the ordinance was withdrawn. If it is an ordinary resolution, it should have been balloted. But, under article 123, the hon. Members of this House have got an inherent right without having recourse to the other ordinary rules regulating the resolutions and waiting to have it balloted, to move this House to abrogate an ordinance.

He thinks that the object of disapproval is for censuring the Government: it is not so. The object of the disapproval under article 123 is to make the ordinance cease to have any effect from the moment the House disapproves of it. Otherwise, it will lapse at the expiration of six weeks if the House does not approve it and make it into a Bill.

An ordinance is passed by the Government of the day under article 123. Power is also given to the other Members who do not belong to the Government Party or any other party to ask this House to disapprove it. If the Government wants that it should continue, it can introduce a Bill and get it passed. But, if the individual hon. Member wants to move, it is by a resolution to revoke the ordinance. The object is to have cessation of the working of the ordinance and not censuring the Government. They may refer to article 123(2):

"An Ordinance promulgated under this article shall have the same force and effect as an Act of Parliament. . . ."

I would refer to that at a later stage. This House can pass an Act. The President also can pass an Act. If the House passes the Act, there cannot be a resolution condemning the passing of this Act or censuring this House or the Government for having brought up a particular Bill. Likewise the President, when the House does not meet, has got a right as much as this House; he is also one of the parts of the legislature of this country. He has got a right to pass a law and

therefore, he cannot be censured. There cannot be any censure of the President by this House for having passed an Act under the Constitution. Therefore, it is advisedly that under article 123, no power is given to this House to condemn the President for having passed an Act. All that it can do will have the effect of disapproval and stop the further effect of this Act. The article reads:

"An Ordinance promulgated under this article shall have the same force and effect as an Act of Parliament, but every such Ordinance—

(a) shall be laid before both Houses of Parliament and shall cease to operate at the expiration of six weeks from the reassembly of Parliament, or if before the expiration of that period resolutions disapproving it are passed by both Houses, upon the passing of the second of those resolutions; and. . . .".

So, disapproval is not condemning the Government or the President; it is only for the limited purpose of making the operation of the Act come to a close. Otherwise, it can ordinarily run for a period of six weeks. The purpose of article 123(2)(a) is very limited in scope and it cannot be invoked for the general purpose of censuring the Government. I do not know if any resolution can be moved but it is unnecessary for me to come out with opinion regarding that. If independently a non-official resolution is tabled for the purpose of censuring the Government, I will reserve my opinion whether such a motion can be allowed at all. But, in view of the fact that the President is allowed to exercise certain rights under the Constitution and pass ordinances, the limited purpose of this article is to give power to any hon. Member to ask this House to disapprove and thus terminate the ordinance. From the day the House disapproves the ordinance, it ceases to have any effect.

There is one other point also to be noted. The ordinance ceases to be in operation from the moment it is disapproved by the House; but it will not have retrospective effect. The hon. Member felt that they may resign but those people who are in jail, ten thousand and so on, will have to resign themselves to their fates. (Interruptions.) Now, therefore, nothing can be done about those things which have happened already. So, both of them had to resign themselves one way or the other. The effect of this motion is not to nullify the effect of the ordinance antecedently. It is only for the purpose of terminating the effect of the ordinance before six weeks.

The other portion of article 123(2)—sub-clause (b)—says "may be withdrawn at any time by the President." What more has to be done? It has ceased to be in operation. The resolution wants only that it should cease to be in operation. It has already ceased to be in operation. Therefore, the resolution has nothing more to do. The hon. Member is a lawyer and he knows that in courts of law notice is taken of subsequent events also. On the date of the presentation of the petition or the plaint something may happen. Subsequently there may be a change on account of change in circumstances later on. So far as this matter is concerned, I am quite clear that the limited purpose of trying to get disapproval is only for the purpose of making the Ordinance cease to be in operation. When already the Ordinance has ceased to be in operation by withdrawal no more purpose is served by the resolution.

There is one other point. The hon. Member must know that when I admit notice of a resolution I will only admit notice of a resolution. Until it is formally moved in the House the House is not seized of the resolution. When once it is moved in the House it is the property of the House. Even if the hon. Member who has moved the resolution wants to withdraw it, he must have the permission of the House to do so. If he has

only given notice of the resolution he can write to me and say that he is not pressing the resolution. Also, if he absents himself it will disappear, he will not have an opportunity to move the resolution. Once he has moved the resolution even if he is absent I will have to put it to the vote of the House and decide one way or the other. Therefore, this difference between moving a resolution and making it a property of the House and the antecedent stage must be borne in mind. If that is borne in mind, this matter has not reached a stage when it is the property of the House, it is still in the notice stage.

At that stage, ordinarily, the Speaker circulates and allows these things to be brought on the agenda subject always to his right of disallowing the motion on the ground of inadmissibility. Now, I disallowed this motion on the ground that it does not serve any purpose. It has ceased to be in operation. The very object of the resolution has disappeared.

The hon. Home Minister drew our attention to one other matter also, that under rule 338 if the same matter is disposed of at an earlier stage in the same session that matter cannot be agitated upon. So far as this matter is concerned, disapproving is for the purpose of making it cease to be in operation; it is not for censure. The same subject matter has been approved by this House in the form of a Bill. Whatever may happen in the other House, so far as this House is concerned it has expressed its opinion. The object of this disapproval motion is to ask this House to come to a different conclusion, that ought not to have been done.

Shri Naushir Bharucha said that it is for the purpose of various other matters that can be raised. What is the other matter? The operative portion of the resolution is to make this Ordinance cease to be in operation. Mere censure or saying 'you have done hastily' is not good. Whether hastily or otherwise it will continue to be in operation. Mere

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expression of opinion is not good. When you come to the operative portion, whether the House can pass a resolution disapproving or not, it cannot do so under article 338.

Above all, wherever there is no specific rule, under rule 174 which relates to resolutions I can always disallow a resolution at any particular stage.

Lastly, there is the residuary rule 389. Whatever might be said in a particular rule, in a situation arising like this the residuary rule empowers the Speaker always to pass such orders as might be necessary if there are no specific provisions under these rules.

For all these reasons I have come to the conclusion that it is no longer worth pursuing. It is not a censure motion as Shri Bharucha, who wanted to have another opportunity to explain after the hon. Home Minister made his observations, wanted to say. Shri Bharucha once again reiterated that the resolution was not for the purpose of bringing about the cessation of the Ordinance, making it cease to be in operation, but for the purpose of censure. I am sorry he has chosen a wrong remedy. This is not the remedy, and I am not competent to suggest to him any remedy otherwise.

Therefore, my original order stands. This resolution cannot be moved.

PUBLIC EMPLOYMENT (REQUIREMENT AS TO RESIDENCE) BILL*

The Minister of Home Affairs (Pandit G. B. Pant): Sir, I beg to move for leave to introduce a Bill to make in pursuance of clause (3) of article 16 of the Constitution special provisions for requirement as to residence in regard to certain classes of public employment in certain areas.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to make in pursuance of clause (3) of article 16 of the Constitution special provisions for requirement as to residence in regard to certain classes of public employment in certain areas."

The motion was adopted.

Pandit G. B. Pant: I introduce the Bill.

ESSENTIAL COMMODITIES (SECOND AMENDMENT) BILL

The Minister of Law (Shri A. K. Sen): Mr. Speaker, Sir, I beg to move:

"That the Bill further to amend the Essential Commodities Act, 1955 be taken into consideration."

Sir, it is necessary to explain to the House why this amending Bill has been introduced, and why we want this Bill to be passed. Under the Essential Commodities Act of 1955, section 3 gives various powers to the Central Government with the necessary powers of delegation given under the Act itself. One of the powers given under section 3 is contained in clause (f) of sub-clause (2) of that section which reads as follows:

"For requiring any person holding any stock of any essential commodity to sell the whole or a specified part of the stock to such person or class of persons and in such circumstances as may be specified in the order."

In other words, the Government may require any person holding a stock to sell either the whole stock or a portion of the stock to any person or class of persons specified in the order of the Government.

One should have imagined that that provision clearly enables any Government by the very terms of the powers to direct any person holding any stock of an essential commodity

to sell the whole or a part of the stock to the Government itself or to one of its officers or agents. One should imagine the word 'person' was wide enough to include an officer of the Government or an agent of the Government like the Director of Supplies, the Director of Food or various other officers to whom Government may consider that this compulsory sale may be made.

Since the passing of the Act, and more particularly after orders were passed by the Government of West Bengal directing sale of stocks held by certain mills to officers named by the Government in the order directing such sale, doubts have been raised by these owners of stocks challenging the authority of the Government to direct sale to one of its own officers. The contention is that the word 'person' or the words 'class of persons' would not include an officer or officers of Government. There are many lawyers in this House. I do not think there is any substance in that contention.

So far as our imagination goes, so far as our power of analysis can stretch the word 'person', certainly, we cannot exclude a Government officer. But, nevertheless, in order to make ourselves abundantly clear we have, by way of abundant caution, introduced this amendment, so that the very healthy power of enabling the Government to virtually requisition stocks of food and other essential commodities by directing compulsory sales to persons nominated by the Government may not be thwarted by all sorts of doubts being raised, and these doubts being agitated in courts of law.

While we are bringing this measure before the House, we are not for a moment contemplating interference with the course of justice under the courts of law created by the Constitution and other laws of the Country. We are only doing what belongs to us, namely, making our mind quite clear by choosing words not capable of bearing any doubts whatsoever, so that our actions taken for the interests

of the public at large cannot possibly be questioned by any allegation that we have not made ourselves clear by the words chosen by us in our legislative enactments.

13 hrs.

I do not suppose, Sir, there will be any voice of dissent so far as this measure is concerned. In times of crisis, in times of shortage of production, specially of food and other essential commodities, it is absolutely essential that the Government must be given this power. And the Government cannot carry out this work of distributing stocks of essential commodities, by procuring them through the medium of compulsory purchase provided for in the Act, except with the aid of the officers whom it can trust. It could not possibly have contemplated carrying out the object of this Act through the medium of private citizens. It is impossible to do that. The Government must have control over the persons to whom these stocks are directed to be sold, so that when they come into the possession of the purchaser and become the property of the purchaser their distribution from that point of time is assured and the public are assured that the stocks which have been procured under the Act are fairly and equitably distributed amongst the people who need them. Therefore I move that the House accept this motion.

Shri Narayankutty Menon (Mukundapuram): The hon. Minister has said that the purport of the amendment was to clear a doubt that may arise at a later stage.

Shri A. K. Sen: Not that may arise. I said 'that may be raised'.

Shri Narayankutty Menon: Yes, in the actual operation of the clause.

This morning the Food Minister who had piloted this Bill in the last Parliament said in answer to certain questions that because this House has passed this legislation which made it a condition precedent that whenever

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procurements are made we should give the average price of the three months that prevailed prior to the date of procurement, because this House has passed the legislation. We will have to conform to that standard and there is no other go except to pay that price. When the Law Minister in this session comes with an amendment because of certain very genuine doubts that may arise in the operation of the Act in the procurement of the grains, we submit that irrespective of the possibility of someone raising a doubt, a clear doubt has arisen in the minds of the people that the working of the Act runs contrary to the purpose of the Act, because, the first amendment was introduced with the specific object of procuring grains at reasonable prices in order to bring down food prices in the country. But the objects and reasons of the Bill as also the speech of the Food Minister have been nullified, because when actual procurements were effected we were called upon to pay a price which was not at all fair, and statutory recognition was given to the prices that were prevailing when procurement started.

Therefore, while welcoming this amendment so that we may avoid much litigation and doubt and procurement may go on unimpeded by any legal arguments or doubts being raised, we would submit that the hon. the Food Minister who piloted this Bill in the last Parliament and also the hon. the Law Minister, taking into consideration what the Food Minister stated before this House today in answer to questions, may kindly appreciate this fact that this House has never passed a legislation for eternity and that the real requirement of the country is to get food at prices which are at a normal level, so that we may not give statutory recognition to the average of three months' prices in a particular locality. I would request them to bring in a suitable amendment without sticking on to the prices and also the prestige of the Government, because they have

come in with a hasty legislation on 31st May. Even though that particular matter was pointed out to the hon. Minister, he did not anticipate such a situation. But the working of the last three months has convinced the Government that under the provisions of this Act we are called upon to pay very high price. The normal amendment that ought to have been brought at this stage was an amendment fixing certain prices for the procurement which prevailed at a time when normal prices were ruling in the country and not at the height of the price level.

Therefore I appeal to the Government that not only may this doubt be cleared, but the position that exists today of paying higher prices may be cleared by bringing a measure for amending that particular provision relating to the fixing of prices.

Dr. K. B. Menon (Badagara): I rise to support the amendment brought by the Government to correct some of the errors in the drafting of the Essential Commodities Act. This shows how keen the businessmen are to see, by taking advantage of any little flaw, that the evil day may be postponed. I am equally glad that the Government is on the alert and is acting with promptness and with precision.

If I may be permitted and if it would be in order for me to point out some of the difficulties that the Government would face in implementing this Act, I would like to say that since the passing of the original Act businessmen have been inventing new ways of contravening the Act by attempting to corner supplies, in the rural areas particularly. In permanently deficit areas the businessmen have been in the habit of going about and purchasing the grains brought fresh from the field as soon as they are brought, by letting loose their henchmen in the villages. The villagers are not in a position to hold on to the stock because they are always in need of cash. And unless some way is found out to meet this need of

the villager, it may be difficult to prevent the villager from selling the grain to the businessman.

They have found a new way also—I heard it is in practice in some parts of Maharashtra and other places—of forward buying of grains even before they are harvested. Many of these cultivators, most of them small holders, are not in a position to meet their cash needs for family expenses or for the expenses of cultivation. Apart from buying the paddy as soon as it is brought from the field, as I pointed out first, this new method of making forward purchase must be prevented.

The only way, as far as I can see, for preventing that kind of forward purchase is by meeting the credit needs of the villager. I would like the Government to examine this position and see whether that could be met through co-operatives.

Another leakage or a draught of the grain from the rural areas to the small towns and big towns nearby also has to be prevented. A question will soon be tabled or is being tabled in the Bombay Legislature, I believe, that considerable quantities of grain in small packages of seers are taken from Thana to the City of Bombay. This is not taken to Bombay. It is sent to very many other places. That is also in my experience. In deficit areas the town people can afford to pay a higher price for the grain, and these small people—sometimes they may be the agents of a town merchant, sometimes they may be doing it on their own initiative, because they can make small profits out of it—collect these small bundles of grain from the rural areas and take them to the town for sale. This also has to be prevented. Very often it is connived at by the authorities because they feel that some middlemen may make some gain or profit out of it. Very often these things are collected and cornered by the businessmen in the towns and sold at higher prices. What exactly has to be done for this,

I do not know. Here again, the problem of the small credit needs of the villager comes in and if this is met, whether the flow of the grain from the rural areas to the small towns nearby can be prevented or not, I do not know. I wish to invite the attention of the Government to these facts and have the situation examined and corrected if possible.

Shri Ranga (Tenali): Mr. Speaker, even in those days when the all-round controls were enforced, I used to make a suggestion to the Government that they should publish at least once a year if not twice a year, a report on the working of the powers that are given to Government in regard to the production, purchase, distribution and sale of those commodities that come within the mischief or within the operations of an Act like this or of controls which have regulatory powers. Unfortunately, Government has not adopted that policy as yet. I would like to urge once again that proposition as otherwise it would be impossible for this House to know how these powers are being exercised in different parts of the country by different State Governments as well as the Union Government itself.

Secondly, I am very glad that my hon. friend Dr. K. B. Menon has approached this subject in a constructive way. It is a well-known fact all over the world that there is conflict of interest between surplus countries and deficit countries in regard to foodgrains especially. Similarly, there is conflict of interest also between surplus States and deficit States within India, and fortunately or unfortunately, it so happens now that the very friends of the Communist Party here who were so very keen upon having more and more controls in India during the war and after the war more or less in the same way in which they have them in Soviet Russia and in other Communist countries, also happen to be today in power in that particularly deficit State of Kerala. Quite a number of them have

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also come from that State to swell the ranks of the Communist Party here in our own Parliament with the result that we seem to be getting a kind of lopsided view of the situation.

Actually, what was the position? The Food Minister himself had said—I wish he had been present on this occasion—today that three important, more or less deficit States had come up for special consideration of his Ministry, namely, Kerala, Madras and West Bengal. As between Kerala State and Madras State, there seems to be special preference to the Kerala State because the Central Government does not wish to be accused of not doing its duty by the Kerala Government which is held by the Opposition party in this House. I do not want to begrudge whatever the special considerations the Government of India shows to them. But I would like them to do justice also to the other States.

Take, for instance, West Bengal itself. Recently, there was so much trouble there because the prices of foodgrains, especially of rice, had shot up. West Bengal wants the super-fine rice of Andhra, but West Bengal cannot have it. The Andhra super-fine rice must be sent down to somewhere else. If Madras would like to have it, it would go there. But Kerala would not like to have it because the price is too high. Therefore, in between the Andhra producers on the one side and the merchants also who have purchased it, and the West Bengal consumers and the merchants who would like to buy it on the other side, these people are held to ransom. They are made to suffer and to accuse each other also. West Bengal looks to Andhra and thinks that Andhra is doing her injustice because it does not allow the rice to go to Bengal. Andhra is angry with the Union Government because she is not allowed to send her rice to Bengal and to be sold at reasonable profits—let us put it from the point of view of the mill-

owners. How is this particular difficulty to be overcome? It was sought to overcome the difficulty—the Union Minister sought to overcome it—by coming to a kind of agreement with the Andhra rice-millers some weeks ago, when he agreed to allow 40,000 tons of super-fine rice to be exported to Bombay and West Bengal. But he stipulated one condition which they did not seem to have understood in proper context; that condition was, it could be done provided that they were willing to place the rest of their surplus stocks with them, at the disposal of the Union Government so that the Union Government could divert it to Madras State as well as Kerala State.

Shri Tangamani (Madurai): What has it got to do?

Shri Ranga: It has got everything to do with what has fallen from the representatives of that party. One of my hon. friends from that side was saying this morning that the Government has done wrong in sticking to the Act that was passed here, according to which the average price prevailing over the previous three months up to the 1st of June had to be paid to the producer in Andhra. Now, that has got to be paid. On the other hand, my hon. friend wants to have it all free. They are welcome to have it just as they are having plenty of rain during the rainy season in Malabar. But unfortunately this rice has got to be produced by hard-working peasants in their small, tiny landholdings and necessarily they have got to be maintained. The agricultural workers also have got to be maintained. We are ourselves asking that minimum wages should be fixed for agricultural workers in order to enable them to live a decent life at least as human beings.

Shri B. S. Murthy (Kakinada—Reserved—Sch. Castes): Even then, there cannot be a red rain of grains as it was reported in Kerala sometime back!

Shri Ranga: We have got to pay those wages and these producers themselves have got to be maintained. Then, on the top of this, the rice-millers have got to be remunerated so that the rice-mills would be able to process the paddy into rice. All these expenses have got to be taken into consideration in fixing the prices. I do not know if any arbitrary price could be fixed at all as would be possible according to the present legislation, because the present legislation does not say whatever may be the average price that was prevalent in the markets before the 1st June. The price should not be less than remunerative price, should not be less than what my hon. friend was pleased to say, a reasonable level of prices. It does not say that. Therefore, there is always the danger that the prices that they may reap and the prices that should be paid by the Government or their agents to the rice-millers and peasants themselves may be found to be much less than the remunerative prices or much less than the normal level of prices also, in which case the producers will be held to ransom; they will be made to suffer, and when the producer suffers, the agricultural workers also suffer. Do we want the producers to go bankrupt? Do we want the agricultural workers to be starved much more than what they are now starving? Do we want all our agriculturists all over India even including the Kerala State, which is a deficit State, and all our producers to be starved and be driven to insolvency? Surely, that is not the attitude; that is not the intention of even the Communist Party if I mistake not.

Then, in that case, what ought to be done is for the Government to make a calculation as to what can be taken to be a normal level of price—not even that—a remunerative level of price. Having fixed that, let them also fix the minimum wages or a remunerative wage for agricultural workers. Let them enforce these two things and in that way ensure the minimum possible justice to the pro-

ducers of foodgrains. If they are prepared to do it, then, thereafter, it would be open to them to exercise the right of taking over as much of it as they want from time to time from the producers themselves or the merchants themselves or the mill-owners in the producing areas, whether they be in the deficit State or surplus State at that price and make it available to consumers all over India wherever you find it necessary to make it available in that fashion through the State agency. Nobody would object to that. But the Government is not willing to do it unfortunately and I very much deplore their inability or unwillingness to do it. As long as they continue to persist in this particular policy of negation, I wish to warn them that they would not be doing justice to the producers in the country.

The next point is that the Government now want a greater clarification of the power they already possess that their own officers should also have the power to go and take charge of the foodgrains that may be in the possession of these mill-owners. We have no objection to give this power to the Government officers. But I have an additional grouse in regard to the power that they have already taken in addition to this power that they want. I do not want the Government to exercise the power in such a way that, when we have already got the mill-owners as an intermediary taking too much profits, they would have the power to interpose between the mill-owner and the ultimate consumer some nominees of their own, maybe again a set of mill-owners or group of merchants, who may also become profiteers to exploit both the consumers at the other end and the producers at the very beginning of the sale procedure. Today they have got that power.

I would rather wish that the Government procures all these foodgrains that they want in the surplus States through their own officers and not

[**Shri Ranga**]

through any of these private agencies. We have had very miserable and painful experience in the last period of controls of how the State Governments, the Union Government or the Government agencies had misbehaved in appointing people to simply profit from the cost of the producers on the one side and the consumers on the other. It was certainly not the intention of the Government as such or of Parliament, but unfortunately it worked like that. Therefore, I would like Government to take due care to see that, taking advantage of this additional clarification that we are going to empower them with, they would only utilise their own officers and those officers also ought not to be of a low standing, but officers with a sense of responsibility. They should entrust it to very high-level officers, not less than the deputy collectors in the districts, to go and purchase these foodgrains.

Shri B. S. Murthy: How many deputy collectors are there?

Shri Ranga: My friend ought to know, instead of putting this question, that last time during the control period, there were hosts of deputy collectors who were put in charge of this work and also a large number of tehsildars.

Shri V. P. Nayar (Quilon): Hosts all right, but he is asking, how many?

Shri Ranga: I do not know whether they want to prolong this discussion for a longer period than is necessary. Otherwise, these interruptions are unnecessary. There are today five deputy collectors in each district. You can have another five deputy collectors if you want for this particular purpose. But I think two deputy collectors would be enough. All they have got to do is to go and seal those stores and then give the orders to the Railway people themselves as to what quantities of foodgrains have to be transhipped from those stores through railway wagons to the consuming centres; place the

orders on the mill-owners as to by what time and in what quantities rice has to be sent by railways to the consuming centres. So, I think we would not need very many. At the same time, it does not matter how many you need, but it is worthwhile on the part of Government to have their own officers to do it rather than have these middlemen—merchants, businessmen or rice-millers themselves—who have got into the habit of not so much offering the best possible service as of making the highest possible profit. That is a suggestion I would like to make to the Government.

In addition to this, I would like to endorse the suggestion made by Dr. Menon, and that is the question of credit. It is the duty of the Government to step into the place of the ordinary merchants, who today are concluding forward contracts with the producers. Forward contracts are necessary. The peasants have got to be supplied with credit before the harvest period in order to enable them to finance the harvest and also to pay the taxes in addition to maintaining themselves. Instead of depending upon these merchants and profiteers, this can be best done through the co-operative societies and through the Government themselves. Credit can be advanced to the farmers on the condition that the specified portions of their production should be placed at the disposal of the Government at prices fixed by Government themselves.

I have already indicated that the prices to be fixed by the Government should be remunerative and should not be less than the minimum and that has to be stated very much in advance of the harvesting period, if not in advance of the sowing period. If these precautionary steps are taken by the Government either directly by themselves or through the co-operatives and if they prevent the peasants from falling into the clutches of these merchants and mill-owners, I am sure it would be possible for the Government to assure themselves of not less than 50 per cent of the total

surplus foodgrains that the peasants would be having at their disposal at the time of the harvest period. With half of the surplus being in their possession, Government would be in a position to assure all these deficit States of all the quantities of foodgrains that they would be badly in need of at prices which would also be within the capacity of the consumers.

It is quite possible that in certain States, the consumers would be so very poor and even a remunerative price that has got to be paid to the agricultural producers would be beyond their means. It is for that purpose that I want the Government to make use of that fund of Rs 25 crores to subsidise the sale of foodgrains for consumption by the vulnerable sections of our people in these deficit areas.

I do not have anything more to say, except again sounding the warning that Government will have to be extremely careful to see that in the working of this particular Act, they would not give additional opportunities for these various middlemen to exploit the consumers as well as the producers masquerading as agents of the Government.

Some Hon. Members pose—

Mr. Speaker: Unfortunately, by having allowed Mr. Menon to raise some matter, Mr. Ranga also had to reply. I think hon. Members will not enlarge the scope of the Bill. It is a simple amending Bill. The general provisions of the original Bill are not now under discussion. The House has already accepted them. The only question is, there was a doubt whether the word "person" or "persons" will apply to the State Government, etc. and therefore, they wanted to make it clear. I do not see how there is any scope for long discussions over this matter. Mr. Menon raised a point and it has been replied to by Mr. Ranga. I do not think hon. Members will continue that. I have allowed one

hon. Member from the communist party. I will allow one more. Mr. Gupta.

Shri Sadhan Gupta (Calcutta-East): Mr. Speaker, I rise to support this Bill and indeed I would wholeheartedly endorse the Law Minister's observations that there could be no dissent to this Bill. Representing a part of West Bengal as I do, I am perhaps more alive to the necessity of the Bill than many other sections of the House and many other Members of this House, because in West Bengal today, a calamity has descended in the way of famine conditions. Today the hungry peasants are trekking to the city of Calcutta for want of food. Therefore, the powers sought to be granted by this Bill are certainly very necessary. There could be no question of dissent about it. If any doubts have been raised, then those doubts should be cleared up. But the power should be untrammelled for the purpose of securing food for the people. We have no dissent to this Bill though we have some misgivings, some of which I will mention. We have misgivings about the way the power is to be used. We all think that when we grant power to the Central Government and the State Governments to seize stocks, seize hoards, those powers will be utilized energetically. When I say that these powers should be utilised energetically, I do not mean that they should take away the stocks of peasants who have kept them for their domestic consumption for the year. Of course, in our country the tiny peasants, to whom Professor Ranga has referred, do not retain their stocks. They have long sold out their stocks or consumed their stocks. But, there are certain peasants who have just sufficient store for their consumption during the whole of the year, for the purpose of seed and so on. It is absolutely necessary that their stocks, which they need for the purpose of consumption, should not be interfered with. But, it is equally necessary that where hoarding has taken place for speculative purposes, where hoarders are trying to make

[Shri Sadhan Gupta]

a profit out of hunger, out of starvation and death of the common people, it is extremely necessary that energetic steps should be taken to unearth the hoards.

13.32 hrs.

[MR. BARMAN in the Chair]

I will not go into the question of the price to be paid; that may be settled later on. But I have a misgiving that the Bill may not be utilized as energetically as it needs to be utilized because we see that there is some softness in the different State Governments, as far as hoarders are concerned. I cannot think that today if we took steps to unearth hoards, we should be compelled to allow different parts of the country to face starvation, as they are doing today. Eastern Uttar Pradesh and Bihar have been facing starvation for some time. Today it has descended on West Bengal. We are told that our shortage is not much, it is a small shortage. If that is so, I don't see why so much misery should be allowed to descend. Therefore, I hope that when the power is granted to the Central Government and the State Governments, they will utilise that power and not give consideration to the hoarders, we have almost always received it.

In Bengal, on many occasions kisan organisations in different villages have supplied names of hoarders who have hoarded stock for the purpose of speculation. The other day, through raids on different rice mills, I understand, a lot of stock was unearthed. That shows that although there is acute distress, there is not as much scarcity of food as we are made to believe; food is there. And it is the experience of many villages in West Bengal—and I dare say of every other part of the country—that speculators and hoarders are sending away food to places where they can be sold at a profit. In the case of Bengal, a lot of food is being sent or smuggled out of West Bengal into East Pakistan

because there it can be sold at a profit. It often happens that from the rural areas a lot of food is sent into towns, not for the purpose of legitimate trade, but for the purpose of hoarding there and selling at high prices. Therefore, it is absolutely essential that energetic steps should be taken. Unfortunately, it is the Law Minister, who is piloting this Bill. I wish the Food Minister was piloting this Bill because it is really the acute crisis of food which has necessitated the passing of this Bill. Therefore, I hope the Food Minister will realise the extreme anxiety of the country for the de-hoarding of stocks, the extreme anger and the extreme hatred that the whole of the country feels against hoarders who hoard food for the purpose of speculating and for the purpose of profiteering when millions of our countrymen starve to death. Through starvation they lose their social morals and their families are disrupted and the whole social fabric collapses. That is why I want to support the Bill and once more urge its energetic utilisation.

Shri B. S. Murthy: I do not want to make a speech except to suggest an amendment. The clause reads:

"for requiring any person holding in stock any essential commodity to sell the whole or a specified part of the stock to the Central Government or a State Government or to an officer or agent.."

After the word "agent", I want to add "or agency of the Government". If the word "agency" is used, co-operative societies can be brought into the arena of purchase and sale of foodgrains. As far as the history of the co-operative movement in Madras and Andhra is concerned, the history of the Triplace Urban Co-operative Society is very well-known and the history of this society has been praised all over the country. As a matter of fact, in 1955 Government was not at all willing to enter into the field of procurement as a precursor to

controls. Therefore, the words "Central Government and the State Governments" have been left out. Now the necessity has come to use the term "Central Government as well as State Governments". But I think it is better that we also make room here for certain organisations, such as the co-operative societies or other societies which are in existence in certain localities. They may be authorised by the Government to purchase and sell foodgrains. That is very essential because, if it is not done, Government will have to come again to Parliament, asking for further modification of this Act.

In this connection, I will give you an instance. Some time back, the Minister of Food and Agriculture and the Deputy Minister had been to Hyderabad. Both of them met the peasants and the mill-owners and there was an agreement. Now the mill-owners complain that the stocks have been seized whereas the Minister has today categorically stated that no seizure has taken place and that they only wanted records as to the quantity of foodgrains they store in their mills. But the Andhra mill-owners, the Minister said, did not co-operate as far as sale of foodgrains is concerned. Therefore, without having all such things and finally passing an order imposing controls, I suggest that an outside agency like the co-operative societies may be utilised for this purpose. Therefore, I think that the use of the word "agency", we may not use the exact words co-operative society or societies, will facilitate the work of the Government, as and when they think of utilising the services of the multi-purpose cooperative societies for the purchase as well as sale of essential commodities.

In this connection I would like to tell the House that during 1948, when Mr. Prakasam was the Chief Minister in Madras State he wanted to try the producer cum consumer cooperative societies. It was a success for a long time, but unfortunately because of the apathy of the Government which succeeded Prakasam's they went out

of existence. There are certain societies all over Andhra as well as in some places in Madras State, I do not know as far as Kerala is concerned. These three States form one rice zone and there are producer cum consumer cooperative societies, multi-purpose cooperative societies and also farmers' cooperative societies in this area. I, therefore, think that an amendment in this form or in a form the Minister thinks fit, will facilitate to a great extent easy procurement and easy distribution of the foodgrains.

Shri C. R. Pattabhi Raman (Kumbakonam): Mr. Chairman, the object of this amendment is clear enough and narrow enough. It seeks to substitute for clause (f) of sub-section (2) of section 3 a new clause (f).

It is only to clear the doubts that may arise with regard to the content of the existing clause (f) of sub-section (2) of section 3 of the Essential Commodities Act which has been passed by us.

The provision I submit is wide enough even without the amendment. It is just possible that in some enactments some doubts may be created as to whether a Government or an agent of Government can act as a person. But in this enactment before us, namely the Essential Commodities Act section 3(1) is clear enough. It says:

"If the Central Government is of opinion that it is necessary or expedient to do for maintaining or increasing supplies of any essential commodity or for securing their equitable distribution and availability at fair prices, it may, by order, provide for regulating or prohibiting the production, supply and distribution thereof and trade and commerce therein."

It is as wide as the sea. So, I submit that the amendment now sought to be made is not really necessary in an enactment of this kind which has conferred on Government very wide powers. Section 3(2)(f) says "person

[Shri C. R. Pattabhi Raman]

or class of persons". I submit, therefore, that it is really not necessary to have an amendment of this kind. But I support it because it seeks to clear a doubt, and by way of abundant caution, as the Statement of Objects and Reasons says, we may have it.

Actually, I have been revolving in my mind, as to whether we should not amend the General Clauses Act for this purpose. The word "person" is defined in the General Clauses Act. Corporations will come under the word "persons". Here we are in a fast moving society. The entire life of a welfare State will be paralysed on account of some imbalance or maladjustment in the prices of essential food stuffs and other things. I am wondering whether it would not be better to amend that definition in the General Clauses Act to include Governments or their agencies. It is likely that we are going to have many more enactments in keeping with the welfare State and unless full powers are given to the State the very life of the community will be paralysed and the Plan will be jeopardised, because if prices shoot up persons with fixed income are bound to suffer. The object of this measure is to keep prices down.

I find some hard words said about farmers. We may be justified in attacking the middlemen, the dealers and the hoarders. But we have to be careful with regard to farmers. They form the bulk of our population and unless we have the willing cooperation of the farmers, we would not have the necessity for these agencies. It is no use bandying words at the farmers whose full, willing and active cooperation is necessary in the implementation of these enactments. Inasmuch as this enactment seeks to clear doubts, it is necessary to pass it and I support it.

सरदार ज्ञ० सिं० सहगल (जंजगीर) : सभापति भर्होदय, ऐसेशियल कमोडिटीस (सेक्विड एमेंडमेंट) बिल जो कि हमारे विषय मंत्री द्वारा यहां प्रस्तुत किया गया है,

उस पर मैं अपने विचार रखना चाहता हूँ। इसके स्टेटमेंट आफ आन्जेक्शन एण्ड रीजन्स में यह लिखा हुआ है :—

....An order may be made requiring any person holding in stock any essential commodity to sell the whole or a specified part of the stock to such person or class of persons and in such circumstances as may be specified in the order".

इसका मतलब यह होगा कि जो काश्टकार है, जो कि गल्ला पैदा करता है उसको कोई कीमत नहीं मिल सकती है। इसका कारण यह है कि गल्ले के जो भाव हैं वे निर्धारित नहीं हैं। मुझ से पहले बोलने वाले कई माननीय सदस्यों ने गल्ले के भाव निर्धारित करने के बारे में अपने विचार प्रकट किए हैं। मैं तो यह कहूँगा कि जिस बक्त गल्ला तैयार हो जाता है उसी बक्त उसके जो भाव हैं वे निर्धारित कर दिए जाने चाहिए। इसका मतलब यह होगा कि जो काश्टकार है वह उस दाम पर अपने गल्ले को बेच सकेगा।

इसके साथ ही साथ यह भी देखना चाहिए कि हमारी सरकार के जो एजेंट्स हैं उनको गल्ला दिया जाना चाहिए या जो कोमोडेटिव बेक्स वहा पर बक्त कर रहे हैं, उनको दिया जाना चाहिए। मैं समझता हूँ कि भारत भर में आज कोई भी स्टेट एजेंट्स नहीं होगी जहां पर कि कोमोडेटिव बेक्स बक्त न कर रहे हों। इन संस्थाओं के द्वारा अगर किसान अपने गल्ले को बेचते हैं तो उनको काफी अच्छे दाम मिल जाते हैं। लेकिन आज होता क्या है? मैं आपको बतलाना चाहता हूँ कि जिस जगह से मैं आता हूँ वह एक सरपत्स एरिया है और वहां से काफी मात्रा में चावल इत्यादि दूसरे प्रान्तों को दिया जाता है। जिस बक्त काश्टकार गल्ले को तैयार कर लेता है उसके पहले ही जो मिल मालिक होते हैं वे जा करके उन काश्टकारों को इत्यादि दूसरे पर

कि वे काश्तकारों से नियत भाव पर, जिस भाव को कि वे ही नियत करते हैं, गल्ला खरीदेंगे।

हमारी सरकार को इस बात का खाया रखना चाहिए और उसको इसमें यह निर्धारित कर देना चाहिए कि जिस बक्त गल्ला तैयार होगा, हम इस भाव पर उसे खरीदेंगे या हमारे मुकर्तर किये हुए पक्के एजेंट या आदमी गल्ले को निर्धारित मूल्य पर खरीदेंगे। जब तक आप इस तरीके की व्यवस्था नहीं करेंगे तब तक आप काश्तकारों की हालत को सुधार नहीं सकेंगे।

यह जो हमारे बीच के लोग हैं एजेंट बगैरह जो कि गल्ले का काम करते हैं वे इसीलिए गल्ला खरीदते हैं ताकि सस्ते भाव पर लोगों को गल्ला दे सकें। वह जो बिल आप लाये हैं मैं समझता हूँ कि इस बिल की निहायत ज़रूरत थी। आज हम देखते हैं कि सरकार प्राविसेज से गल्ला आने के बाद शहरों में हम पीने दो सेर का गल्ला बेच रहे हैं। यह कोई अच्छी चीज़ नहीं है और हम चाहते हैं कि वह उचित भाव पर बिके और इसीलिए मैं चाहता हूँ कि आप उसके बेचे जाने के लिए भाव निर्धारित करें। जब तक आप भाव निर्धारित नहीं करेंगे तब तक यह चीज़ बलेगी और बीच के लोग अनड़म प्राफिटिंग करेंगे और काश्तकार को उससे कोई फ़ायदा नहीं होगा।

एसेंशियल कमोडिटीज एक्ट मे जहा लिखा हुआ है “For securing their equitable distribution and availability at fair prices”, तो काश्तकार से तो उसके गल्ले को यह व्यापारी लोग सस्ते दाम पर खरीद लेते हैं और कह देते हैं कि यह ही फ़ेभर प्राइस है और वह प्रचलित हो जाती है लेकिन वही गल्ला बाजार में आकर यह व्यापारी लोग १८ लाये और २० लाये मन के हिसाब से बेचते हैं और इस तरह काफ़ी मुनाफ़ा कमाते हैं जब कि किसानों को कोई फ़ायदा नहीं होता है और वे नुकसान में रहते

हैं। इसलिए मैं मन्त्री महोदय से घर्जे करता हूँ कि आप इस तरह की व्यवस्था करें ताकि सरकार ही सीधे किसानों से उनका गल्ला उचित कीमत पर खरीद ले। आप मध्य प्रदेश की सरकार को इस बात की इजाजत दें कि वह सीधे किसानों से बाजिब कीमत पर गल्ला खरीद ले। नई फ़सल आने वाली है और आपको अभी से इस बात का इन्तजाम कर लेना चाहिए कि गवर्नरमेंट बजात खुद या उसकी तरफ से मुकर्तर पक्के एजेंट्स गल्ले को किसानों से मुनासिब कीमत देकर खरीद लें। ऐसे एजेंट्स ही उस गल्ले को खरीद सकें जो कि स्वयं खरीद कर दूसरों को न बेचें। आज होता यह है कि बहुत से मिल मालिक एजेंट्स से ज्यादा दाम पर गल्ला ले लेते हैं और इस तरह काश्तकारों को नुकसान होता है। मैं चाहता हूँ कि ऐसी व्यवस्था की जाय ताकि काश्तकारों को उनके गल्ले की उचित कीमत मिले और इसीलिये यह जो अमेंडिंग बिल लाया गया है, मैं उसको सपोर्ट करता हूँ।

पंडित ठाकुर बास भार्गव (हिसार) : सभापति महोदय, यह जो एसेंशियल कमोडिटीज अमेंडमेंट एक्ट, १९५५ का था इसमें सरकार ने अपने हाथ में प्रोटेक्शन, सप्लाई, डिस्ट्रीब्यूशन आदि की पावर से ली थी। उस बक्त भी इस तरीके की बातें इसमें थीं कि सरकार वही जिस शब्द को द्वृक्षम दे दे कि वह अपना जो गल्ला है फ़नां भाव से बेचे। फ़नां शब्द को दे दे और वह इस भाव से बेचे। उस बक्त भी यह ऐतराज किया गया था और गवर्नरमेंट का ध्यान हमने दिलाया था कि इस बिल के प्रन्दर कई ऐसे नुकस हैं जिनको कि गवर्नरमेंट को टॉक कर लेना चाहिए। उनमें से एक नुकस यह भी था कि गल्ला खरीदने की जो बात इसमें थी वह दूसरे अशक्तास के बास्ते थी और मैं नहीं समझता कि उस का इस तरह स इंटरप्रेटेशन हो सकता है कि सरकार खुद गल्ला खरीद ले और इब थूकि एमरजेंसी है और सरकार खुद या अपने एजेंट्स के मार्फत

[विंडिट ठाकुर दास भार्गव]

गल्ला खरीदना चाहती है, इसलिये वह जो यह अर्मेंडिंग बिल लाई है वह ठीक ही लाई है बरता यह नुकस कानून में बाकी रह जाता।

इसके अलावा जो दूसरा नुकस इस में है वह यह है कि इसमें स्टाकिस्ट्स की फैक्निशन नहीं दी हुई है। यही ऐतराज भेजे पहले भी जब यह बिल आया था तब किया था और वही चीज आज में दुबारा दुहराना चाहता है और सरकार को काशन कर देना चाहता है कि उसने पुराने या नये बिल में कही पर स्टाकिस्ट्स की तारीफ नहीं दी है। और यही कारण है जो बार बार छोटे काश्टकारों की तरफ से बोलने वाले इसके स्विलाफ आवरज उठाते हैं क्योंकि उनको डर है कि इस तरह की फैक्निशन न होने से छोटे काश्टकारों को नुकसान पहुंचने का अन्देशा है। भारतवर्ष के हर एक प्रदेश के हालात जुदा जुदा है। जो हालात केरल, मद्रास, कलकत्ते या दूसरे प्रान्तों में है वे पंजाब में नहीं है। मुझे इस बात की खुशी है कि पंजाब के अन्दर भास्कड़ा हेम होने से और गवर्नरमेट द्वारा कुछ ऐसी स्कीम और व्यवस्था की गई है जिससे वहाँ के काश्टकार काफ़ी फसल पैदा करते हैं और अपनी ज़रूरत पूरी करने के बाद बहुत से ऐसे काश्टकार हैं जो अपनी फसल को रख सकते हैं और भीका आने पर बेचते हैं। स्वयं हमारी गवर्नरमेट काश्टकारों को सुविधा देने के लिए यहाँ पर बेयरहाउसेज और क्रेडिट आदि के सम्बन्ध में बिल लाई है और उसका नतीजा यह होगा कि किसान लोग अपनी फसल को बेयरहाउसेज में रख सकेंगे, उनको केंट भी मिलेगा और अपनी फसल को जब उसकी भर्जी होगी तब बेचेगा। गवर्नरमेट ने बतलाया था कि वह चाहती है कि काश्टकारों को उनकी फसल की मुनासिब क़ीमत मिले और ऐसा न हो कि फसल के बक्स वह सस्ते से सस्ता अनाज बेच देने पर भज़बूर हो जाय और मिडिलमेन और स्टाकिस्ट्स तो प्राक्रिटियरिंग करे और बेजा फ़ायदा उठाये और उन बेचारे किसानों को उचित

मुनाफ़ा भी न मिले। यह बड़े अफसोस की बात है कि मिडिलमेन और दूसरे लोग जो तिजारत करते हैं वे कीम से जायें। अगर वे काश्टकार वाजिब मजदूरी भी न पावे। अगर ऐसा इन्तजाम हो जिस में गल्ला पैदा करने वालों के साथ पूरा इनसाफ हो और बितरण करने वालों को भी वाजिब उत्तरत मिले तो किसी को ऐतराज नहीं होगा क्योंकि सरकार की ये मर्जन्स से कोई अदावत तो है नहीं। हाँ अलबता सरकार यह ज़रूर चाहती है और उसी के लिए यह कानून बना रही है और अमेंडमेंट कर रही है कि जैसा भेजे भाई श्री साधन चन्द्र गुप्त ने कहा कि गोदामों में गल्ले के अन्वार के अन्वार लगे रहते हैं और लोग बिना अनाज के भूखों मरते हैं, इसको रोकने के बास्ते सरकार कानून बना रही है और उसमें आवश्यक तरमीम कर रही है। आज चूंकि एमरजेंसी है इसलिए ऐसा होना ही चाहिए लेकिन जैसा कि मैंने पहले भी कहा था और आज फिर कहता हूँ कि आपको इस कानून में स्टाकिस्ट्स की तारीफ ज़रूर दे देनी चाहिए ताकि हमारे वे छोटे छोटे जमीदार जो अपनी ज़रूरत से कुछ अधिक गल्ला पैदा करते हैं, वे प्रैटीक्ट हो सकें। पहली दफ़ा जब मैंने ऐतराज किया था तो हमारे फृड मिनिस्टर साहब ने यह फरमाया था कि हम इस बिल को छोटे काश्टकारों पर लागू नहीं करेंगे और मैं जानता हूँ कि उनके मन में भी यही है कि इसको छोटे काश्टकारों पर लागू न करे। मैंने उस समय यह अर्ज किया था कि जो काश्टकार १०० टन गल्ला पैदा करते हैं, उन पर यह कानून लागू न किया जाय। लेकिन मेरी यह समझ में नहीं आता कि उस चीज को कैसे मैं लिखते हुए वे क्यों हित्तवत हैं? जो बात गवर्नरमेट के दिल में है भार जो होना उचित है उसको कागज पर वह नहीं लिखती है इसी बजह से यह सारा भास्कड़ा पैदा होता है।

यह ज़रूरी है कि आप साफ़ तौर से अपनी पालिसी का ऐसान करें। अपने पहले

एक प्राइवेट मुकर्रर की थी, अब भेदभाव कमेटी चलती है। प्राप उसकी रिपोर्ट आने से पहले ही इस बिल को यहां पर ले आये। अगर प्राप एक ऐसा कानून आरी करें जिसकी कि इस से हर एक काश्तकार को उसके गत्से की जो ईम्युनेरेटिव कीमत हो मिल सके और उचित मुनाफ़ा भिल सके तो वह स्वागत योग्य होगा। काश्तकार को उसकी फसल की ईम्युनेरेटिव कीमत भिले ताकि उचित मुनाफ़ा भिलने के साथ साथ उसकी भेदभाव भी बसूल हो जाय। ऐसी कीमत सरकार कानून द्वारा मुकर्रर करे। प्राप जैसे इमरजेंसी है उसमें यह जाहरी है कि इस तरह की कोई कानूनी व्यवस्था हो जिसमें काश्तकारों से एक मुकर्रा कीमत पर फसल ले जाई जाकर ज़रूरतमन्द लोगों को मुनासिब कीमत पर दी जा सके। मैं समझता हूँ कि अशोक भेदभाव कमेटी कोई ऐसी तरकीब निकालेगी। जिससे यह दोनों बातें हो सकें। सारे बड़े बड़े मूल्कों में इस किसी की पालिसी चली हुई है जिसके कि अन्दर उन्होंने मुनासिब कीमत मुकर्रर की हुई है और अगर प्राप उसके लिए आवश्यक कानूनी कायदाही करते हैं तो उसमें किसी को ऐतराज़ नहीं हो जाय।

इस बिल के अन्दर जो अल्फाज़ है वे इतने लम्बे चौड़े रख दिये गये हैं कि मेरों तो समझ में नहीं आया कि गवर्नरमेंट आहती क्या है और किस तरह अपनी मंशा को इन लफ़ज़ों के रखते हुए पूरा कर सकती है। प्रब इसमें है “sell.....to the Central Government or a State Government or to an officer or agent of such Government or to such other person or class of such persons and in such circumstances”. पता नहीं कितनी दफ़ा “सब” लफ़ज़ का इस्तेमाल होगा? इतना लम्बा चौड़ा यह बिल है लेकिन स्टाकिस्ट्स की तारीफ़ नदारद है। मैं अदब से अर्ज़ करता हूँ कि इस कानून की जद में शरीब से शरीब आदमी आ सकता है।

इसलिए मैं आहता हूँ कि प्राप इस बिल को ऐसा बनायें ताकि गरीब आदमियों को कोई नुकसान न पहुँचे। मैं यह मानता हूँ कि गवर्नरमेंट की मंशा उनको नुकसान पहुँचाने की नहीं है लेकिन प्राप उसको इस बिल में साक्षरता की नहीं कर देते और भिल क्षयों नहीं देते ताकि बिलकुल तसल्ली हो जाय।

प्राप देश के इमरजेंट हालात के अन्दर में इस बिल के प्रसिपल्स को प्रयोग नहीं कर सकता। यह तो हमको इमरजेंसी लेजिस्लेशन मालूम होता है। इमरजेंसी लेजिस्लेशन के तोर पर हम इसे भले ही पास कर लें बरना इतना लम्बा चौड़ा कानून जिसके कि अन्दर किसी किसी का सेफ़गांड़ नहीं रखा गया है, बाज़िब नहीं है।

इन अल्फाज़ के साथ मैं इसे इमरजेंट समझ कर सपोर्ट करता हूँ।

14 hrs.

Shri V. P. Nayar: When I read this Bill I thought it was a very simple measure, and especially when very important Bills had been sent to Select Committees even without a single Member speaking, I thought this Bill might take only a few minutes. But when I heard the Law Minister I remembered what the late Shri Mavalankar told us when he assumed office. He said that it is very difficult to break away from old moorings. A clever lawyer, we know, can make even a very small point appear big, and my hon. friend the Law Minister has not broken away from his moorings. He is new to this House and probably he thought his formulations require a sort of different way than what is usually done.

My complaint is not on the provisions of the Bill or against its principle. I have a little complaint against the Law Minister who, in his anxiety to flavour his formulations with ununderstandable phrases, has resorted to the use of an expression like *ex-abundanti cautela*. He will do well to remember that 90 per cent. of

[Shri V. P. Nayar]

our Members do not understand Latin phrases and unfortunately the Parliament Library has only one or two Latin dictionaries for us to find out what it is. Any one of us, even including the lawyers, would have understood it at least as much as this if he had said that it is by way of abundant caution, or to make assurance doubly sure.

Shri A. K. Sen: You have translated it perfectly.

Shri V. P. Nayar: I do understand it. Hereafter I would request him that in such cases, especially in the Statement of Objects and Reasons, since we are not addressing the Supreme Court, we must understand what he means, and other hon. Members who did not have the good fortune to go to Oxford or Cambridge must also be in a position to understand what the Statement of Objects and Reasons really connotes.

Then I was really amazed to hear Shri Ranga, and when I heard him, again a statement of the late Shri Mavalankar came to my mind. There was hardly any subject under the Sun which Shri Ranga did not touch on this very simple and innocuous measure. He travelled throughout India, he honoured Kerala with a visit, then he flew to Russia and came back and accused the Communist Party and waxed eloquent for the Andhra peasant whom also he introduced. What is all this? When I heard him I thought that the highest tax which we had to pay was not Shri T. T. Krishnamachari's taxes, but a tax on patience.

This is a very simple measure. What is there to object to in it? I would say that it was the hon. Law Minister who set the ball rolling. Normally this Bill ought to have taken only five to ten minutes.

With these words I say that I do welcome the Bill. There are many other matters in the Essential Commodities Act as it exists today which

require revision. Certain orders have been questioned, I do not remember which order it is; probably in Calcutta there has been some case about it. Government should therefore, as he rightly pointed out, take all precautions and must be armed with enough power to take all necessary action in such matters.

I would once again urge the hon. Minister to make a note of this mild protest from me that at least in future, because he will have to pilot so many Bills and we shall have to read his Statements of Objects and Reasons for the next four or five years, he should not come forward with a repetition of Latin phrases, and let him also bear in mind that all of us do not have the good fortune to understand such phrases.

Shri A. K. Sen: I agree entirely with the observations which have fallen from my hon. friend Shri V. P. Nayar that this simple measure should not have really evoked such elaborate arguments on the floor of the House, but I disagree with him, if he will permit me to do so, about the reason for evoking these rather large outbursts on the floor of the House. He has blamed me for starting the ball rolling. If I remember aright, I did not take more than three minutes to support my motion for consideration, and I said exactly what the hon. Member has said that we are really clarifying some provisions which have already been accepted by this House, that it being an Act passed by both Houses of Parliament I had no doubt that Parliament had very good opportunity of expressing itself on the relative merits or demerits of the various provisions contained in the Act. But I do plead guilty to the charge that possibly this insertion of a Latin phrase could have been avoided.

Shri Sadhan Gupta: Latin is Greek to many!

Shri A. K. Sen: It does not appear so. Everybody seems to have understood and nobody asked the meaning of this phrase. That shows the great intelligence of this House and falsifies.....

Shri Feroze Gandhi (Rai Bareli): May be Latin is Hindi to many!

Shri V. P. Nayar: I said it so that later on you may not come out with bigger and more ununderstandable phrases.

Shri A. K. Sen: I cannot give him the assurance that Latin will be completely banned, because it may be necessary to use certain Latin phrases for which we have not got equivalents in all the 14 languages in India, and possibly the Hindi equivalent might be objected to as much as the Latin phrase.

14.06 hrs.

[**MR. DEPUTY-SPEAKER** in the Chair]. Nevertheless, I am sure this charge has been made in good humour and I accept it.

The more important features of the arguments which were addressed are concerned with the question of price control and with the question of the silent support which we are alleged to be extending to hoarders. I am really concerned only with the powers to be granted to Government under this Bill. I am not concerned with the food policy directly. I have no doubt that the hon Food Minister has in the past explained his policies, his activities, and will in future take every occasion to appraise the House with his activities and how he proposes to deal with the food situation as it develops from month to month or from day to day. But it is necessary for me to say this at least, that the hon. Food Minister here and in the State of West Bengal, from which State my hon. friend Shri Sadhan Gupta hails, have done an excellent job of the whole thing. They have dealt with an extremely difficult and complex situation most energetically, selflessly and with all the sincerity

that one could imagine. I cannot imagine a better handling of the situation.

Apart from vague and general allegations regarding failures or commissions or commissions here or there, I have not really heard in the course of the debate today any serious condemnation of the broad outline of policy which has been accepted and followed by the Government here and also in the State of West Bengal in the matter of food. The very fact that in spite of shortages which are acute in parts, in spite of various difficulties and in spite of our unwillingness to adopt a completely controlled policy so far as food is concerned, the food situation has been kept well within control and excepting in a few parts of India food prices have shown a tendency to decline, is enough testimony for that. It is not for me to answer that point, it does not really arise out of the present measure, but it is certainly necessary for me to support my colleague the hon. Food Minister here and the hon. Food Minister of West Bengal who have, I repeat, done an excellent job.

But I do object to the general charge levelled by my hon. friend Shri Sadhan Gupta, who is usually very restrained in his attacks, that we have throughout shown a bias in favour of hoarders.

The Act, first of all, negatives it as a matter of policy. It gives abundant powers to Government to control all essential commodities including the power to direct compulsory sales. As a matter of general policy, that certainly refutes any charge of bias in favour of hoarders. But he says that we have refrained from touching big hoarders and as a result, they have been engaged in their anti-social activities.

Let us come to realities. This charge has often been repeated here and in the State of West Bengal. All the mills were cordoned off. All available stocks were seized and

[Shri A. K. Sen]

directed to be sold to agents of Government. The total amount seized was less than 180,000 maunds, which is less than 4 days' supply for the city of Calcutta alone. This fact has proved, if more proof was necessary, that there is no large scale hoarding, far less support by Government of hoarding. The quantity of rice found in the godowns of these big mills was less than the normal quantity kept in the godowns in previous years. As I said, from all the mills round about Calcutta—very large in number—only about 90,000 maunds—I speak subject to correction, because I am not dealing with food—were seized, which is less than three or four days' supply for the whole city of Calcutta.

Whether it is a matter of policy or it is a matter of reality, I think the Government here, as also in the State of West Bengal, have given ample proof, if proof was necessary, of their sincere desire to make available every ounce of vendible rice or other commodities or foodgrains necessary for providing the people with food. We shall certainly watch with interest; I am not saying so with any spirit of attacking any State Government, but since the Government of Kerala was introduced somehow or other, we shall watch with interest what they do in the matter of hoarding or in the matter of price control. As far as we are aware, they have not seized any stocks of rice, as the Government of West Bengal have done. As far as I know, they have taken no steps until now to control prices; they are remaining quite satisfied with the supplies they expect from the Centre. Yet, my hon. friend would not accuse them of bias in favour of hoarders, but would accuse a Government which have taken all active steps possible to seize available stocks as having a bias in favour of hoarders.

I hope that it will be possible for us to deal with these urgent and national problems by keeping ourselves as much free as possible under

the circumstances from a spirit of recrimination, because after all, the Party to which my hon. friend belongs, is now running a Government and they do appreciate the very difficulties facing a government. They have their own problems of hoarding there and also price control and if they can set a better pattern, we shall certainly watch with interest. But we shall certainly refrain from hurling accusations against them simply because they have done nothing by way of any demonstration of publicly seizing stocks or things of that sort.

I think that really finishes the main core of what I call an attack. The debate has really been conducted with a spirit of bringing about improvements, if any, in the measures we have enacted or are going to enact relating to food and other essential commodities.

There is only one word more necessary to answer Shri B. S. Murthy's suggestion that the word 'agency'—I do not find him here—should be introduced. The word 'agent' is enough; it is open to Government under the Act as it is with the amendment, to appoint anyone as its agent so long as he is not a minor or so long as he does not suffer from other incapacities.

With regard to Pandit Thakur Das Bhargava's point, I have really failed to see the relevancy of his attacks. We have taken powers to direct any person holding any stocks of an essential commodity to sell it to Government or its agents. He says that only big stockists should be affected. It is difficult to draw a line between big and small stockists. But I have not the least doubt that these powers will be exercised with caution and restraint with a view to seeing that the real purpose of procuring supplies of foodgrains at equitable and fair prices is achieved and that no unnecessary harassment is caused. Powers are given to the Government in the honest

belief that they will be exercised properly, and I am convinced that it has not been shown yet that the Government have abused these powers at any time anywhere. These fears are really hypothetical and are not sustained by any facts.

I am sorry I forgot to answer one point. I ought to have remembered it. It is necessary to mention it now because it might crop up again. Shri Menon suggested that we should not really give a price, the fixation of which is indicated in the Act, but some price which, according to him, will be a slashed down price. He forgets that we are working under a Constitution which limits the powers of any Government to requisition stocks either by compulsory sale or otherwise except on what the court regards as fair compensation. That is under article 31 of the Constitution. So long as we work under these constitutional limitations, it is not open for us to fix any and every price or the pittance of a price. This amendment was necessitated because certain courts had condemned our law on the ground that the price fixed was arbitrary and that the seller was entitled to fair compensation under the Constitution.

We are proud to say that we are functioning under the rule of law and the executive cannot function arbitrarily. Every action of the executive has to be backed by the authority of law. One thing is quite clear, that through the tangled web of our Constitution one golden thread runs, namely, expropriation by executive fiat is not possible.

Shri Panigrahi (Puri): Has the attention of the hon. Minister been drawn to a report published in the *Anand Bazar Patrika*, a prominent daily of Calcutta, which says that hundreds of maunds of rice and wheat despatched from government godowns in Calcutta for supply to the ration-shops have fallen in the hands of profiteers?

Shri A. K. Sen: I do not know. I am not concerned with Food.

Mr. Deputy-Speaker: I shall now put the motion that the Bill be taken into consideration to the vote of the House.

The question is:

"That the Bill further to amend the Essential Commodities Act, 1955 be taken into consideration."

The motion was adopted.

Clauses 2 and 1, the Enacting Formula and the Title were added to the Bill.

Shri A. K. Sen: I beg to move:

"That the Bill be passed".

Mr. Deputy-Speaker: I shall now put the motion to vote.

The question is:

"That the Bill be passed."

The motion was adopted.

RESOLUTION RE. RATIFICATION OF UNIVERSAL COPYRIGHT CONVENTION

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimati): I beg to move:

"This House approves the Universal Copyright Convention and the Protocols thereto as adopted at Geneva on the 6th September, 1952, and recommends that the said Convention and Protocols should be ratified by the Government of India".

I should like to make a few preliminary remarks with regard to the objects of this Convention and some of its special features.

In our world where there is so much of misunderstanding and conflict, if literary, scientific and artistic works are disseminated widely, they

[Dr. K. L. Shrimali]

can create a good deal of understanding.

The important thing is that copyrights of individual authors should be protected. The international systems which are already in force should not be damaged. At the same time, there should be free intercourse of knowledge and of the works of the human mind.

This problem has been agitating different countries for a long period. There have been two main systems as far as copyright is concerned. One is the Berne Convention which was adopted in 1887 and there was a different system which was followed by the American countries. Since several countries felt that this was not a satisfactory arrangement, they were thinking of evolving some system which would enable all the countries to participate and which would enable their works to be disseminated. Therefore, on the 8th September, 1952, an Inter-Governmental Conference was convened under the auspices of the UNESCO and delegations of Governments of 50 countries participated in this Conference.

The main problem was how they could evolve a system under which both the countries which had signed the Berne Convention and the countries which were working under the American system could come together. There was a lot of discussion at the Conference, and ultimately, a Convention has been evolved which enables the Berne countries to participate in the American system and also enables the American countries to participate in the dissemination of knowledge with the Berne countries.

I would like to inform the House that this Convention does not, in any way, supersede the Berne Convention. In fact, the Berne Convention would continue to regulate the copyright relationship between the Berne countries. This was made clear in article 17 and the declaration annexed

thereto. This Convention only establishes relationship between the Berne countries and the non-Berne countries and a bridge has been built which enables knowledge to be transmitted from one country to another.

Another advantage is that the Berne countries, after they ratify this Convention, will not have to enter into separate agreements with non-Berne countries, and the copyright relations between such countries would be regulated by the provisions of the Universal Copyright Convention. Similarly, the non-Berne countries would claim copyright protection in the Berne countries under the Universal Copyright Convention without any special agreement.

The House is aware that India has been a party to the Berne Convention since 1887 and it has so far not established any copyright relationship with non-Berne countries except the United States of America. After we have ratified this Convention we would be reaffirming our relationship with U.S.A. which has already ratified the Convention and it would establish copyright relationship with non-Berne countries in America and elsewhere.

The most important principle which underlies this Convention is that the published works of nationals of any contracting States, works published in each State shall enjoy in each of the contracting States the same protection that that State confers on the works of their nationals published in their own country. The same thing about unpublished works. Unpublished works of nationals of each contracting State shall enjoy in each of the other contracting States the same protection as that State accords to unpublished works of its own nationals.

According to this, Indian works and works of Indian nationals, by virtue of this provision, can claim protection in any non-Berne country and the same protection will be given which is enjoyed by the nationals of that country.

Another great advantage in adopting this Convention is that it does away with some of the formalities for the acquisition of copyright in that territory. The Universal Copyright Convention dispenses with that requirement and provides that it shall be deemed to have been satisfied if a work merely bears the symbol C in a circle accompanied by the name of the copyright and the year of its publication. Hon. Members are aware that all kinds of complicated formalities have to be gone through by the authors before their works can be protected. Now, this Copyright Convention does away with all that formality and all that one has to do is to put the letter 'C' under a circle and the work will get protection in all countries which ratify this Convention.

Therefore, I wish to submit that the ratification of this Convention is a big step forward in India's international copyright relationship.

There has been some delay in ratifying this Convention. The main reason for the delay is that we did not have adequate provisions in the old Copyright Act to ratify this Convention. It was only after the new Act was passed that we are in a position to ratify this Convention.

Hon. Members may also be interested to know the names of the countries which have already ratified the Convention. They are, U.S.A., U.K., Japan, France, Switzerland, Mexico, Germany, Italy, Spain, Argentina and Brazil. These are some of the important countries.

An Hon. Member: How many countries?

Dr. K. L. Shrimall: I am afraid the totals are not given here; but, I will place the list on the Table for the information of hon. Members. I have already given the names of the important countries.

Along with the Convention, there are three protocols. Protocol I pro-

vides for the assimilation of stateless persons and refugees having habitual residence in a State with nationals of that State. India has no problem as regards stateless persons are concerned. But many of the war refugees who have made India their permanent home but have not acquired Indian citizenship would benefit by this.

Protocol II provides protection in accordance with this Convention to works of institutions and other allied agencies. And, Protocol III reserves to State ratifying the Convention the right to notify that this ratification shall not take effect unless a specified country also ratifies the Convention.

We have no present intention of making use of this Protocol. I therefore, commend to the House that this Convention and the Protocols may be ratified. India has always taken a great deal of interest in all those international organisations which help in creating better understanding among the nations. Art, literature and science can be greatly instrumental in creating better understanding among the people and in ratifying this convention, India will be taking another step forward to create better understanding between the different countries. I, therefore, hope that the House will give unanimous support to this Resolution.

Mr. Deputy-Speaker: The Resolution is now before the House for discussion.

Shri D. C. Sharma (Gurdaspur): Sir, I welcome this convention. I agree with the Minister that this House should ratify it. But, I cannot help saying that this convention is just an instance of the way in which our international law is being formed. This is perhaps the first stage and not the final stage for the formation of international law.

[Shri D. C. Sharma]

There is Berne Convention. It is some kind of a regional convention between the U.S.A. and the Latin American countries. Of course, other countries can also subscribe to it. Then, there is this universal convention which lays down that it does not preclude any countries from joining in multilateral or bilateral agreements with other countries in that respect.

It comes to this. We have not yet got one simple comprehensive international law in any field of human endeavour. When that happens, that will be a very happy day for humanity; on that day there will be the disappearance of misunderstanding and diffusion of those noble things which the hon. Minister mentioned. But, it is good as far as it goes though it does not go very far. It is reciprocal. It is not going to be one-sided; it is going to be on a mutual basis. For instance, if I accept the works of a country on copyright, that country can also accept my country's copyright.

Mr. Deputy-Speaker: There is a very wholesome rule in our House that no Member shall pass between the Member who speaks and the Chair. But I have often found this rule being transgressed. I request the hon. Members to see that this is observed very strictly.

Shrimati Ilia Palchoudhuri (Nabardip): I am sorry, Sir.

Shri D. C. Sharma: I am also glad(Laughter) Am I not right? Sir. I was submitting that this has quite a wide scope. It applies not only to published work of writers and dramatists and other but also to musical compositions, cinematographic works and paintings. I am glad it applies to cinematographic work, and painting. I am glad it applies to cinematographic works. If this convention is adopted mutually by India and U.S.A., most of the trashy films in India would disappear because most of them are very

poor and cheap imitations of some of these Hollywood films. I hope a very vigilant eye would be kept on it.

This should be applied not only to published works but unpublished works. Sometimes, unpublished works are of greater value than published works. Sometimes, an unpublished work may be epoch-making; it may lie dormant for want of patronage or for some other reasons. I am glad that this is quite wide in its scope.

It is also good that in the contracting stage, we have not to go to these lawyers. These lawyers are very beneficent people. But, law means so many restrictions and procedures and deposits and regulations and what not. The poor author lives in a world of imagination, far away from the world of stark reality, where he does not feel the impact. He feels hampered by all these restrictions and I think those taxing regulations are not going to operate; when he is going to enter a country, these formalities I hope, will be done away with. Of course, if he wants to seek judicial relief, he will have to undergo the judicial process. Now, otherwise, nobody can hamper the copyright convention of any book anyway anywhere he likes.

It is good that the life of the copyright has been fixed for the life of the author and 25 years after his death. I think that is our law ...

Dr. K. L. Shrimall: Fifty years.

Shri D. C. Sharma: Our law is better than that. But, a wholesome provision has been made in regard to translations. But, no provision has been made in regard to abridgements. It is an age of abridgements. You take the most widely circulated papers. There will be abridgements of very costly books. Suppose I publish a book and somebody publishes an abridgement somewhere, the sale of my book is thereby curtailed. In addition to translations, abridgements and condensations should also have

been banned according to the international Convention. That would have given fuller protection. I find that it has not been done. I do not know why.

I have not been able to follow the procedure of these conventions and I have not read through all of them. I think it is a very grave omission. If this convention is again to be revised—as it is, it is a provisional convention—this point should be taken into account. The right of abridgement and the right of condensation should be looked upon as sacrosanct as the right of translation or the right of a book, published or unpublished. I was glad to read the names of the countries which have subscribed to it, and I think it is a good list. But I would like to submit in all humility that the country from which—I say this without any insinuation—our country suffers most is Pakistan. I find that sometimes there are certain books published in India and are available in India at prices, I should say reasonable. But those very books published in Pakistan without the knowledge of the authors, the publishers, the stockists or anybody else, are coming to us from across the Pakistan border and they are cheaper than the prices at which we get them here. Of course, the hon. Minister will say that there is a remedy, that Pakistan will also ratify this convention and then we will be safe. Therefore, the only thing I can do at present is that I should pray to God that Pakistan may also ratify this convention as early as possible, so that the authors, the publishers and the stockists of books in India do not suffer from some kind of an unworthy competition from Pakistan so far as these books are concerned.

Dr. K. L. Shrimali: I would like to inform the hon. Member that Pakistan has already ratified the convention.

Shri D. C. Sharma: I am glad to know that. When did Pakistan ratify it?

Dr. K. L. Shrimali: The instrument was deposited on 28th April, 1954 and it has come into force from 16th September, 1955.

Shri D. C. Sharma: I understand the meaning of ratification. What I am saying applies not to 1854 or 1857, what I am saying applies to the three or four years that we have passed. Anyhow, I hope that after ratifying this convention our Government will be more vigilant, other Governments will also be more vigilant and they will see to it that not much harm is done to anybody.

Therefore, I welcome this convention. I think it gives freedom of creation to the authors, it also gives them freedom of publication, and it also gives freedom of diffusion within the framework of this convention.

Shri Naushir Bharucha (East-Khandesh): Mr. Deputy-Speaker, Sir, I am afraid I have to strike a discordant note. I am absolutely against India ratifying the convention as proposed by the hon. Minister. The point is, it is a great mistake to ratify the convention. Public works of nationals of any contracting States are expected to enjoy in each of the contracting States the same protection that other State accords to the work of its own nationals first published in its own territory.

Let us examine actually in operation what this will mean. It will mean that the convention will be one-sided against India. The reasons are, India is industrially a backward country and requires import of technical knowledge in the shape of technical books. The price of these books is unusually high, and once the convention is ratified such books cannot be mass-produced in India so as to make cheaper editions available to Indian students and public.

There will be a far far greater number of cases for India to produce technical books of foreign authors than other contracting States wanting to produce technical books of Indian authors. May I point out to

[Shri Naushir Bharucha]

this House that in India there are 192 written languages. It is most unlikely that any of the other contracting parties would want to translate works written in any of the 192 languages except English, Hindi or, perhaps, a provincial language. The language difficulty, itself affords better protection to 99 per cent of our authors' works than any such convention can afford. The language difficulty is so great that it is most unlikely that any of the Indian authors' works would be plagiarised in foreign countries.

Sir, I very well remember when the Government of India Act 1935 was enacted the British Government gave this country a reciprocity of a type similar to which the convention seeks to give us. They stated in the Act that it was open to any Britisher to start any industry in India and India to afford certain preferential treatment, and Britain undertook to afford to Indian industrialists similar treatment if they started industries in the United Kingdom. For instance, it would be open under such a reciprocity convention for ship-builders of the United Kingdom to start ship-building yards in India, and we could also go to England and start ship-building yards! That was the reciprocity.

Today I ask the hon. Minister in charge of the Bill to tell us how many lakhs of rupees we spend in importing technical books which are so badly needed for industrial growth in India, and will he tell us how much of foreign exchange do our authors earn by selling books in foreign countries? I tell you, this convention is absolutely one-sided. So far as the terminology goes, it seems to be fair and even—"mutual equal protection". But, when I understand that my works of art and my literature are not going to be plagiarised in foreign countries, where is the need for protecting them, and yet I am deprived of the many technical books which India can mass-produce cheaply for the benefit of its poor students; that benefit is completely foregone.

What is it that we are going to gain from this convention, that is what I want to know. My hon. friend, Shri D. C. Sharma, said that the works of our authors are protected. May I know whether there is a rush in foreign countries of copying our books? Who cares for our books? How many books have been plagiarised in foreign countries? I do not think even ten. Secondly, the protection which this convention gives....

Shri P. C. Bose (Dhanbad): Can we copy books of foreign countries in our country as we like?

Shri Naushir Bharucha: That is exactly what I am saying. We must cut off from all such conventions, even possibly the Berne Convention. We must be free to reproduce what we like.

The second point is, it is generally believed that this type of convention affords protection. May I give a concrete instance. Perhaps many hon. Members know and must have in the school days studied P. C. Wren's Composition. It is a very well known book. My client has got the copyright. An instance was brought to my notice that the same book was published, exactly reproduced in Allahabad or Patna. He could not trace actually where the book was published. In fact, I wrote to the Superintendents of Police of these two States to try and investigate as to where it was published. They said they could not detect who were the people who plagiarised and reproduced this work. I ask the hon. Members that if even within our own country it is impossible to do this, it is very difficult and almost impossible for the others to do it in other countries. If the police authorities cannot detect plagiarism of our own works within our own country, what hope is there of our knowing whether in Italy or Belgium or for the matter of that in Brazil, some of our author's work is plagiarised and we will be able to check that plagiarism? It is impossible. The protection which this

Convention gives is absolutely illusory. It is not only the question of copyrights but it also raises the case of people who have got trade marks and other things. Probably, the hon. Members do not know that, for instance Tata's soap is being manufactured not in one or two places alone but in a dozen different places and they cannot detect it. The moment the source is known, the little factory is transferred elsewhere and the same trade mark is being infringed. It requires a lot of investigation and litigation before an offender can be brought to book. Therefore, my submission is this. India does not stand to gain anything by contributing to this Convention, and therefore we should not ratify this Convention. Let the hon. Minister produce necessary figures to show what is the number of books of foreign authors that have been imported into India every year and how much our authors earn by the sale of their works abroad. If these figures are shown, the character of reciprocity will stand exposed.

I therefore oppose the resolution.

Shri Sadhan Gupta (Calcutta-East): Mr. Deputy-Speaker, I have to support the ratification of this Convention in spite of certain drawbacks to which I will come later. This Convention represents the successful struggle waged by authors, by artists, scientists and other producers of cultural works for the recognition of their right to appropriate to themselves the profits which may be had from the exploitation of their works. This right had not always been there in the world. Time was when authors found themselves unable to exploit the fruits of their work when their work was pirated, whether they were scientific works or artistic works or musical or literary works. They were pirated and they had no adequate protection. In most countries the law did not protect them from piracy and as a result a struggle went on for securing their rights. This situation was extremely disastrous for the fruition of culture, because once you know that you have no right to get any profit out of the

production of your artistic, scientific or other abilities, the incentive is killed and as a result the production of those things suffers.

14.54 hrs.

[**SHRI BARMAN** in the Chair.]

That is why every civilised country realised that it was very necessary to give some amount of protection to producers of such works. This protection varied in different countries and when I come to the drawback of this Convention I shall have some reference to make about it. Not that this protection elsewhere was just from all points of view, but then, protection was achieved after a considerable struggle. That is the aspect to realise.

When protection was achieved inside one's own country, another danger made itself felt which was that although the things might be protected and although the authors or other producers of artistic, scientific or cultural works might be protected inside their own country from plagiarism, yet, their works might be copied in other countries and sold in other countries to the profit of persons who had no part in creating those works, and even sometimes, they used to be imported into those countries, where they are produced. Imports were readily stopped by the laws of the country, but their exploitation for profit in some other country could not be stopped without an understanding as to the mutual application of copyrights in different countries. In order to obviate this difficulty, various conventions were arrived at. There were bilateral agreements besides. For instance, the two major conventions in the world which are extant today are the Berne Convention which comprised a number of countries, and another convention comprising the United States and certain Latin American countries. The object of these conventions was to secure the copyright not only inside the country but also outside the country; to recognise the principle that a person

[Shri Sadhan Gupta]

who produces something of cultural value, whether it is a work of art or a work of science or a work of music or a work of literature, has the right to be protected and the right to exploit the work for his profit not only inside his own country but outside his country also throughout the world, or, at all events, throughout the countries to which those conventions or those agreements apply. That is a very sensible thing. Wherever something has been produced, no other person who has not contributed to its creation has the right to use that thing for his profit. That was the principle followed in arriving at these conventions.

The great merit of this Universal Copyright Convention is to harmonise those different conventions. Those different conventions literally created a wilderness of copyright laws. It must be so because copyright laws must differ in different countries and, as a result, as different countries were parties to different conventions, all these different countries had different kinds of laws. It so happened then there was a wilderness of copyright laws, and the merit of this Universal Copyright Convention is to harmonise those various conventions. It has harmonised them by leaving the conventions in-tact and only by prescribing certain rules as to how the copyright laws of different countries should apply to one another and how the copyrights of nationals of different countries should be protected in other countries. That is its great merit.

Of course it has its drawbacks, as I said. The greatest drawback which appears to my mind as such, is the protocol which contains a declaration by which countries belonging to the Berne Convention are practically bound down to the Berne Convention. The difficulty about the Berne Convention is, it was arrived at long ago, as you know, in 1887, and ever since then, the ideology of those times

seems to have influenced the Berne Convention a very great deal throughout the States in which it has been revised from time to time. The last revision was in 1948 when it was revised in Brussels. The Berne Convention protects the copyright of an author for 50 years from his death and the parties to the Berne Convention are obliged to give at least that amount of protection to authors of other countries. Of course, it is not binding as regards authors belonging to their own country, but to authors of other countries, the country which is a party to this Convention has to give a protection of at least 50 years after his death or 50 years post mortem as it is called.

15 hrs.

To my mind, it is a very unsatisfactory state of affairs. It is true that copyright was intended originally to protect the right of the authors from undue exploitation by unscrupulous elements. But when we have secured that right, we must also look to another aspect of the matter, the other aspect of the matter being the interest of the public also in the dissemination of cultural or artistic works. It is quite conceivable that an author should be allowed to exploit his work reasonably for his own profit. But, after that, the public also must have a chance of participating in the work which the author has produced. After the author has had his reasonable profits out of it, the public also must have its own share of exploiting it for its own cultural advancement.

A fifty-year post mortem guarantee of the author's right is unfortunately a thing which militates against the interests of the public at large. If an author produces his work at an early age, it is conceivable that he will have reaped quite enough of the profit by the time of his death. You can allow some time after his death, so that for the lifetime of his children, his immediate posterity, the work

may not be used to the profit of another. But when the author is dead and 50 years later, when his children must be dead and even the generation of his grand-children must be about to be extinct, even then the profit remains or is supposed to remain with the author. Why I say 'supposed to remain' is because actually it is worse; because it does not remain with the author, it remains with the publisher in most cases. Even if it remains with the author, I think it is encouraging idleness to far into the author's posterity if we give a fifty-year post mortem guarantee.

What I would suggest, and what I had suggested during the discussion on the Copyright Act, is that we should adopt a formula by which the author should have full right to exploit his work during his lifetime; his children, his posterity; should enjoy security out of the profits of the copyright, but let it stop there. Afterwards, let it go into the public domain and the public should be allowed the freedom to reproduce it on a competitive basis, thereby bringing down the price of the work. This is the balance that needs to be struck. I had suggested that a formula may be evolved by which, for example, it may be provided that if an author lives to be more 90 years old, then the copyright should subsist till his lifetime and if the author lives to be less than 90 years old, then the copyright should subsist till the time when the author, if living, would have been 90 it might subsist for a minimum period of 20 years in either event.

If we provide that, we would be guaranteeing the author his right of exploitation during his lifetime and the right of the children of the author to enjoy security out of the profits of the copyright. By approving the Protocol about the Berne Convention, I am afraid we might be tied down to that rigid rule of 50 years post mortem, which is neither satisfactory from the public point of view nor even scientific.

For example, if an author produces a book at the age of, say, 70 and if he lives for 10 years more, the book will run only for 60 years. But if he produces a good book at 25 and lives till 80, then it will have a life of over a hundred years. That is most unscientific whereas the formula I have suggested would have been scientific and would have introduced more or less a uniform system of copyright in all cases after the author's death. That is the draw back, but in spite of that drawback, I would still support the ratification of the Convention, because we must have some universal law, if possible, for regulating the copyrights in different countries.

I do not look at it from the point of view of profit or loss to our country. Copyright has been regarded as a very sacred thing on an international scale today. Just because an author happens to be the resident of another country, we cannot claim the right of pirating his work, because we are residents of a different country. I can quite appreciate Mr. Bharucha's anxiety to enable our country to profit out of technical books and so forth by reproducing them at cheap rates. But there is no necessity of sacrificing our reputation as a nation of principles, of sacrificing our self-respect, for this little advantage which we might receive. It may be that technical books are highly priced, but I think if we adhere to decent standards, we have to recognise that we have to give the author some right to exploit his copyright. What that right is may be a matter of dispute, but some right must be there and if possible, there should be some system by which that right should be recognised throughout the world.

Apart from this stipulation about the Berne Convention, there is no other bar towards revising our copyright rules, towards granting certain concessions or for that matter towards making the copyright law more stringent by reducing the period of copyright and so forth. Therefore, from

[Shri Sadhan Gupta]

this point of view, on account of the principles involved, on account of the necessity to adhere to a decent code of rules as regards recognition of copyright, I think this Convention should be ratified and I would support the motion for the ratification of this Convention.

मी श्रीनारायण दास (दरभंगा) : सभापति महोदय, अभी मन्त्री महोदय ने जो विश्वव्यापी कापीराइट अनुसमर्थन के बारे में संकल्प उपस्थित किया है, उसका समर्थन करने के लिए मैं लड़ा हुआ हूँ। ऐसा करते हुए मैं यह कहना चाहता हूँ कि जिस प्रकार किसी राष्ट्र के लिये अपने देश के लेखकों का अधिकार इसी प्रकार की कलाभ्रतों के निर्माताओं के कापीराइट की रक्षा करना जरूरी है उसी तरह से उस राष्ट्र के लिये यह भी जरूरी होना चाहिये कि वह दूसरे राष्ट्र के लेखकों एवं कलाकारों के कापीराइट सम्बन्धी हक्कों की रक्षा करे। सबं सावारण जो उन चीजों का उपयोग करते हैं या उनका प्रकाशन मुनाफे के लिए करते हैं, चाहे, मेल हों, चाहे विज्ञान सम्बन्धी निबन्ध हों, चाहे साहित्यिक कृतियां हों, चाहे उत्युक्त सम्बन्ध दूसरी कलाभ्रतों से हो, वे ऐसे व्यक्तियों द्वारा निर्माण की जाती हैं जो अपने प्रस्तुति से समाजोपयोगी चीजों का निर्माण करना जानते हैं। हमारा यह कर्तव्य है कि हम उनके अधिकारों की उसी तरह से रक्षा करे जिस न रह कि उनकी रक्षा राष्ट्रीय क्षेत्र में होती है।

अभी एक माननीय सदस्य ने कहा है कि हिन्दुस्तान को इस व्यवस्था (कन्वेन्शन) के अनुसमर्थन से कुछ भी कायदा होने वाला नहीं है और हिन्दुस्तान के मन्दर ऐसी कोई कला की कृतियां नहीं हैं जिनका प्रकाशन दूसरे देशों में हुआ हो और उससे जो कायदा होने वाला हो वह इस देश के नागरिकों को मिले। एक बामाना या जब प्रायः सभी लेखक इस सिद्धान्त को हृत्यंगम करके कला का

निर्माण करते थे कि "कला कला के लिए है" तथा उनके दिल में यह ल्याल नहीं होता था कि वे अपनी कलाकृति द्वारा कोई साम प्राप्त करेंगे। लेकिन आज ऐसी सामाजिक व्यवस्था हो गई है, चाहे वह हमारे देश में हो चाहे दूसरे देशों में हो, जिसके अन्तर्गत हर लेखक को अपना जीवन निर्वाह का साधन जुटाना पड़ता है और जीवन निर्वाह करने के लिए साधनों की तलाश करनी पड़ती है। जितने भी विद्वान् हैं, जितने भी लेखक हैं, यदि उनके अधिकारों तथा उनके उत्तराधिकारियों के अधिकारों की रक्षा की समुचित व्यवस्था न हो तो फिर साहित्य, विज्ञान एवं कला-निर्माण के लिये कोई प्रोत्साहन नहीं रह जायगा, इसलिए यह आवश्यक हो जाता है कि अच्छी अच्छी कला की कृतियों के निर्माण के लिए, अच्छे अच्छे लेखकों तथा अच्छे अच्छे ग्रन्थों के निर्माण के लिए उनको प्रोत्साहन दिया जाए और जिस तरह से राष्ट्रीय कापीराइट कानून बनाया जाता है और देश के अन्दर रहने वाले जो लोग हैं उनके हितों की रक्षा की जाती है तथा वे जिन कृतियों का निर्माण करते हैं, जिन साहित्यिक या वैज्ञानिक अधिकार दूसरी प्रकार की पुस्तके लिखी हैं, उनके बारे में उनके हक्कों की हिकाजत की जाती है उसी तरह से मैं समझता हूँ कि अन्तर्राष्ट्रीयक्षेत्र में भी उनकी हिकाजत होनी चाहिए। इसी तरह से संगीत तथा डामा सम्बन्धी यदि कोई ग्रन्थ लिखते हैं उनकी भी हिकाजत होनी चाहिये। मैं समझता हूँ कि वह कोई व्यापारिक समझौता नहीं है और हमें अपने देश के नके को तथा दूसरे देशों को होने वाले नके को नहीं देखना चाहिए। हमें मूल्यवान् ग्रन्थों का तथा उनका निर्माण करने वाले लेखकों के हक्कों का संरक्षण करना है। इससे राष्ट्र की सीमा का ल्याल नहीं करता है। इसलिए मैं समझता हूँ कि जो माननीय सदस्य मे नके की बात कही है, उसमें कुछ तथ्य नहीं है। बहुत भारत की ऐसी कृतियां भी हीं जिनका अनु-

बाद या जिनका प्रकाशन दूसरे देशों में हुआ हो और यदि नहीं भी हुआ है तो भी नैतिकता का यह तकाजा है, अन्तर्राष्ट्रीय समझौते का यह तकाजा है कि हम ऐसे लेखकों के हक्कों की हिफाजत करें और उसी तरह से करें जिस तरह कि उस लेखक के अधिकारों की रक्खा उसके अपने देश में होती है। यह व्यवस्था जिसका कि निर्माण १९५२ में हुआ था, इसकी पुष्टि करता बहुत जरूरी है और मैं चाहता हूँ कि सरकार को अधिकार दे दिया जाए कि वह इसका जल्दी से जल्दी अनुसमर्थन कर दे।

सभापति महोदय, इस व्यवस्था में जहाँ तक मैं देख पाया हूँ, इसमें लिखा है कि लेखक के मरने के बाद कम से कम २५ वरस तक कापीराइट का अधिकार जरूर होनी चाहिए तथा जिस देश में इस तरह की व्यवस्था होगी वह देश इसमें शामिल हो सकते हैं। हमारे देश में जो हमने कापीराइट बिल पास किया है, उसके अन्दर हमने ५० वरस लेखक के जीवनान्त की बात कह रखी है। इसलिए मैं समझता हूँ कि हमने बहुत उदारता से इस बात को किया है। अभी तक जिस कनवैनशन से, जिस व्यवस्था से हुगरा सम्बन्ध था उसमें अमरीका या इंग्लैंड आदि देश सम्मिलित नहीं हुए थे। मालूम नहीं इसका क्या कारण है तथा किस बात से उनको शार्पित थी। लेकिन देर से ही सही, एक विश्वव्यापी व्यवस्था का निर्माण होने जा रहा है और उसमें जितने अधिक से अधिक देश शामिल हो गए हैं या शामिल होने वाले हैं, उसका स्वागत ही किया जा सकता है। यह एक बहुत ही हर्ष का विषय है और मेरा ज्ञान है कि इस व्यवस्था के लागू हो जाने के बाद हमारे देश के या दूसरे देशों के जो कलाकार हैं उनके हक्कों की हिफाजत सहयोगी देशों में उसी प्रकार से होगी जिस तरह से स्थानीय लेखकों की हिफाजत उस देश में होती है।

बूँकि समय कम है, इसलिए मैं और अधिक न कहते हूँ यह जो संकल्प हमारे

सामने उपस्थित किया गया है, इसका समर्थन करता हूँ।

Dr. K. L. Shrimati: I should like to thank the hon. Members who have given their support. In fact the whole House has generally supported except the hon. Mr. Barucha.

With regard to the points that have been raised by my friend, Mr. Barucha, I should like to say that in international matters India always want to maintain certain moral standards. It is true that India is backward at present technologically. But I do not agree that culturally India has been backward at any time. It is true that at present we have to import technical books. But India has a rich cultural heritage. Due to foreign domination, culture of India was not known outside. In the fields of philosophy, art, literature, in fact in every field, India has made great contribution and we have every reason to be proud of that contribution.

Even in the present times we have produced great intellectual giants like Dr. Radhakrishnan, Rabindranath Tagore, Arabinbo Ghosh and Mahatma Gandhi, whose books are being published in large numbers in various foreign countries. It would, therefore, be wrong to under-rate or underestimate the contribution which our own people are making in the field of art and literature.

So far as the publication of technological books are concerned, even though it will be a disadvantage for some time, we have no intention of indulging in piracy or using the works of authors of foreign countries by any unfair means. In this connection, I would like to inform the hon. Members that India is already bound by agreement with the English-speaking countries—by the Berne Convention. We have already some agreement with the United States. So all this convention is doing is to re-affirm the existing relationship which India has with the United States.

With regard to the point raised by Mr. Gupta, this matter, as he is

[Dr. K. L. Shrimali]

aware, was debated thoroughly in the Select Committee and it was after a great deal of discussion and consideration—I know that he was not agreeable to this; but it was after a great deal of thought and discussion that it was decided—that we came to the conclusion that the authors should enjoy the copyright for the life-time and 50 years after the death of the author.

Shri Sadhan Gupta: It was decided because of the Berne Convention.

Dr. K. L. Shrimali: The Berne Convention also has been approved by Parliament.

It was after a great deal of deliberation that we decided to have fifty years after the life of the author. I am afraid it will not be possible to reopen that question at this stage. India has always welcomed entering into international agreements which bring about greater amity and understanding among the peoples of the world. This is one of those measures which should be welcomed by this country and by this House because it gives us an opportunity to disseminate our works of creation to foreign countries and gives us an opportunity to receive works of foreign authors in this country. It makes intellectual intercourse easier, and it is through these intellectual intercourses that greater understanding can be developed in the world. I am looking at this Convention from this point of view. I would, therefore, appeal to the House to approve of this Resolution.

Mr. Chairman: I shall now put the Resolution to the House.

The question is :

"This House approves the Universal Copyright Convention and the Protocols thereto as adopted at Geneva on the 6th September 1952, and recommends that

the said Convention and protocols should be ratified by the Government of India".

The Resolution was adopted.

AIR CRASH IN NEFA AREA

Shrimati Renu Chakravarty (Basirhat): Mr. Chairman, Sir, the subject of aviation has been of intense interest to this House not only because in the first Parliament we took upon ourselves the task of nationalising the airlines and making the nation responsible for this very important public utility service, but also because the private operators were functioning in a way that was open to serious objection from the point of view of by-passing many of our safety regulations, over-working the personnel and in many ways manipulating the rules laid down by the Government to ensure correct flying standards and also because of the fact that almost all these companies were run at a loss and but for Government subsidies they could not operate.

Today the question as to whether there should be private operators or not does not arise, but when we come to the question of airlines various arguments like the difficulty of operating in certain areas are brought forward. Yet today nobody will debate that in places where there are no railway tracks some private companies should open a railway track. Yet in our nationalisation Bill we did leave a loophole and we did allow the existence of non-schedule operators. But I do not want Government to take shelter behind this because we have from time to time to review the workings as they come before us and that is why I have brought forward this particular discussion.

Now, Sir, unfortunately, a correct decision to nationalise the airlines has been brought to disrepute by many of the sins of the Indian Airlines Corporation and its management. The top-heaviness, the heavy expenditure, and other things have been debated

on the floor of the House on more appropriate occasions. Also we have raised the question of the recalcitrance of Government to allow the excise duty on petrol to be deducted because this is only a book transaction as far as Government is concerned. But that has not been allowed and at the same time we have heard vocal propaganda, insidious propaganda even within this House every year of private companies and I must say that so far as the ordinary public is concerned, when a company is going to give you a ticket for Rs. 30, for which the Indian Airlines Corporation charge Rs. 50, such propaganda falls on fertile ground. That is why the sneaking propaganda has found welcome from many sides.

Also the people of the Ministry have developed a partiality for giving over certain routes for non-scheduled operators. Of course, as the Government itself has replied this morning: "We have not yet finally decided." "Under consideration" is the reply given. But I heard that there are sections within the DGCA within the Ministry who are rather inclined to accept the position to give over certain of our routes to non-scheduled operators. However that may be the question which is being asked is how the different non-scheduled operators are able to quote lower fares and yet show a profit. This is a question on which everybody is interested.

Now without trying to minimise the sins of the IAC which still persist, which we will continue to criticise and correct, because we still believe that nationalisation is correct, we can say that private operators make up for this in several other ways which are dangerous, dangerous to the life of the community, dangerous to the pilots and the engineers who are working, dangerous to the aircraft which they fly. They also take away some of our income-tax, because they escape it. They can do it in many dubious methods which are pretty difficult to catch, because many of these non-scheduled operators have links quite high up. Every-

body knows it; the Indian Airlines Corporation knows it very well. They have made complaints on several occasions. But who is the authority that deals with it? It is the DGCA. The Indian Airlines Corporation will complain to DGCA. They cannot do anything more. What happens there? Something happens there, and things get clogged up there. I grant that it is difficult to get clear proof. But I will bring forward certain circumstantial evidence and I want the House to examine it. I want the Ministry to examine it; if necessary, I want the Estimates Committee to examine it, if it is within its purview.

But this much I do say that by examining one non-scheduled air company, I want to draw public attention to this aspect and focus public attention. A Dakota aircraft of the Indamer Company on food-dropping operations crashed in the NEFA area on the 20th August. Eight men, fine men who were in the crew, and five loaders lost their lives. I do not deny the operation is a very risky operation. That is a very risky terrain. Those who come from eastern India know this area. We know how risky it is. I do not deny it was a very difficult operation. I do not deny that any crash can be due to pilot error. If we were only to take these three factors into consideration, there was as good a chance of error by any scheduled operator as it was in the case of non-scheduled operator.

But, there is a little further story behind it which throws some light on the way these non-scheduled operators actually function. That is what I want this House to be seized of. This ill-fated aircraft VT-ARH, as the hon. Minister said, was a H.A.L. aircraft. It was taken on lease. Although it was a H.A.L. aircraft, the day to day inspection and up-keep of that depends on the company itself. I do not think the H.A.L. takes any responsibility for that. It had to do that, with its own staff if it operates on the eastern zone or it can get it done by the H.A.L. staff at Barrackpore.

[Shrimati Renu Chakravartty]

This aircraft was brought to the eastern zone in June 1957 for air drop operations in the N.E.F.A. The engineer of this company was stationed in Mohanbari. I want to ask the Minister, would he be so good as to find out who signed the certificate of the aircraft. Was it by any other engineer than the one that was stationed there to look after the servicing of the aircraft? What was the reason that it was not so? Is it because this particular engineer—this feeler has been thrown out to me already that he was incompetent, he was inefficient—is it because of that? Or is it because certain very important rules and regulations of the D.G.C.A. were not complied with by this aircraft? I want the Minister to tell me categorically whether it was not found that 1500 hour wing inspection which is necessary had lapsed by 300 hours and that it was in a dangerous condition and that is why it was not signed by the engineer who was asked to service the aircraft.

You know that every part of an aircraft has a life. It has to be checked after a certain number of hours. For example, there are mandatory rules of wing inspection after 1500 hours, 3000 hours and 4500 hours. The costs of these inspections are pretty high. It comes to Rs. 6000 for inspection and then, there is a loss of revenue during the time when the aircraft is grounded. Altogether, it comes to Rs. 10,000. So, it is a fairly important and expensive operation. Then, again, there are other items of inspection: annual overhauling. This is done by the H.A.L. when it belongs to the H.A.L. There is the 16,000 hour doubler change, a very expensive operation the cost of which will come to Rs. 20,000.

For every instrument and accessory, there is a specified period of operation after which they have to be overhauled and they have to be renewed. All this entails a lot of expenditure. This is a very important thing which guarantees safety for which we have the entire D.G.C.A.

inspection staff maintained so that these regulations are complied with. Here is one of the methods by which the non-scheduled operators, certainly the Indamer Co. has made money at the cost of human safety by disobeying the law, with, I am afraid, a certain amount of acquiescence, I do not know who the particular person may be,—that is why I demand an enquiry—a certain amount of acquiescence by those entrusted to see that the law is followed.

In this ill-fated V.T.-ARH I am told, a certain other very serious defect had developed. The engineers said, according to engineering language, that a couple of stringers of the flap bay of VT-ARH near the centre section to fuselage attachment point were badly eaten away by inter-crystalline corrosion. It is a very difficult thing for an ordinary person to understand this. Moreover, it is too late. Where is the aircraft? How are you going to go into the jungles of Assam, into the most interior of places. Even the inspectorate staff has not been able to reach the place, because, we are told, the pilots have refused. I hope the pilots will listen to me as I am speaking on the floor of this House. No pilot has been agreeable to fly over to find out the dead bodies that are there. As a result of that, we cannot say exactly whether this major defect had developed or not.

But, this much is true—this is what I would like the Minister to tell me—that certain engineers including certain secretary of the union of aeronautical engineers met him on the 19th of August and told him about the state of the aircraft of this company and I was very sorry to hear that the Minister did not give it the importance or the urgency which it necessitated. Of course, I grant it that even those who spoke did not know that the ill-fated aeroplane was going to crash the next day. They did not know it. That is true. Because, sometimes, you take risk and fly. Ten times nothing happens,

the eleventh time, it crashes. But, the point is that it was made light of. Many people come and complain; may be in his mind; these people are probably not in good favour with the company; they complain against the company. All that sort of feeling is there. It was not very much seriously taken. Unfortunately, the next morning, VT-ARH crashed.

Another thing which I would like to point out here, which has worried me when I read the statement that the hon. Minister has made, is this. One helicopter of the Assam Oil Co. was taken by the Indamer Co. there. They went there. The pilot says that he risked his life thinking that maybe a brother may be still living. He brought back the dead body of the pilot. The rest of the seven, uptodate, nobody knows where they are. I am told by certain people who met me, well, you know, when an air crash takes place, the bodies are flown or strewn here and there. I believe that pictures have been taken by certain people who went in the helicopter. I believe that our Inspectors, the D.G.C.A. staff have got pictures of that. In some papers in Bengal, a bit of news came on the 25th of August saying that the names of the five loaders who were on board the dakota of the Indamer Co. which crashed in a village in the N.E.F.A. were not released by even after the expiry of five days since the disaster. The Minister may tell me, after all the helicopter was small, it can only bring back one, it brought the pilot, nobody was prepared to go. He may tell me, there was a crash, everybody's body was burnt and lost. But, why this? The names of the five loaders were not made known; even after five days they would not say who were the people who were missing or who were dead. Repeated attempts made by the Hindusthan Standard at the Calcutta Office of the Indamer....

Shri Ranga: You do not know the names?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): May I interrupt for a minute? I gave the names in my statement. I do not know how the hon. Member says that the names were not given.

Shrimati Renu Chakravarty: I am reading what is given out in the Hindusthan Standard. I am not saying....

Shri Humayun Kabir: In the House I have given that information.

Shrimati Renu Chakravarty: I do not want the Government to identify itself with the Indamer Co. That is exactly what I don't want them to do. I am afraid they are going to do that.

Shri Ranga (Tenali): It is not their fault. I was afraid that was the fault of the Government. That is how it started.

Shrimati Renu Chakravarty: That is exactly my point. I do not want the Government to identify itself with the Indamer Co. I am afraid they are going to do that. We have heard it at the Telco discussion. I am terribly afraid I am going to hear it today. The point is, it is the suspicious behaviour of the company itself. I want the Government to find out whether it is a fact. I want the D.G.C.A. to find out. It is only a whisper which I have not yet checked that the names of the loaders that are in the register which has to be entered before anybody is loaded on the aircraft do not tally. This is what I wanted to find out. I leave it as it is. Government have given the names on the 27th or 28th, on the date on which the statement was made, on the 28th, if I am not mistaken. I think it was on the 27th.

Shri Humayun Kabir: 26th. This is on the 25th. So, I do not blame the Hindusthan Standard too much on that score.

Not only is it a question of this particular aircraft. I want this House to be seized of certain other aircrafts and the way they are maintained.

[Shri Humayun Kabir]

There is another aircraft, VT-DGR, which was doing supply dropping operations on 7th April in Silchar (Kumbhigram). Engineers were naturally sent to Silchar to maintain and service it. Again, who signs these certificates and inspection reports? The engine log book of this aircraft and the 50 hour scheduled operation on 7-4-57 were signed by a Mr. A. C. Sekhri, the Chief Engineer who happened to be in Calcutta looking after the aircraft in Calcutta. I suppose I will be told that Mr. Sekhri must have flown out there, or that the aircraft must have come back to Calcutta. Both these things can be checked up. I should like the hon. Minister to check them up.

Not only is there this manipulation in the log books maintained for entering the hours flown of an engine. Even for the premature failure of components and accessories, the number of hours flown has to be entered. I can give you so many examples. I can give you, for example, the example of how various components have been entered which a detailed check and enquiry will show are not very correct. What is more, I believe that two pages have been torn from the right hand engine log book, which is completely illegal. This is something which we can check up. There are many other things which we will never be able to check. I know Government will be convinced by the many things they are shown, but why is it that pages are torn from the log book? Does it not show certain things?

There are two other points I would like the hon. Minister to make enquiries about. There are two engine changes recorded by the same Mr. A. C. Sekhri on the 17th and on the 24th July for the right side of the same aircraft VT-DGR. In concurrence with this, propeller changes are also entered. Can this bear detailed check and enquiry?

Again, if we examine the aircraft's log entry book on 19th July there are

small things like starter change, high voltage regulator changed etc. These are also signed by the same Mr. Sekhri and by another, Mr. Bahl. If an' enquiry is held, will they tell a tale or not?

Not only are pages torn out of log books, sometimes log books vanish and the DGCA is informed that it is inadvertently lost. He is there and he can find out. Suddenly a log book has been lost. Actually the tale is a very serious one. During the year 1955-56, the 3,000 hour and 4,500 hour wing inspection of VTCXR was due. It was found that within a very short time the CAO and 60,000 doubler change would also come up almost at the same time. So, instead of having the 3,000 and 4,500 hour inspections, they just carried out the two big inspections, thereby saving Rs. 10,000. But the question is, how was the aircraft allowed to fly 365 days before the CAO, which is an annual certificate, was given. I hope the hon. Minister who has sheaves of papers will be able to tell me that this is absolutely incorrect, and that everything was all right.

There is also this question of another entry of VT-DGP. Here again we find, if you look into it—I have seen it myself....

Shri Ranga: How?

Shrimati Renu Chakravarty: I will tell you how if there is an enquiry. The 1,500 hours wing inspection was signed and it has been pasted on to the log book. All these things show that log-booking is carried out in a way which no Government concern can do. Government concerns cannot do it, and it is in this way that they save money.

I would also like to point out some other ways in which money is made. A friend of mine was asking me: "Oh, it is only Rs. 10,000 here and Rs. 5,000 there." Do you know that they carry overload to an extent which is never checked? This can

be easily verified, if sudden checks are made. For instance, recently on the 19th June an aircraft, VT-CXR, was found to be carrying 500 lbs. overload at Dum Dum airport. But why was no action taken? This is my point. If the Government can get up and say: "Yes on a certain occasion this happened and we took this action", I would be glad to know it, but it is widely known that whatever complaints are made to civil aviation authorities, nothing very much is done, at least nobody knows that anything has been done.

Then again, prohibited cargo is sometimes taken, which Government concerns cannot do. For instance, when a particular aircraft went to the HAL at Barrackpore for overhaul, they found in the belly of it mercury which is prohibited cargo. There was a hullabaloo about it, but the whole thing was hushed up.

The quantity of fuel hardly ever tallies with the figure in the manifest, and you know what an enormous amount is spent on each hour of flying.

Then I would like to ask why, for instance, scheduled operators are not allowed to fly over Pakistan while the non-scheduled operators fly regularly from Bagdogra over Pakistan. The IAC made several complaints, and I want to know....

Mr. Chairman: Order, order. Unless matters are specified clearly and precisely the hon. Minister will not be able to reply to all the points of the hon. Member. Under the rules it is only specific matters that have to be raised.

Shrimati Renu Chakravarty: Will you rule that what I am saying is unspecific?

Mr. Chairman: No. But she cannot expect a reply as to what is being done so far as Bagdogra airport is concerned.

Shrimati Renu Chakravarty: At least I will be very happy if the hon.

Minister says that he will order an enquiry and see that it will not be left only to DGCA, but that something more will be done about it.

But I just want to hurry up and say that they fly over Pakistan, and the IAC have complained against. The complaint has not been by me. If I complain they may say: "She is a Communist, she may be making it up", but I can tell you that the IAC has made several complaints, and nobody knows what has happened to them.

Sometimes we find that they do it in a very ingenious way. They come and use our scheduled routes very cleverly for this purpose. Let me give one instance. The scheduled route was from Calcutta to Chabua via Gauhati. Gauhati was allowed for re-fuelling. The particular pilot was clever enough. He said the plane had got bogged and he came to Gauhati, and refuelled there. Then he got bogged again and unloaded his cargo. Actually he was overloaded. That was the day McLeod & Co. had booked with the IAC. In spite of that, they took it over. The pilot got conveniently bogged and he had to unload, and he left the cargo at Gauhati.

I shall now take the question of under-logging of pilots' hours of flying. Pilot hours flown can easily be checked up if we go through the logbook of the pilot, the logbook maintained for the journey and given to DGCA for renewal of licence. But in each of these factors we are also losing income-tax.

I can say that there is an attitude in the Government, there is something going on in the Government. We have almost the Nepal route. The Nepal route is being given to Mr. Patnaik. Mr. Patnaik and the IAC seem to have come to some arrangement that they will be associates and share the business. I do not know what the position is regarding Afghanistan. I believe we will be losing that also. And now we are hearing

[Shrimati Renu Chakravarthy]

that there is a talk of giving the eastern freight service which is the most paying and lucrative service. We are making a gross profit of Rs. 1 crore on it. If we give it over, the non-scheduled operators will almost make the same amount.

Now there is an attempt to amalgamate all the various small companies and there is an attempt to give it over to them. No decision has been taken; I do not say that a decision has been taken. But this attempt is going on.

So I say that there is a good case for nationalisation. I know it is very difficult for us to catch these people. The Indamer Company is a European concern with certain Indian associates. Mr. Baldwin is a very powerful man; he has his links high up.

I would say that not only is there a case for nationalisation but there is a case for inquiry. As you rightly pointed out, the Minister will not be in a position to give me an answer to all these points. But certainly an inquiry is required. The DGCA should also come into the picture besides the Indamer company.

Lastly, I do not want the hon. Minister to go away with the idea that because certain people have been retrenched, I am pleading on their behalf. These people have been retrenched because they have tried to see that the law of the land is implemented. It is the job of the Government to see that they are not retrenched. It is not only an individual matter, but it is a matter of national interest.

Mr. Chairman: Let me ascertain from the Minister how much time he would require. This is a one-hour discussion. Then I can apportion time.

Shri Humsayun Kabir: About 15 to 20 minutes. If there are more speakers, I will not take more than 15 minutes.

Shri Ranga: He will fly.

Mr. Chairman: There are only about 15 minutes left.

Shri T. B. Vittal Rao and Shrimati Ila Patchendhuri rose—

Shri Feroze Gandhi (Rai Bareli): Let all the women speak today.

Shri T. B. Vittal Rao (Khammam): The previous speaker has put all the points. I would like to know with regard to this Indamer Company whether any check up is done about the number of flying hours that has to be done by a pilot and the co-pilot, because I find from the information available to me that the co-pilot has been allowed to do more than 150 flying hours a month. Generally, this will be considered a very high figure because the normal flying hours are only 65 a month; here he is allowed to do 85 hours extra, making in all 150 hours.

We have before us only a statement made by the Minister. Beyond that, we do not have any other report to make this discussion fully profitable. The statement made by the Minister is not very exhaustive; not only that, it is a little vague. You can understand when he reads out the names of the crew who were there, three crew and the other five loaders. He says 'Devi', 'Sarinder' and so on. That shows that even the full names are not available. I mention this specifically because it has been mentioned in the Press that those who travelled in the ill-fated aircraft were not the same persons who had booked at the airport to fly in that. There is some discrepancy. Therefore, when the names are not given in full even by the Minister when he made that statement, it creates some suspicion in our minds.

The plane took off at 12.19 hrs. IST and it lost contact with the Air Traffic Control at 12.35 hours and crashed at 13.20 hours IST. The difference is nearly about 45 minutes.

between the time of the crash and the time when contact was lost. During this period, I do not know why distress signal was not sent by the aircraft. Did it happen all of a sudden? Generally when a 'plane is in distress, it naturally sends out certain signals under rules. This is a matter for investigation. There is no mention in the statement of the Minister about any distress signal having been sent out by the aircraft

Coming to rescue operations, whereas the Indamer Company could assemble a helicopter and go to the spot and bring back the pilot's dead body, was it not possible for anyone from our side to go there? It is said that the Chief Inspector of Accidents could not go there. Then how were these people able to go there and bring back the dead body? I am told that some photographs and other things were taken, but there is no mention of that.

As regards the aircraft's air-worthiness, when was the certificate of air-worthiness given? By whom was it given? At what airport was this given? These are questions to which we would like to have answers.

Moreover, usually it is the practice when such accidents take place to give the number of hours flown by the aircraft, by the pilot and also by the co-pilot. All these things are missing, which make us rather suspicious.

The only thing worthwhile given is the all-up weight of the aircraft which was said to be about 26,845 lbs. including 205 imperial gallons of petrol. This is not enough. We would like to know whether this weight was in conformity with the standard required or whether the aircraft was overloaded, because we have come to know that generally these operators overload, and they were sometimes found out overloading. These are a few points on which I require clarification.

Shrimati Ma Palchowdhuri (Nabdwip): Mr. Chairman Sir, the matter of the accident that has happened is one of deep regret to everybody, and I think we are all one with what the hon. lady Member opposite has said when she says that it is a very heart-rending accident. I do not think anybody can be happy about such accidents.

Having said this, yet, one must realise that regrettable as it is, accidents do happen. I would like to put forth a few facts that have come to my notice. I may be wrong and I am open to correction, but I would like to make known to the House some of the facts that, I think, are not totally wrong.

In the first place, the aircraft that crashed was not an Indamer aircraft. It belonged to the Hindustan Aircraft Factory; it was leased by that company and it was maintained and serviced always by the Hindustan Aircraft Factory. I think the company paid the Hindustan Aircraft Factory approximately Rs. 14 lakhs per year for the purpose of hire. So I do not think it is entirely true to say that the company goes on heartlessly not maintaining any aircraft or doing any maintenance at all, because no private company is going to gain really by not maintaining its aircraft, the aircraft is its stock in trade. I think there are conventions and laws that compel them to maintain their aircrafts also.

However, I would like to point out to the Ministry that if these laws have been deviated from by any company, they should, in the national interest, look into the matter and see that these laws are properly enforced. That much one must expect from all Ministries.

That particular spot where this accident took place has always been declared a very dangerous spot. Even the Army has considered it to be so. The Army and the Indian Air Force had been in operation there for over a year ago. They themselves, regrettably, lost two aircrafts in that very

[Shrimati Ila Palchoudhuri]

spot, and they had to pull out because they were needed in Kashmir; otherwise, it was the Indian Air Force which was doing these food dropping operations.

As regards the question by the hon. Member whether the aircraft sent out any message while it thought it was perhaps in difficulty, I think it did. At a height of 6,000 ft. it sent out a radio message to say that it was approaching the terrain and that it was descending. As everybody knows, where the accident happened, they had a very difficult terrain. It has got hills 16,000 ft. high on two sides, and another in front at a height, I think, of 12,000 ft. One has to go right into the valley making a tight circle and come out again. It is a very dangerous and a very clever operation that one has to do. I think if the pilot had any doubt about the aircraft being out of condition, he could not have been in any way justified in taking that risk. After all, his own life was at stake. Why should he take this risk if the aircraft was not in condition. He can always fly back! That is always possible!

16 hrs.

It is also true that the pilot concerned was a very well-trained pilot. He had an experience of 6,000 flying hours to his credit; he was a pilot trained in Hamburg and he was considered to be very efficient.

When we speak of the Indian Airlines Corporation and the nationalisation of air lines, there is one thing to be said about private enterprise also. It is not always as black as it is painted. If there have been discrepancies like log-books being lost as the hon. Member has said, it is for the Ministry to find out how these discrepancies and things which should not have happened have happened. These are things to be looked into. But, that is no argument for not allowing private enterprise to work.

People in India, and our young boys in particular are adventurous and

this is a line which can bring wealth to India and private enterprise can really do something for Government coffers, in this line.

An Hon. Member: And have more accidents.

Shrimati Ila Palchoudhuri: Accidents can happen anywhere; accidents have happened in trains. Do we do not regret that? It might have been one of our own boys. There is no woman who will not regret an accident. This is a peculiar attitude to take, that if there are accidents in trains we should not travel in trains. It is a fallacy!

I will say that private enterprise when it goes in for air service should be encouraged because after all Government is not in a position to nationalise all routes and there are trade routes that can be taken up by private enterprise. If private enterprise is allowed to operate in the field where it wants, it would bring the maximum revenue and will also help our cottage industries because it can go to places like Tripura and Manipur and bring back 6,000 lbs. of stuff and take that even to America and other places quickly.

It is said that their fares are less. It is a fact that anything that Government takes up does cost somewhat more because their functions cost more and their overhead charges are more. The fares are less not because everything is inefficient in private enterprise, but because they can work with less overhead charges.

I would certainly say that if there is any rule or anything which has to be emphasised or tightened, let the Ministry do that by all means. But, surely, it cannot be accepted that private enterprise is entirely at fault, and is the cause of accidents!

Sardar A. S. Saigal (Janjgir): I only want to put some questions to the hon. Minister.

Is it a fact that in the same NEFA area during food dropping operations by Indian Air Force we lost two aircraft?

Is it a fact that the Indian Airlines Corporation refused to undertake this job because the pilots struck and the pilots even went so far as to get a Calcutta High Court injunction restraining the management from ordering the pilots to do this difficult job?

I hope the hon. Minister will answer these questions in his reply.

Shri Humayun Kabir: Sir, it is an occasion when all sections of the House will speak with a sense of sadness and, I hope, with a sense of due regard for the unfortunate lives which have been lost. I do not think it is an occasion where there is any reason to bring in any heat or any sense of discord or difference between the different sections of the House. We are all united in our grief for the lives that have been lost. We are all united in trying to ensure that Indian aviation makes good progress and that every care is taken to ensure that the aircraft are properly maintained; our pilots are properly trained and all the operations go through as successfully as we possibly can make them.

Therefore, I was a little sorry when the hon. mover of the motion tried to give a slightly partisan character to the thing. Government as such are no less concerned than all other Members of this House about the affair which can be regarded almost as a kind of national tragedy and a matter for regret for everyone.

Government have certainly nothing to do with the operations of private companies beyond ensuring that they operate according to the regulations on the one hand and, on the other, that so long as they carry on their operations according to regulations, they get fairplay. Beyond that the Government have no other function.

And, the functions of the D.G.C.A., as I understand them, are to act as an

umpire and to see that the regulations are enforced and all the safety precautions are properly taken.

I will first deal with some of the questions asked about this particular aircraft. It has already been stated by one of my colleagues that this was not the aircraft of the Indamer but it was the property of HAL and the overhauls were carried out there. The last complete overhaul was carried out on the 12th November, 1956, and the certificate was valid for one full year. After that time, since the last major overhaul, the aircraft had flown 880 hours and 20 minutes.

The hon. mover of the motion referred also to the question of certain other inspections. There also, according to information available, the 1500 hours inspection was carried out on 22-3-1957.

Shrimati Renu Chakravarty: By whom?

Shri Humayun Kabir: By Mr. George, A.M.I.E. Licence No. 581, category A. Since then it had flown about—I do not have the figures—it was well within the permissible limit.

I cannot say anything about the defect which was mentioned by the hon. mover because there is still to be an inspection on the spot. Whether that particular defect had been revealed before or not is more than I can say or anybody else can say. But I would like the House to consider one point here. If these defects could be known to an outsider like the hon. Member or anyone else in Calcutta or me, is it likely that these pilots, who were going to risk their lives, who were going to fly these planes, would remain unaware of these defects? If they knew the defects in the plane, is it likely that the pilots would risk their lives in an operation which is recognised by all as risky and hazardous?

Shrimati Renu Chakravarty: Is it not very highly paid?

Shri Humayun Kabir: It may be very highly paid and even then I

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would be very surprised if a pilot knowing that there was a defect in the engine or in the airframe would still risk an operation of this type, where the slightest mistake or the slightest carelessness would mean not merely some damage but also loss of life. In this matter, as I said, I cannot say anything categorical till it has been examined. I shall certainly ask the D.G.C.A. to see that full inspections are carried out.

If what the hon. mover said about the log-book being lost or pages being torn from the log-book can be substantiated, all necessary action will be taken. The hon. mover can rest assured that Government will take full cognizance of any deviation that has taken place at any time and will ensure that such deviations are not permitted.

The hon. mover also referred to certain people who saw me the other day, a day or two before the accident, and said that I did not pay proper heed to their warning. I had asked them to place their facts in writing. After the accident took place, it so happened that one of the senior officers of the Directorate of Civil Aviation was in Calcutta. I asked him to make an enquiry into the whole affair; and all those people who made these complaints were contacted. But, unfortunately they were not prepared to give anything in writing at this stage, giving as their reason that they had made certain representations to, I think, the Labour Commissioner of the Government of West Bengal and if they were dissatisfied, then only they would go to the D.G.C.A. This is a little queer. If the complaints are about the maintenance or about defects in the engine, I do not see how the Labour Commissioner comes into the picture. In any case, I will assure the hon. mover that since this matter has been raised and it was referred to even before in the House by 4 or 5 Members, I have asked that a thorough enquiry into the whole affair be made.

Some hon. Members said that so far as the Indamer Company is concerned, their aircraft are not properly inspected and that action is not taken against them. I have a statement here showing the action taken against them. On three occasions during the current year, I find that it was detected that they had overloaded. I may add that they are not the only culprits. There are other private operators who also overload at times. Whenever it is detected, immediately steps are taken to ensure there is no repetition. In certain cases, severe punishment is given. In one particular case, I find that it happened on 7-3-1957; the pilot's licence was suspended for two weeks for carrying 304 lbs. of overload. In the other two cases mentioned by the hon. Member, one was an overload of 515 lbs. and the other was 263 lbs. In these two cases the matter is under examination. These took place in the end of June and middle of July and I may assure the hon. Member that appropriate action will be taken.

As I said earlier, it is not Government's intention to condone any faults. On the other hand, wherever these companies are plying, we should play fair so that they are also given a proper opportunity for working. There should not be any undue interference and certainly not a spirit of suspicion.

The hon. Member objected that I had certain sheaves of paper. Certainly, she could not expect that I could carry these details about air-worthiness or when the certificates were issued, etc. in my head. After all, if I am to reply to the debate and if I have to have certain papers with me, that should not be a ground for accusation or complaint.

Shri Ferose Gandhi. (Rai Bareli): Ministers get into difficulties. Sheaves of paper sometimes cause trouble to Ministers.

Shri Humayun Kabir: I have not had the trouble. I have had the experience of all kinds of sheaves and

reams of papers. Fortunately, I have had no difficulty and if the hon. Member herself did not refer to her papers over and over again, perhaps she would be more justified in taking me to task.

One hon. Member asked questions whether it was a fact or not that the IAF lost two aircraft in this very operation. I regret very much to say that according to the information available to me this is a fact. I also understand that regarding these operations, some of the pilots of the IAC did not agree to carry on these operations as they were too risky. It is also a fact that the matter did go up to the High Court. The result is that with the exception of a very small number of pilots of the IAC, the rest are not willing to undertake this work. It is precisely the reason why it was given to Indamer, a private operator. If the IAF or the IAC were able to carry on the entire burden the question would not have arisen at all.

I think I have dealt with almost all the questions raised by the hon. Members. There is one more point about the log-book. The log-book is signed and certified by the engineers in the employ of the different operators of the companies. Just as the IAC has its own licensed engineers, the private operators also have engineers who certify the air-worthiness. All major inspections including the 100 hours inspections come up to the DGCA for surprise checks and thus he comes in the picture. So, we cannot say that the certificates given by the certified employees are not to be trusted. All over the world, it is the practice and whatever we do here is according to the regulations which had been passed and accepted after considerable discussion, in the light of the experience of other countries as well.

Mr. Chairman, I do not want to take any more of your time. I feel that everyone in this House regrets this accident. We want that there should be a full enquiry. The difficulty has been the terrain. It is so risky that the captain of the Helicopter refused

to go there; in his own words, not for all the gold in the world, would he undertake that flight a second time. We tried to see if an IAF helicopter could be made available but it was not available. We attempted to send a man on foot. But, the NEFA authorities have advised that the paths were so risky that no one could go there during the monsoons.

We have not, however, given up. Even now, we are trying to find out whether anyone can get even within ten miles of that area. If we can do that, someone will go and inspect it on the spot. It will take about fifteen days to go on foot and fifteen days to come back. The House will, in the light of these difficulties, appreciate that in spite of our best efforts, we have not been able to send the Chief Inspector of Accidents or any other Inspector. As soon as weather conditions permit, someone will go there. I can assure the House that every effort will be made to see that we minimise the risks. But no one can eliminate altogether the chance of accidents, especially in operations in such areas. Even the most careful pilots sometimes make mistakes and we do not know what happened here. We do not know the details.

Different theories have been advanced by other pilots operating in that area. These are all conjectures. I do not wish to place before the House any information based on conjecture. I will conclude by saying that as soon as a full report is available, we shall place it before the House.

Sardar A. S. Salgal: I put the question as regards the pilots' strike.

Shri Humayun Kahir: I have mentioned it already. The IAC pilots did not want to fly in this area and they went up to the High Court.

Shrimati Renu Chakravarty: I am happy that an enquiry has been ordered by the hon. Minister. I hope that this enquiry will be undertaken

[Shrimati Renu Chakravarty]

not only by the Inspectorate of the DGCA but that the Minister himself will take an active interest in the proceedings. He should look into the proceedings because of certain other factors which I mentioned in my speech.

Mr. Chairman: You can ask questions; no more new points can be raised.

Shrimati Renu Chakravarty: I am not making any new points. I am just winding up the debate which is my right. The other point which I would like to answer is the point mentioned about the pilots of the IAC not having accepted these risks. If we had dealt with the IAC a little more tactfully, if it had been agreed to give insurance and other benefits which naturally the pilots would want, the matter could have been dealt with quite amicably. We would have then made available our aircrafts and our pilots for this very important operation. We would have also made some good money. From all these points of view, I hope that this matter would be looked into by the Minister himself and that he would tighten up the Inspectorate staff so that it may not be possible to circumvent these things. I would like all these matters to be gone into by the Ministry.

Mr. Chairman: The discussion is concluded. We will now take up the discussion on explosions.

EXPLOSIONS IN RAILWAY WAGONS AND SHEDS

Shri Feroze Gandhi (Rae Bareli): Shri Ramaswami should explode first.

Shri S. V. Ramaswami (Salem): He will assist, Sir

Mr. Chairman: I find so many hon. Members' names and I do not know how many are desirous of speaking.

Shri Feroze Gandhi: I have not sent my name because it appears in the list as No. 2.

Shri Tangamani (Madurai): I have also not sent my name as it appears there.

Mr. Chairman: How long will Shri Ramaswami take?

Shri S. V. Ramaswami: Fifteen minutes.

Mr. Chairman: Then, the rest shall have ten minutes each.

Shri S. V. Ramaswami: Mr. Chairman, Sir, it is very unfortunate that three explosions have taken place almost in quick succession within the space of one month. There has been loss of life. About 22 persons have been killed in all the three explosions. There has been loss of property also. As a result of these explosions all traffic in these fire-works has been held up resulting in loss to the Railways.

The report that has been placed on the floor of this House this morning reveals certain things. One thing seems to be clear and we are happy about that. Enquiries made so far, however, do not indicate any sabotage or mischief. To that extent we are glad that this decision has been arrived at. With regard to each of these explosions certain results emerged as a result of the enquiry.

With regard to the first explosion at Asansol the report says:

"The entire lot of amores (paper caps) was destroyed in the explosion but some portion of other fire-works were found in the debris and an analysis of these showed that they contained no prohibited or unauthorised composition."

Later on it says:

"With regard to the Asansol explosion the Inspector of Explosives is of the opinion that the accident could have arisen from either the boxes having been dropped on to the wagon floor or some of the boxes having been dropped on loose amores which had come out of a broken package or by a box of amores having been knocked violently against the door

of the wagon while loading, coupled with the excess of composition in the amoresces."

With regard to the Katpadi incident the report says that there was a magisterial inquiry and the magistrate concluded that the defective manufacture of the amoresces, coupled with the negligent dropping of a case by a porter had contributed to this explosion.

With regard to the Kanpur explosion the report says that the enquiry is still under way. But in today's *Times of India* there is a report which gives some idea as to the result of the enquiry. The *Times of India* report says that it is understood to have drawn the same conclusion, namely, that the explosion was a pure accident, the consignment of crackers would have burst into flames when there was some friction. The report says:

"The consignment of crackers could not have burst into flames unless there was some friction. Investigating parties were also reported to have said that if at all there was some friction it must have been caused by the two persons blown off in the explosion.

Conjectures about bombs being placed in goods sheds were discounted by the investigating parties."

So, we have got some material to go by with regard to the explosions. The common feature about all these explosions is that they seem to have been caused by the amoresces.

Now, we must be clear about one thing. There are three materials in these fire works. First of all there are the colour matches. The colour matches are otherwise known as 'Bengal matches'. Secondly the fire-works consist of flower pots, sparkers and so on. The third category is the paper cap or amoresces. The Bengal matches and the fire-works come under the Explosives Act, whereas the third category, the paper caps do not. One other point that deserves notice is that the first two categories do not

explode unless there is some open fire. Without some open fire the Bengal matches and the fire-works cannot be set fire to. It is only this paper cap, which is called amoresces, that can explode by mere friction, contact, concussion or pressure. This, unfortunately, has been exempted from the exemption clause 5 under the Explosives Act. This does not come under it. This seems to be a loophole which, fortunately, has been plugged, now as I see from the report that has been placed this morning.

A broad analysis leads us to this conclusion, that there are three parties to this: the manufacturers, the explosives department and the Railways. Let me take the Railways first. There is a heavy burden cast upon the Railways who are the authorities transporting these dangerous goods. The rules and regulations that have been made with regard to this run into several pages, I shall briefly read some of the rules that have been laid down.

Rule 18 of the rules for the transport of explosives refers to Red Tariff No. 17. It says about precautions to be observed in handling explosives. It says that the floor of any place or carriage should be carefully examined to ensure that there is nothing thereon in contravention of these rules. Sub-rule (4) says:

"After the handling of explosive has commenced, the operations shall proceed with due diligence and without unnecessary stoppage."

Rule 17 deals with prohibition of smoking, fires, lights and dangerous substances in or in proximity to a place where an explosive is stored. Rule 18 says about prohibition of matches. It says:

"No person on, in, or near any place where explosives are handled shall—

(a) have in his possession any matches, fuses or other appliances etc."

[Shri S. V. Ramaswami]

Rule 2' says that competent persons should be in charge of operations. This is a very important rule which I shall read:

"Every person holding, or acting under, a licence granted under these rules shall, whenever explosives are loaded, unloaded or handled, depute a competent person experienced in the handling of explosives to be present at and to conduct the operations, in accordance with these rules."

Then there is rule 22 about precautions against danger from water or exposure to the sun. These are so dangerous that even if they are put in water some of the chemicals explode. In the same way if they are exposed to the sun for a considerable length of time they explode. Certain precautions are laid with regard to these.

Rule 23 relates to certain other special precautions against accidents and preventing unauthorised persons coming anywhere near. Rule 25 says that explosives of different classes are to be kept separate. Rule 28 deals with the maximum consignments allowed. It prescribes about 10,000 lbs. in any one railway wagon or 4,000 lbs. in any one carriage other than a railway wagon. Rule 33 deals with some other thing. Rule 34 gives protection from fire or explosion. It says:

"No carriage or vessel shall be used for transporting explosives unless all iron and steel therein with which a package containing any explosive is likely to come in contact is effectually covered with lead, leather, wood, cloth, or other suitable material."

Sub-rule (2) of this rule says:

"Where the weight of the explosives transported in any carriage exceeds 2,000 lbs. they shall be placed in the interior of the carriage which shall be enclosed on all sides with wood or metal so as

effectually to protect the explosives from communication of fire and the carriage shall be locked."

Rule 35 says that there should be no delay in transit. Rule 40 says that explosive vans should be approved. There is also control over the receipt of consignments of explosives by Railways under rule 45.

Rule 46 deals with stowing away of explosives. There is a very necessary proviso which says:

"..if the packages of explosives are rectangular in form and are properly secured so as to prevent movement during transit they may be stowed in any number of layers not exceeding five."

The idea is, if there are more than 5 layers they might crash one over the other and by sheer weight or concussion produce explosion. It is for this purpose these rules have been introduced. Sub-rule (3) of this rule says:

"There shall not be conveyed in the same carriage with any explosive, any matches or fuses, any appliance for producing ignition or any other article..."

Then I shall read sub-rule 3 of Rule 47 which says:

"(3) Storing—It shall be the duty of every officer-in-charge of a station to cause every package of explosives, which it is proposed to despatch by rail or which has been received at any station for transhipment or delivery to the consignee, to be stored at a safe distance from the station buildings, either in a covered vehicle or completely covered with tarpaulins....."

Then, about delay in transit or non-receipt of consignments at destination, the rule says:

"...A reasonable time may be assumed to be an allowance of 100 miles per day in the case of goods trains and 250 miles per day in the case of passenger trains,...." etc.

So, all these rules and regulations have been laid down with extraordinary care and precaution, so that the railways may handle these goods with the utmost care and avoid any accidental explosion.

The question arises whether the railways or the transport authority have looked into all these things. My comments with regard to these explosions will first deal with Asansol. At Asansol, the lids of the packages were taken away so that they were packed in nine layers and they crashed down, giving the pressure upon the amores, and they exploded for that reason. It is a matter to be investigated as to whether that was so.

With regard to Katpadi, the due precautions that these rules have laid down do not seem to have been taken. It is understood that the train from the south came to Katpadi junction at about 5 p.m. It contained 146 packages. Now, within a short period of half an hour, about 132 packages have been put on to the train moving towards Madras-Rajapuram, and others in the wagon which exploded. All this was done by four persons at Katpadi. This shows that due care and attention has not been paid to the transport of these things from Katpadi. Katpadi is a junction, Mr. Chairman, where the metre gauge and the broad gauge meet and Sivakasi is on the metre gauge line. The things have got to be transhipped on to the broad gauge line and that is how the accident has taken place there in the course of transhipment. If 146 packages could be transported or shifted on from one place to another by four persons in less than half an hour, I am afraid due precaution has not been taken. It could not be shown that the slowness and the carefulness which are enjoyed by the rules have been observed in this regard.

With regard to Kanpur, we are not in full possession of the facts. It would appear that the explosion also was due to the amores which seems to have been badly handled. The point, therefore, which arises is this; whether

the Railway Ministry has carefully handled these dangerous goods.

The other party, as I said, is the Explosives Department. We exclude for the present the other two categories which I mentioned, namely, the colour matches and the fire-works. They have been transported for the past 40 years without any accident. With regard to the amores, it is not covered by the Explosives Act, and that aspect seems to have given a loophole for the manufacturers who are viewing with one another to put in potassium chlorate and produce such a noise as to deafen the ears of people. It is there that I charge the Explosives Department. They have been slack. They should be having control over the manufacture of this amores. It has been laid down that there should be 1,000 dots for every 70 grains of this composition. It has been found that this limit is not enough to give that noise. It has also been tested and found out that 20 per cent. of the paper caps do not burst, with this minimum of composition. Subsequent tests have shown that it is a safe limit when it is up to 200 grains for 1,000 dots. The rules have not been revised nor have the existing rules been enforced strictly. The sequel is, the manufacturers, in order to produce more and more of the bomb type of paper caps do not burst, with this explosive composition to develop a dangerous commodity.

The Explosives Department, I submit, has not been careful in enforcing this. They only seem to have woken up to their duties in trying now to say that "it has been decided to amend the Explosive Rules in order to take away the general exemption under rule 5(1)".

Now, I mentioned about the manufacturers. The manufacturers of this particular commodity ought to have been carefully controlled and it is up to the department now to see that proper regulations are enforced.

My next point is this. There can be no doubt that these accidents ought to be traced to the amores. In this con-

[Shri S. V. Ramaswami]

nection, we must see how the trade is affected in Sivakasi. In Sivakasi, if I understand correctly, about Rs. 3 crores have been invested in this industry. In Sivakasi, particularly, about 25,000 people are engaged in this small-scale or cottage industry. They live upon it entirely. There are no irrigation facilities there. The main thing for them seems to be this industry. This is another peculiarity. For ten months, they produce and store up a huge quantity and it has got to be disposed of in two months to the various centres where it is consumed. What is produced within ten months is disposed of in two days during Diwali.

The Minister of Railways (Shri Jagjivan Ram): One day.

Shri S. V. Ramaswami: Maybe, as the hon. Minister says, it is finished in one day. That is the peculiarity of this trade. If this trade is stopped, then what happens? They have borrowed from the banks. It is not as if they have got their own capital and have put it in this industry. They have borrowed, and have got to pay it back by selling this commodity and then realising the proceeds. There are also ancillary industries depending on this, such as printing press. You will be pleased to see that owing to this industry, Sivakasi has built up a printing industry to such an extent that all our election posters have been printed there.

Shri Goray (Poona): That is why they are so explosive.

Shri S. V. Ramaswami: I may also submit that during wartime, this explosive industry was very useful in meeting certain war requirements also. Therefore, this is not a negligible industry. We must see to it that something is done so that we could deal with this matter in such a way that the trade does not suffer and, at the same time, there is no danger to the community. I submit that it should be possible, and I understand it has been made possible that in Madras, out of 64 wagons, in 47 wagons this

amores has been isolated and 17 of them are, I understand, at Raipur about to be moved towards Calcutta which is a big consuming centre provided the order is given for the movement of these colour matches and the fire-works which would not explode unless there is open fire.

Therefore, I submit that we should take a decision which is not panicky it must be a realistic one. The realistic approach must be such that while we secure the life, and property of the railways, and the life of all those who handle these things, at the same time, we should see that this trade is not destroyed. For, if the goods are not sold during the Diwali season, there is no alternative to the industry except its annihilation. It will explode. Therefore, I submit for the earnest consideration of the Minister of Railways that this amores, wherever it is, should be isolated and, if possible, it may be destroyed if the composition is beyond the safe limits. But the other things must be moved, because—and this is one of the reasons—the amores involved in this transhipment is only worth about Rs. 5 lakhs, but the colour matches and crackers and fire-works account for about Rs. 45 lakhs. So, if this is released, the major portion of the trade will survive, and there will be time enough for us to analyse this amores.

Shri D. C. Sharma (Gurdaspur): He has not told us about the part of the country where it is manufactured.

Shri S. V. Ramaswami: It is in the statement.

श्री बबाज़ जिह (फिरोजाबाद) :
सभापति महोदय, यह ४ सितम्बर को जो काम रोको प्रस्ताव इस सदन में पेश किया गया उसके ऊपर आघ्या महोदय ने मेहरबानी करके बहस के लिए दो चंटे का वक्ता मुकर्रर किया था।

यह जो तीन विस्फोट हुए वह इस प्रकार हुए। ३१ अगस्त को आसनसोल में, २१ अगस्त को काटपाड़ी में और ३ सितम्बर

की बातपुर में यह एक्सप्लोजंस हुए । अपर इन घटनाओं का विश्लेषण किया जाय तो उससे साफ़ जाहिर हो जायगा कि इस सम्बन्ध में रेलवे प्रशासन की हृद दर्जे की सापरवाही रही है । विश्लेषण करने से पता चलेगा कि एक्सप्लोजिभ के जो रूल्स बने हैं उनको तोड़ा गया और किस तरह से न सिफ़ उनकी अवहेलना की गई बल्कि साफ़ तौर से उनको तोड़ा गया है । अगर हम उन तीनों एक्सप्लोजंस के बारे में जांच करें तो हमें पता लग जायगा कि यह रूल्स पालन करने के लिए नहीं बल्कि तोड़ने के लिए बनाये गये थे । ज़ूँ तक आसनसोल की घटना का सवाल है उसके बारे में कहा जाता है कि वहाँ विस्फोट उस समय हुआ जबकि इस प्रकार का सामान एक बैगन से दूसरे बैगन में उनारा जा रहा था । लेकिन जहाँ तक उसके उतारने का सवाल है एक्सप्लोजिभ रूल्स यह कहते हैं कि एक इस प्रकार के सामान को उतारने के लिये एक विशेष प्रकार का लेबर होना चाहिये जो कि इन को अच्छी तरह से हैंडिल कर सके । लेकिन यह विश्वास किया जाता है कि आसनसोल में जो मजदूर इस काम के लिये रखे गये थे वे आम लोग थे जो कि बीड़ी भी पी सकते हैं और ऐसा शक भी किया जाता है कि जो विस्फोट हुआ वह इमलिए हुआ कि कहीं बीड़ी डाल दी गयी हो । मेरा कहना यह है कि आसनसोल की घटना के समय जो प्रकाशन लेने चाहिये थे वे नहीं लिये गये ।

उसके बाद हम देखते हैं कि २१ अगस्त को कठपाड़ी में दूमरा विस्फोट हो जाता है । मैं समझता हूँ कि इन विस्फोटों में इस प्रकार का इन्टर करना कि यह ऐमारसस था या या पटाखे थे या पिस्टल कैप्स थी गलत होगा । इन पदार्थों के बारे में यह अन्तर किया गया है कि एक को कम दूर से डालने पर विस्फोट हो सकता है और एक को ज्यादा दूर से डालने पर विस्फोट हो सकता है और इसलिए एक का ट्रांशिपमेंट के बक्स खोल कर निरोक्षण किया जा सकता था और दूसरे का नहीं, मैं

समझता हूँ कि यह अन्तर करना गलत है । आसनसोल में जो घटना हुई वह रेलवे प्रशासन की लापरवाही की बजह से हुई है । उस समय जिन नियमों का पालन करता आवश्यक था उनका पालन नहीं किया गया । माननीय मंत्री महोदय ने मदन के सभा-पटल पर जो बक्सव्य रखा है उसमें यह कहा गया है :

"The enquiry showed that the wagon that exploded contained consignments of fire-works manufactured in Sivakasi and possibly in Trichur, including 53 cases of amores (paper caps for toy pistols). The entire lot of amores was destroyed in the explosion but some portion of other fire-works were found in the debris and an analysis of these showed that they contained no prohibited or unauthorised composition. This wagon consisted of parts of material from two other wagons. An analysis of the contents of the packages left in the original wagons showed that the amores contained quantities of composition of the order of 150 grains per 1,000... The Inspector of Explosives is of the opinion that the accident could have arisen from either the boxes having been dropped on to the wagon door or some of the boxes having been dropped on loose amores which had come out of a broken package or by a box of amores having been knocked violently against the door of the wagons while loading coupled with the excess of composition in the amores."

एक्सप्लोजिभ रूल्स में सह गया है कि इस प्रकार के विस्फोटक पदार्थों को एक जगह से दूसरी जगह पर ले जाने में उनको बहुत मावधानों में हैंडिल करना चाहिए और उनको इस प्रकार से नहीं डालना चाहिए कि वे फट जायें । यहाँ तक कहा गया है कि इन पदार्थों को हाथों हाथ ले जाना चाहिए । इंस्पेक्टर की रिपोर्ट यह बतलाती है कि इन पदार्थों को हाथों हाथ नहीं ले जाया गया ।

[श्री बज राज सिंह]

इसी तरह से कानपुर का विस्फोट हुआ। इन तीनों में मिला कर २५ कीमती जाने गयी और रेलवे के लालों हपयं के सामान को हानि हुई। कानपुर के विस्फोट के सिनमिले में कहा जाता है कि चार चार मील तो नागरिकों को ऐसा लगा कि कही भूकम्प आ गया है। उस विस्फोट में बहां का सारा गुड्म शैड उड़ गया और तीन जाने गये। उस विस्फोट के सम्बन्ध में जो बक्तव्य साननीय मंत्री महोदय ने सभा पटल पर रखा है वह बताता है कि बहां ६ फरवरी से कुछ पेटिया रखी हुई थी जिनमें इस तरह या सामान था। एक्स-प्लोसिव्स रूल्स यह कहते हैं कि जहां पर यह सामान जाये वहां पर उसको १२ घंटे के अन्दर कंसाइनी को ले सेना चाहिए और अगर वह उस समय के अन्दर उसे नहीं नेता है तो उस सामान को वापस लौटा देना चाहिए। लेकिन बड़े ताज्जुब की बात है कि ६ फरवरी को यह सामान आया और नहीं लिया गया और ३ सितम्बर को विस्फोट हुआ। २६ अगस्त को भी सामान आया था, और बीच में भी कुछ आया था। इस सामान को बहां पर लड़ा रहने दिया गया, उमको कंसाइनी ने नहीं लिया और न उसको वापस किया गया। मेरा निवेदन है कि यह रेलवे प्रशासन की लापरवाही है जिसको हिन्दुस्तान की जनता को माफ नहीं करना चाहिए। रूल्स यह कहते हैं कि अगर कंसाइनी उस सामान को १२ घंटे में न ले तो उसको वापस लौटा देना चाहिए लेकिन ऐसा नहीं किया गया। जो इस प्रकार की लापरवाही बरती जाती है उसकी भीर में आपका ध्यान आकर्षित करना चाहता है। कानपुर के विस्फोट के सम्बन्ध यह कहा जाता है कि जहां गुड्म शैड में यह सामान पड़ा था।

Mr. Chairman: The hon. Member's time is up. He has taken 10 minutes.

श्री बज राज सिंह : I am one of the Members who gave notice. I may be given 15 minutes, as there are only

4 or 5 speakers and it is a two hour-discussion.

कानपुर को घटना के सम्बन्ध में मेरा यह निवेदन है कि जहां जिस जगह पर ये विस्फोटक पदार्थ रखे थे उसी जगह पर तेल भी रखा था, बैंडीटेल भाइल भी रखा था और ऐसा सामान भी रखा था जो विस्फोट हो सकता था या जन सहता था। कहा जाता है कि उसी जगह एक दैगन आयी जिस बैगन में जानवर थे उसमें भसा भी था। एक आदमी उस भूसे को उतारना चाहता था उसी समय विस्फोट हुआ। मेरा निवेदन करना चाहता हूँ कि रूल्स यह प्रोवाइड करते हैं कि विस्फोटक पदार्थ बिल्डिंग से बहुत दूर रखे जाने चाहिए और इसके अलावा उस सामान के पास कोई ऐसा पदार्थ नहीं होना चाहिए जो कि विस्फोट होने में मदद दे सके। मेरा निवेदन है कि भूमा एक ऐसा पदार्थ है जिसमें आमानी में आग लग सकती है। कानपुर के विस्फोट के सम्बन्ध में इस तरह की लापरवाही बरती गयी यह तो स्पष्ट ही है। उस दिन रेलवे मंत्री महोदय ने कहा था इसमें कोई रेलवे सिक्योरिटी फोर्म का भी आदमी मारा गया है, लेकिन आज ममा पटल पर उन्होंने जो बक्तव्य रखा है उसमें यह विदित नहीं होता कि सिक्योरिटी फोर्म का कोई आदमी मारा गया। अगर वहां पर कोई गिर्क्योग्रिटी पुलिस का आदमी होता तो वह उस आदमी को इस तरह से बैगन से भूमा उतारने की इजाजत न देता।

सबसे पहली लापरवाही यह की गयी जिस जगह पर यह विस्फोटक पदार्थ था उसी दिन उस जगह जानवरों की बैगन लायी गयी जिसमें भूसा हो सकता था। इसलिये जहां तक कानपुर की घटना का सम्बन्ध है उसके बारे में कहा जा सकता है कि बहां लापरवाही बरती गयी और यह लापरवाही तब बरती गयी जब कि इससे पहले दो विस्फोट हो चुके थे। उन विस्फोटों के सम्बन्ध में माननीय मिनिस्टर तथा डिप्टी मिनिस्टर महोदय ने

यहां बक्सब्य दिया था जिसमें कहा गया था कि हर तरह के विस्फोटक पदार्थों का आना आना बन्द कर दिया गया है।

उसके बाद भी २६ अगस्त को कानपुर में विस्फोटक पदार्थों का बैगन उत्तरा और वह रेलवे प्लेटफार्म और गुडज थोड़ पर रखा गया, जहां पर कि वह बारह घंटे तक पड़ा रहा। इस सम्बन्ध में जो नियम हैं, उनका पालन करने की कोशिश नहीं की गई। इंग्रज कसाइनी उस सामान को लेने नहीं आया, तो उसको वापस कर दिया जाता। इस तरह के इन-फ्लेमेंबल भैंटीरियल को दूसरे सामान के साथ इतनी देर तक पड़ा रहने दिया गया और अगर वहां पर कोई विस्फोट न होता, तो रेलवे मंत्री महोदय के ऊपर प्रकृति की बहुत महिमा रही होती। मैं यह निवेदन करना चाहता हूँ कि इन विस्फोटकों को आसानी से नहीं टाला जा सकता है। उनके कारण हिन्दुस्तान की पच्चीस कीमती जानें चली गई। हिन्दुस्तान की जनता का—टैक्स-पेयर्ज का लाखों रुपया शेड पर खर्च होता है, वह रुपया बरबाद हुआ है। उन के कारण बहुत से लोगों को बांटे लगी है। मैं निवेदन करना चाहता हूँ कि इस तरह बहस कर के और सदन पटल पर इस आगय का बक्सब्य रख कर कि कोशिश की जा रही है कि इस तरह की गलतिया आगे न हो, इस मामले को खत्म नहीं कर देना चाहिए। इस एक्सप्लोजन के सम्बन्ध में मेरी यह निश्चित राय है कि रेलवे मंत्रालय को उन व्यक्तियों के खिलाफ कार्यवाही करनी चाहिए, जो कि इस के लिए उत्तरदायी हैं। मैं यह भी कहता चाहता हूँ कि इसमें सिफ़े उन लोगों का सवाल नहीं है, जिन्होंने वहां पर गलतियां कीं। सवाल रेलवे मंत्रालय का है। प्रश्न यह है कि रूलज का पालन क्यों नहीं किया गया, सामान को क्यों नहीं लौटाया गया, जो कि बारह घंटे से ज्यादा बहां पर पड़ा रहा—महीनों तक पड़ा रहा। उस को सौटाने की व्यवस्था नहीं की गई? क्यों उस को ऐसे शेड में रखा गया, जहां दूसरा सामान भी रखा हुआ था। साफ़ तौर से इसमें

रेलवे मंत्रालय की सीमा से परे लापरवाही है, जिसको इस सदन के सदस्यों को कभी क्षमा नहीं करना चाहिए।

अच्छा हो यदि रेलवे मंत्रालय आगे के लिए इस सम्बन्ध में कहाँ का रुख अस्तियार करे और इन नियमों का अच्छी तरह से पालन करे। जो बक्सब्य सदन-पटल पर रखा गया है, उससे यह जान कर मुझे सुशी हुई कि ऐक्जप्लासिज्ज रूलज में अमेंडमेंट करने की कोशिश की जायगी। आज हमारा सबसे पहला कर्तव्य यह होना चाहिए कि हिन्दुस्तान की जनता के जीवन की हम रखा करें और उसके लिए जहां और जो खतरे पैदा होते हैं, उन को दूर करने की कोशिश करनी चाहिए। मैं समझता हूँ कि रेलवे मंत्रालय इन सब बातों की तरफ ध्यान देगा और मुझे आशा है कि इस सदन के माननीय सदस्य इस विषय को उसी तरह से नहीं छोड़ देंगे, जिस तरह से कि रेलवे मंत्रालय ने इस सम्बन्ध में लापरवाही बरती है।

Shri Feroze Gandhi: There is not very much that I have to say because we have to await the detailed reports and the final reports of all these explosions. I also do not want to repeat what my friend, Mr. Ramaswami, has already said. He has almost spoken like an expert on pyrotechnics.

An Hon. Member: Which he is.

Shri Feroze Gandhi: And it is good to have one such expert amongst us.

We all like fire-works and the railways have the unpleasant task of transporting them. The railways deal with a large variety of explosives, including highly explosive material inside this venerable House. Now, for different varieties of explosives, there are different rules. One such rule of the I.R.C.A., red tariff, rule 25, states that different varieties of explosives will not be carried in the same wagon. I would like to know from the Railway Minister if any occasion has arisen when a violation of this rule has been brought to the attention of the Railway Board.

[Shri Feroze Gandhi]

These rules, which have been laid down for the haulage of inflammable material, a part of which my hon. friend, Mr. Ramaswami has already read out, are very much in detail and I doubt very much that if these rules are not violated whether any such accident could take place. But I also agree that accidents will take place. What we have to enquire is this: whether all the necessary precautions have been taken. I do not say that no accident will ever happen; it will happen. Nobody can guarantee that. But I have a little doubt whether the railways had exercised all the precautions that they should.

As I said, there is not much material to go by in connection with the explosions. But there is one case. On the 4th June 1954 there was a collision between two trains between Kings Circle and Mahim. I would like to read out a portion of the report of the Government Inspector of Railways on this accident:

"On the electrified double harbour branch a collision between the suburban electric passenger train and a goods train, followed by petrol fire explosions occurred, one of the worst railway accidents ever to occur in Bombay State, turning the vicinity of Kings Circle Station into a blazing inferno like a mushroom eruption of an atom bomb explosion."

You can imagine from what the Government Inspector has stated what the seriousness of this accident must have been. But how did this occur? How did this particular explosion take place? Were the railways to be blamed or not? Have they followed the rules laid down by the I.R.C.A. or not? Now, let us see what the Government Inspector has to say about it. First I will read out the rule. According to the rules laid down by the Indian Railways for the conveyance of explosive and dangerous goods mentioned Schedule 2 of red tariff No. 17:

"Wagons and tanks containing these inflammable materials must

not be placed either in a running train or during shunting operations next to the engine or the rear brake van but should be separated by at least three wagons not loaded with explosives or other traffic of an inflammable nature."

In this particular case, the railway authorities defied this rule. What has the Inspector got to say about the regular defying of this particular rule? I would like to read out paragraph 46:

"It appears that both the Bombay Port Trust railways and the Western Railway authorities have been overlooking the violation of the rules laid down in the red tariff in regard to marshalling of wagons containing inflammable liquids. If these rules had been correctly followed and if at least three wagons not containing inflammable material had been marshalled between the brake van and the wagon containing aviation spirit, it is probable that no major accident would have resulted and the casualties to the passengers and the railway staff and the damage to the rolling stock and property would have been greatly minimized."

This is something where we can definitely say that the railways have violated the rules laid down by the I.R.C.A., which resulted in an explosion, which the Government Inspector of Railways has described as something like the explosion of an atom bomb. It appears that our Railway Board were carrying on atomic experiments with our rolling-stock. Even before the reactor at Bombay had become critical.

Now I would like to draw the attention of the Minister to another thing, which is also very important, to which I would like to have an answer. I hope the answer would be given. There is rule 28 of the I.R.C.A. rules regarding the transport of explosives. The rule says that no wagon shall contain more than 5 lbs. and 10,000 lbs.

is the limit. I would like to know whether in the case of the wagons from which these materials exploded these rules were followed or defied.

Another rule to which I would like to draw the attention of the Minister is the rule relating to handling of explosives. There are certain specific procedures laid down for the handling of explosive material. Of course, I have not seen with my own eyes the handling of explosive material. Probably, I would not have been alive, if I had. But I have witnessed the handling of packages marked 'fragile'. As soon as the railway porter sees something marked 'fragile' he throws it; he enjoys it. Now there is a kind of slackness and negligence and I think that very strict instructions should be issued that these explosives should be handled gently. They should be carried just as a mother carries her child.

Shri Goray: Still the child may howl.

17 hrs.

Shri Feroze Gandhi: With regard to this question of fire-works there are two types of fire-works—probably there are three. One type is the one which explodes by friction; the second type is the one which explodes only when a light is applied to it and the third type of course we are well acquainted. It appears in all the three explosions that have taken place only that type of fire-work has exploded which explodes by friction.

I am glad that the hon. Minister for Explosives is here. This particular cap, or paper cap as it is called explodes due to friction and all the three explosions have been caused by the cap which explodes. There is another thing, that all these caps involved in the three explosions have been manufactured by the same manufacturer. It is the same factory. Therefore it is not very difficult to probably take away the licence of this particular manufacturer whose caps keep on exploding.

As my hon. friend Mr. Ramaswami has already pointed out, we cannot disturb the entire pyrotechnic trade. It is an important trade. We all enjoy Diwali, 26th January and all the rest of it, Ministers, also enjoy fire-works. Now Diwali is coming. About Rs. 40 to 50 lakhs worth of fire-works are sold. Now that we have found out the manufacturer whose fire-works seem to explode due to friction caused by this rough handling or gentle handling, or whatever kind of handling by the railways, I would suggest that we should release the rest of these consignments. Don't keep them; otherwise there will be more explosions. Part with them. As far as this particular party is concerned, I would suggest that you take away his licence or ban this particular kind of paper cap which is causing all this trouble.

The hon. Minister informs me that no licence is required for the manufacture of these paper caps. I would suggest that you put it on the licensing list.

Shri Tangamani: Mr. Chairman, Sir, Shri Ramaswami and Shri Feroze Gandhi have already dealt with the rules and regulations which govern the transhipment of these explosive articles. So, I shall not take the time of the House by going into all those matters.

When the first explosion took place on the 31st July 1957 I raised it as an important matter here and the hon. Minister replied on the 2nd August that the explosion was of severe intensity and it was felt over a radius of several miles. As a result of the explosion ten persons died on the spot and four more died in the hospital. Three weeks later we find in Katpad a similar explosion taking place where eight people were killed and on the 3rd of September in Kanpur there were three deaths. In all these cases the explosions were of terrific intensity.

The other day my hon. friend Mr. Vittal Rao said that this is not a matter where the Railway Ministry alone

[Shri Tangamani]

is to be indicted. This is a matter where three Ministries are concerned, the Ministry of Works, Housing and Supply under whose jurisdiction the explosive inspectors come, the Ministry of Transport and Communication, which has to deal with the Chief Inspector of Railways, and of course the Railway Ministry. All these three Ministries are concerned in this particular explosion and I am happy that all the three Ministers are here. As a result of discussion today I hope there will be a reduction of such explosions in future.

This industry has developed mostly in the South. The Explosives Department has been divided into five zones: the Central Zone, the North Zone, the South Zone, the East and the West Zones. The main concentration is in the South. In the South Zone the inspector has his headquarters at Madras. There is one inspector, three assistant inspectors and two additional officers. These six people are asked to look after Sivakasi and the neighbouring areas which produce nearly 95 per cent. of these paper caps, 75 per cent. of the crackers and 100 per cent. of the coloured matches. The inspector's headquarters are at Madras. He has to cover not only the State of Madras, but the State of Andhra, the State of Kerala and the State of Mysore. I am mentioning this to show how unimaginatively this zone has been divided. It is about time that a Circle is immediately created in Sivakasi and the staff is increased with not inspectors and assistant inspectors, but officers in the cadre of Deputy Chief Inspector. Even the Chief Inspector in Delhi must make constant visits to the circle at Sivakasi wherefrom we get these crackers.

I had occasion to go through the Budget papers and I find that the amount provided for this entire department is Rs. 6,15,000. I am not casting aspersions on anybody, but this is a department where officers who are posted and have to issue licences must be kept above board

They must be of a higher cadre. I find that the inspector who is posted in Madras is on the grade of Rs. 350 to 800. The Chief Inspector is on the scale of Rs. 1,300 to Rs. 1,600. I am mentioning this to say that the officer posted at Sivakasi must be a man at least in the cadre of Deputy Chief Inspector so that he will be in a position of not being easily approached by merchants.

Coming to the industry I would like to say that five or six factories do exist today in Sivakasi, which have been in existence since 1923. Since 1923, some five factories are in existence. For nearly 20 years, 20 factories have existed. Ten or fifteen have come into existence during the last three or four years. So, this is an industry which has been going on for more than 20 years. Because some accident has taken place here, to go to the extent of saying, immediately ban this industry is, to say the least, a very improper thing. Recently we had a very good elephant supplied to our President. The elephant did run amock, and the mahout was killed. The Government did not rush with the suggestion to the President that the elephant must be destroyed. We do not go about that way. In the same way, we have been discussing air accidents. Because an air accident takes place, we do not immediately destroy the aircrafts or the pilots. That is not the way in which we go about our business. Because all these three Ministries are there, I would request them to take this matter much more seriously.

It affects not only the industrialists I have been receiving telegrams not only from industrialists, but from workers. About 20,000 workers employed in Sivakasi in this, are now without employment. To these 20,000 workers and their families, the main source of their livelihood was this cottage industry. That has been cut off. Instructions after instructions come in the papers. After the Katpadi incident, the Railway Ministry

announced here that we are going to stop transhipment. That was one blow. After the hullabaloo started over Kanpur, immediately instructions go, confiscate all the amores and destroy. Such frantic orders are made. It creates confusion. It does not give confidence to the people and the industry at large. I am one with the House in condoling the death of 25 people whose lives could have been saved at least some of whose lives could have been saved, if only proper care and attention had been given to the rules and regulations which we ourselves formulated and we ourselves accepted.

Shri Humayun Kabir: May I crave your indulgence for a minute, Sir? The hon. Member referred to three Ministries being involved including the Ministry of Transport and Communications. I am advised that in this kind of accidents, the Transport and Communications Ministry or the Railway Inspector are not concerned.

Shri Tangamani: The Railway Inspector always goes to any accident.

Shri Humayun Kabir: Not this type of accident.

Mr. Chairman: I would like to ascertain from the hon. Minister how much time he would like to take.

Shri Tangamani: Ministers.

Mr. Chairman: That, I do not know. It is for them to decide.

The Minister of Works, Housing and Supply (Shri K. C. Reddy): So far as my Ministry is concerned, I do not think there is any necessity for me to speak at any length at all. The statement that has been placed on the Table of the House this morning in reply to the two questions relating to the accidents at Asansol and Katpadi, is the result of the joint effort of both the Ministries of Railways and.....

Shri Tangamani: May I ask the the Minister one thing? We are told that the annual reports of the Explosives Department are published. In

the statement laid on the Table you will find that there have been certain explosions also in places where amores were manufactured.

Shri K. C. Reddy: When?

Shri Tangamani: I can give certain instances, e.g., in 1955-56, in a paper cap factory in Mysore there was an explosion resulting in the death of 8 people. If this report is also laid on the Table of the House—the report of 1955-56—that would be helpful.

Shri K. C. Reddy: I have noted what the hon. Member has said. I will look into it and see what further information can be conveyed to the hon. Member on this subject.

I was saying when the hon. Member interrupted me that the statement that has been placed on the Table of the House has been the result of the joint effort of both the Ministry of Railways and the Ministry of Works, Housing and Supply. The technical aspect of the manufacture of explosives has crept into this debate. The statement that has been placed on the Table of the House deals, if I may say so, at length with this aspect of the question. That is why I said that there is not much for me to add by way of supplementing what has been embodied in the statement.

I would like however to mention one or two things. Manufacture of paper caps for toy pistols has been going on without licence for a number of years, for nearly 8 or 10 years, I do not know the exact period. No licence is necessary for the manufacture of these paper caps for toy pistols.

Shri C. R. Pattabhi Raman (Kumbakonan): We have got some more points to make.

Shri K. C. Reddy: This is by way of explaining some aspects. It may be useful for the further course of the debate. If necessary, I may intervene, so far as my Ministry is concerned, for a minute or two, later on.

No licence is necessary under the Explosives rules for the manufacture

[Shri K. C. Reddy]

of these paper caps for toy pistols. Under rule 5 (1) (ii), no such licence is necessary. But in spite of that, the department of Explosives has taken the precaution to issue what is called a sort of permit. That permit is not enforceable in law. By way of abundant precaution some kind of permit is issued.

The staff of the Explosives department, when they go out for inspection of the various units which manufacture fireworks, to inspect the manufacture of such of those items of fireworks which are subject to licensing, they also incidentally inspect how these paper caps are manufactured. Incidentally they do it. During all these years, there have been no accidents. The hon. Member has just drawn my attention to the report of 1955-56. I shall look up that and give such information as is available on that point later on.

In 1956-57, as the statement says, some experiments were conducted as to the nature of the paper caps, or amores as they are called. During 1955 as also in 1957, there were several representations from manufacturers to the effect that 75 gr. per 1,000 paper caps is grossly inadequate, that these paper caps do not explode, that the children complain and that these really do not explode. As such, they insisted that a larger composition should be allowed. Certain decisions were taken after experiments were made. It was found that composition up to 204 gr. per 1,000 papers caps does not result in any explosion whatsoever.

Shri Tangamani: Are 200 gr. allowed now?

Shri K. C. Reddy: One hundred and four per 1,000: I am giving only by way of information. It may be that these experiments have been completely foolproof or there was some defect in these experiments, I am not in a position to say. The experiments, that have been conducted have led us to the conclusion that 204 gr. per

1,000 would not result in anything dangerous or in any explosion. This is the background information that I venture to give on this occasion.

Now that these explosions have occurred, Government are considering the question of issuing licences for the manufacture of amores. That is being actively processed. The action that was suggested by my hon. friend Shri Feroze Gandhi is a different matter altogether. There is no question of cancelling the licence that has been granted to a particular firm, because, there was no licence whatsoever that has been granted for the purpose of manufacture of amores.

Shri Thanu Pillai (Tirunelveli): Is permission required or not?

Shri K. C. Reddy: The hon. Member has not followed what I have said.

Shri Thanu Pillai: They have been stopped.

Shri K. C. Reddy: As to what should be the future course of action, that also has been indicated in the statement laid on the Table of the House. We are considering this question seriously. The hon. Member said that the concerned Ministry should consider the question obviously. I would like to assure the hon Member that seriousness has not been lacking on the part of any Ministry or on the part of the Government of India or the Government of India as a whole to give urgent and close attention to the various problems that have arisen in connection with these unfortunate explosions that have taken place in the country. My senior colleague the Railway Minister will deal with the various aspects concerning these unfortunate incidents. I would like to say that we are all very, very sorry indeed that these explosions should have taken place, and whosoever is responsible we are prepared to locate.

So far as my Ministry is concerned, may I say that if I find after due enquiry that there has been anything wanting on the part of the Explosives Department in regard to this

matter, if after proper enquiry we find it necessary to take any further action in order to prevent these explosions, certainly we are prepared to do it. But I would like to say finally that so far as the reports of the Inspectors of Explosives are concerned regarding these various explosions—one at Asansol, the other at Katpadi and the latest one at Kanpur—we have received only one report, regarding the explosion at Asansol. We have yet to receive the reports of the Inspector of Explosives regarding the Katpadi and Kanpur explosions. Without getting all these three reports and without carefully reviewing these reports that will be submitted in course of time, it is not possible for us to say definitely and finally what the responsibility of the Department of Explosives is in so far as these incidents are concerned.

Mr. Chairman: I would like to know from the Railway Minister how much time he would require.

Shri Jagjivan Ram: Fifteen minutes.

Dr. P. Subbarayan (Tiruchengode): The matter is really a very simple one. There is such a large amount of these crackers in Sivakasi which cannot be transported because of the decision taken by the Railway Ministry not to allow transport because of these three incidents which happened at Asansol, Kanpur and Katpadi. No doubt there has been loss of life which we deplore very much. But this is a cottage industry in the South employing about 25,000 persons in Sivakasi, and as my friend **Shri S. V. Ramaswami** explained, most of these people live on credits received from banks for the manufacture of these explosives. If these crackers and these Bengal matches especially are not allowed to be sent out from Sivakasi to various places where they find a market, it will not be possible for them to repay their debts to the banks.

No doubt care has got to be taken in regard to this matter. As my friend Shri Ranga reminds me, these sales take place especially before Diwali festival and the Pooja festival in Bengal. Therefore, some arrangement should be made with the proper

care that is necessary for the transport of these goods to the various places so that all this accumulated amount of goods in the hands of the Sivakasi merchants and others could be sold in the market, and they could be enabled to pay off their debts.

Shri S. V. Ramaswami: Minus the paper caps.

Dr. P. Subbarayan: Shri Feroze Gandhi explained to you that in spite of being marked "fragile", goods are simply thrown about on the railway platforms. I have witnessed it myself. No care is taken in spite of extra freight being paid for such goods, and I think it is up to our railway administration to see that care is taken with regard to these goods which are marked "fragile" or "dangerous", so that because of this care explosions of the kind that happened at Katpadi may not take place.

We heard a lot about these caps manufactured for toy pistols. It amuses the children very much.

Shri K. C. Reddy: And elders also.

Dr. P. Subbarayan: Perhaps like the hon. Minister himself. He probably likes the noise that is produced, and that is why naturally he thought 204 grains for a thousand caps were not sufficient. He may have even thought of increasing it.

Shri K. C. Reddy: There is no proposal to increase it.

Dr. P. Subbarayan: I am glad to hear there is no proposal to increase it. Anyhow, I have gathered that he likes the noise that is produced by these toy pistols.

The explosion at Katpadi I was told was really due to these caps being exported in large numbers from Katpadi and that in the transhipment from metre gauge to broad gauge wagon, something happened and the dashing of the vehicles together etc., caused the explosion and naturally caused the fire which exploded the crackers and the matches, because, as was explained, these crackers and these matches do not explode or catch

[Dr. P. Subbarayan]

fire under any pressure, but only when fire is applied there may be lighting or explosion of the crackers. Therefore, I think it will be quite safe to have these crackers and Bengal matches transported before the Diwali festival so that these merchants do not suffer the losses that are anticipated if such export does not take place. For the present, till an examination is made of these caps for toy pistols, they may be stopped from being exported, and if only the hon. Railway Minister is kind enough to provide wagons for the transport of these crackers and Bengal matches which by themselves are not dangerous, as has been explained by various Members, he would be helping a thriving cottage industry and also helping the 25,000 labourers employed for this purpose,....

Shri Ranga (Tenali): And millions of children.

Dr. P. Subbarayan: to earn their living, and as my friend Shri Ranga says, also give enjoyment to millions of children.

Shri C. R. Pattabhi Raman: So many issues have been clarified that I do not propose to take much of the time of the House, excepting to stress one or two aspects of this cracker industry.

As has been pointed out, this has been localised in three places in the whole of India, in Kerala, in South India and in the State of Bombay.

Shrimati Paravathi Krishnan (Coimbatore): Is Kerala not in the South?

Shri C. R. Pattabhi Raman: Trichur.

Shri V. P. Nayar: Have you relegated Kerala to the North.

An Hon. Member: It is South West India.

Shri C. R. Pattabhi Raman: I am only particular in pointing out that it is not as if South India or Madras alone that is affected. This industry is localised in these places, and especially in South India the place

where these matches are produced is a drought-ridden place. There is no river there, there is no irrigation there, and most of them live by this industry. It is an industry functioning all the year round. They store up nearly a crore of rupees worth of goods, and all that is transported about the time of Diwali, and sometimes in January, and it goes on to Kartik, because in some places in South India during the Kartik festival there are some fireworks.

Subsidiary and ancillary to this is the printing industry to which reference has been made. All the election posters have been printed by the Sivakasi printers who are printing mostly these labels for these crackers and other wrappers for these crackers. That is the first point. Hundreds of people who are very good printers are also in Sivakasi.

Then you have got a regular match industry which is almost a by-product, though it is really the main industry strictly speaking.

Shri Feroze Gandhi: There are some crackers here!

Shri C. R. Pattabhi Raman: I am an admirer of my good friend Shri Feroze Gandhi. I would not have thought he could keep a debate of so much seriousness interspersed with so much lightness at the same time. I can never be sure when his remarks are serious or funny. He was referring to fireworks elsewhere, but here I am only concerned with the fireworks and crackers at Sivakasi.

It has been established that all these explosions are in amores. The term "amores" is nothing very technical. They are red paper caps put in pistols, which my hon. friend, the Minister of Works, Housing and Supply, who is in charge of explosives, is very fond of....

Shri K. C. Reddy: My children are very fond of it, not so much I.

Shri C. R. Pattabhi Raman: He looks so young that he is young enough for these crackers.

These are confined to these small things which are, *per se* explosive. It has been pointed out time and again that only one of these, amores caps, is *per se* inflammable and *per se* explosive. It does not need an outside agent as the striking of a match or applying the light. That can be stopped. It has been brought out very clearly that this is confined to only one or two firms who in a competitive mood are putting much more of these explosives and trying to catch the trade. They are sending these to merchants in Lucknow, Calcutta of course, in Calcutta also they are producing these—

On account of these people, the whole trade is suffering. There is bottleneck, and what is the result? Today's order—I am obliged to the Minister for supplying it—as it stands, is this (on page 3) "Booking of fireworks has been stopped on all railways with effect from 23-8-1957". Instructions have also been issued, I am not going to read all the sentences there

May I tell the Minister in charge of explosives that I do not think he is well staffed in this respect? As has been pointed out by my hon friend, Shri Tangamani, there are only two or three people in Madras. These amiable gentlemen, executive bureaucrats, are controlling Madras, Andhra, and Kerala—the whole lot of it, an area bigger than UP, Bihar put together. Is it possible for the whole trade to wait for these gentlemen to come and check wagon after wagon? Are these people going to check wagon after wagon? Has any accident taken place in transit? No. Only when the wagons come to the station and stop, accidents take place. Shri Feroze Gandhi referred to it beautifully, the gentlemen of the railway who start the transhipment, putting the gently—the mother and child analogy was given; I do not know whether mothers handle their children in that way. Actually, they are handling it so carelessly that all these accidents are taking place there. There is, for example, Katpadi which is the junction where the goods have to be

brought from the metre gauge line to the broad gauge line. These are the places where these accidents take place, as a result, if I may say so with great respect, of the railway's class IV servants handling these goods.

For this, the whole of the trade is being brought to a standstill. There are thousands of people. Most of them, as has been pointed out by Shri S. V. Ramaswami, are not very rich people; they are all people who are in debt; they have been borrowing from private or other banks, for the production of these goods, for purchasing the materials like cracker paper and so on. They are really bound hand and foot. Now to say that they cannot sell them when Diwali comes is something that is not understandable. Can they wait for the Diwali after that? Will the hon Minister's children buy for the next Diwali goods produced for this Diwali?

Shri V. P. Nayar: Why not put off Diwali for once?

Shri C. R. Raman: I want to tell my hon friend of the Communist Party that even the October Revolution can be postponed, but not Diwali. It is on Tula Amavasa. It begins in Chaturdashi in that month. It is a time-old festival. It cannot be shifted. Diwali is not a mere show, it has some religious significance also.

Shri V. P. Nayar: Then let us have it

Shri C. R. Pattabhi Raman: I am very happy we are going to have it.

I make this appeal to the Minister in charge. If I may say so with great respect, it is not usual for all the Ministers concerned to be present in the House, but I am very glad that on this occasion, all the concerned Ministers are present. I sincerely hope that they will do something to ease the bottleneck to help the trade so that thousands of people will not be put out of employment and these traders will not be put out of business.

17:35 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

श्री जगदीश अवस्थी (दिल्हौर) : उपाध्यक्ष महोदय, काफी देर से रेलवे मन्त्रालय के सम्बन्ध में तथा इन विस्फोटों के सम्बन्ध में जो चर्चा हो रही है, उसके सम्बन्ध में मैं यह कहना चाहता हूँ कि जब से हम आजाद हुए हैं तब से हम को दैवी विपत्तियों का तथा मनुष्यकृत विपत्तियों का सामना करना पड़ रहा है। कभी बाद के समाचार आ जाते हैं तो कभी कभी दुर्भिक्ष का भी हमको सामना करना पड़ जाता है। इनके अतिरिक्त कई बार रेलों का टकराव हो जाता है, रेलवे दुर्घटनायें हो जाती हैं तो आज इन विस्फोटों का ताता लग गया है। इन सब की तादाद और धीरे बढ़ती जा रही है। इन दुर्घटनाओं के फलस्वरूप आम जनता की जान माल खतरे में पड़ गई है और पड़ती जा रही है। आम जनता का जीवन स्तर पहले से काफी नीचा है और उसके जीवन स्तर को ऊचा उठाने का कोई प्रयत्न नहीं किया जा रहा है। जहा तक दैवी प्रकोपों का सम्बन्ध है सरकार इनको रोकने का भरसक प्रयत्न करती रही है। बाद पर कन्ट्रोल करने के उसने यत्न किए हैं और बहुत से इस तरह के काम किए हैं। इन कार्यक्रमों को कार्यान्वित करने के लिए उसने विभागीय अफसर भी नियुक्त किए हैं तथा इन दुर्घटनाओं की विभागीय जाच भी कराई जाती है। यहां पर लोगों की जान की हिफाजत करने के प्रयत्न नहीं किए जाते हैं और बिना बात के ही गोली चला दी जाती है। और यह कहावत चरितार्थ होती है कि ज्यो-ज्यो दवा की गई, मर्ज बढ़ता ही गया। मैं अन्य विषयों पर न आकर केवल उस विषय तक ही अपने आपको सीमित रखूँगा जो कि आज विचाराधीन है। इन विस्फोटों के सम्बन्ध में मैं यह कहना चाहूँगा कि जो भी प्रारम्भ से रेल मन्त्रालय के मन्त्री रहे हैं वे मह कहते आए हैं कि रेलों की एकिसी बड़ी है, उसको काम करने की जो कमता है, वह बड़ी है और बढ़ती जा रही है।

लेकिन दूसरी ओर रेलों में जो अप्टाचार है वह भी बढ़ता जा रहा है तथा दुर्घटनाओं की संख्या भी बढ़ती जा रही है। कभी ट्रेन एक्सिसेंट हो जाते हैं, कभी पुल टूट जाते हैं और कभी विस्फोट हो जाते हैं और इनकी एक लड़ी बन जाती है। मुझे समझ में नहीं आया कि इनकी रोक बाम करने के पहले से ही क्यों कोई प्रयत्न नहीं किए जाते हैं। मुझे यह है कि जब कभी कोई दुर्घटना होती है तब सरकार की ओर से उसके मन्त्रीगण यही आश्वासन देते हैं कि भविष्य में ऐसी कोई दुर्घटना नहीं होने दी जाएगी। मैं कहना चाहता हूँ कि पहले असंसोल में दुर्घटना हुई जिसमें कि १४ व्यक्तियों की मृत्यु हो गई। फिर काटपड़ी में हुई। इन गरीब आदमियों की जिन की इन दुर्घटनाओं में जान गई कोई अपराध नहीं था। इन के बाद भी कोई सुरक्षात्मक कारंबाई नहीं की गई और न अब की जा रही है। इस के बाद कानपुर में एक भीषण विस्फोट हुआ और दुर्घटनास्थल को मैंने जाकर अपनी आसों से देखा है। असंसोल की दुर्घटना के बारे में मन्त्री महोदय ने एक विवरण सभा पटल पर रखा है। उसके अतिरिक्त मैंने यह देखा है और मुझे यह जात हुआ है कि रेल कर्मचारी, जो रूल्स एण्ड रेग्युलेशन बनाये जाते हैं उनका ठीक से पालन नहीं करते हैं, उन पर आचरण नहीं करते हैं। यह एक आम शिकायत है कि सभी मन्त्रालय रूल्स और रेग्युलेशन का ठीक से पालन नहीं करते हैं लेकिन यह चीज विशेष तौर से रेल मन्त्रालय पर लागू होती है। विस्फोट के पदार्थों के आवागमन सम्बन्धी नियम है उनका रेल कर्मचारियों द्वारा ठीक पालन नहीं होता है।

बहुत से नियम हमारे माननीय सदस्यों ने पढ़ कर सुनाये हैं। एक नियम यह भी है कि जो विस्फोट के पदार्थ हों, जो आतिश-बाजियां होती हैं, या जो इसी तरह की दूसरी

चीजें होती हैं, उसके साथ म कोई "थोंग बम" जिनको कि हम उत्तर प्रदेश में पटाखों के नाम से पुकारते हैं, पैकिंग नहीं हो सकता है। मैंने स्टेट्समेन में पढ़ा है तथा अन्य समाचार पत्रों में भी पढ़ा है कि असंसोल में जो दुर्घटना हुई उसमें डिब्बे के साथ ही थे बोरे जिनमें कि छोटे छोटे थोंग बम रखे हुए थे। जो कुली उनको उतारते थे नियमानुसार लाइसेंस कुली होने चाहिये थे लेकिन अनलाइसेंस कुली जिस लापरवाही से इन चीजों को उतारा जाता है उसका तो कहना ही क्या है। जिस तरह से कुली लोग डिब्बों में भीड़ होने की बजह से मुसाफिरों को ठोंस देते हैं उसी प्रकार से लापरवाही के साथ बिना समझ बूझे इन चीजों को पटक दिया गया जिसके परिणामस्वरूप दुर्घटना हो गई जिसकी जिम्मेदारी रेलवे मन्त्रालय पर है। कानपुर के सम्बन्ध में जहां पर जाकर मैंने सब चीजों को अपनी आंखों के साथ देखा है मैं कहता हूं कि रेलवे ने एक यह नियम बना रखा है कि शीड में जहां पर विस्फोटक पदार्थों को उतारा जाए। वहां पर और कोई दूसरी चीजें नहीं होती चाहिए। लेकिन असंसोल में जहां ये विस्फोट हुए वहां पर इस जिन में तेल रखा हुआ था, पाया गया और उसके चित्र भी लिए गए जो कि समाचार पत्रों में छपे हैं। कानपुर में भी परसों सुबह मैंने देखा है कि जहां दुर्घटना हुई थी वहां पर बनस्पति तेल तथा लुंग केटिंग आयल जैसी चीजें रखी हुई थीं। वहां पर फरवरी महीने में आए हुए कनसाइनमेंट्स भी पड़े हुए थे। इस विस्फोट के होने से जो दुर्घटना हुई वह इतनी भीषण व बीमतम् थी कि ऊपर की करीब १५० गज की छत उड़ गई और जो सीन व्यक्ति उसमें मारे गये उसमें से एक व्यक्ति की लाश दो फलांग पर जा कर

गिरी और उसकी लाश बिलकुल कात विकर ही गई थी। आज यह कहा जाता है कि विस्फोटक पदार्थ रखने के बास्ते अलग स्थान बनाये जाते हैं लेकिन मैं सदन् को बतलाना चाहता हूं कि आज भी कानपुर के शेड में १०० पैकेजेज रखे हुए हैं, फरवरी का कंसाइनमेंट आठ महीने होने को आये आज भी वहां पर रखा हुआ है। मैं आपको यह भी बतलाना चाहता हूं कि कानपुर विस्फोट के बाद से वहां की जनता में इतना अतिकं समाया हुआ है कि वे डर के मारे वहां पर नहीं जाते हैं। श्री फ़ीरोज़ गांधी ने अभी उसकी बाबत जो कहा उसमें योड़ा हास्यास्पद रूप आ गया लेकिन यह सत्य बात है कि कानपुर के शेड में आज जो विस्फोटक पदार्थ रखे हुए हैं, उसके कारण आज कानपुर के लोग डर रहे हैं कि न मालूम कब फिर विस्फोट ही जाये और वे उस जगह जाते डरते हैं। मैं रेल मंत्री महोदय से जोनना खांगा कि आत्मिय यह तमाशा कब तक चलेगा और जो रेलवे के नियम हैं उनका व्यवहार रूप में पालन क्यों नहीं किया जाता ?

दूसरी बात मुझे जो कहनी है वह यह है कि उन दुर्घटनाओं के सम्बन्ध में आहे कितना बाद विवाद किया जाये और एक दूसरे को भला बुरा कहा जाये, उससे यह समस्या हल होने वाली नहीं है। सब से बड़ी आवश्यकता इस बात की है कि जो कुछ भी आप विभागीय नियम बनाते हैं, जब तक उनका ठीक ठीक पालन नहीं करते हैं तब तक यह चीजें रक्त नहीं सकती हैं। यह जो दुर्घटनायें हुईं, कानपुर में और आसनसोल में विस्फोट हुए, जब इस तरह की तो कोई गारन्टी नहीं हो सकती है कि भविष्य में कोई इस प्रकार की दुर्घटनायें नहीं होंगी लेकिन इतना जल्द हो सकता है कि जिस तरह हम बाद नियन्त्रण की जीनायें बनाते हैं उसी प्रकार से हम रेल दुर्घटनाओं और विस्फोट की घटनाओं पर जिसमें बहुत से लोगों की जानें चली जाती हैं, उन पर भी नियन्त्रण कर सकते हैं और कोई योजना बना सकते हैं। इस तरह की दुर्घटनाओं को

[श्री जगदीश अवस्थी]

जिम्मेदारी अकेले परमात्मा पर छोड़ कर बैठ रहना उचित नहीं है। इस सम्बन्ध में रेलवे मंत्रालय की जिम्मेदारी है और वह उससे अलग नहीं हो सकता है।

रेलवे मंत्रालय ने एक नियम तो निकाल दिया है कि आब कोई ऐसे विस्फोटक पदार्थों का परिवाहन नहीं होगा लेकिन मेरी शिकायत है कि आप दुर्घटना रूपी वृक्ष के पत्तों को काट रहे हैं और उसकी जड़ की ओर आप नहीं देखते हैं और आप स्वयं समझ सकते हैं कि उस हालत में उसका किया परिणाम निकलेगा। यह ठीक है कि आपने विस्फोटक पदार्थों के बारे में नियम बना दिये हैं लेकिन हम देखते हैं कि फैक्टरीज में जहा कि यह विस्फोटक पदार्थ बनते हैं वहा पर नियमों का पालन नहीं होता है। मेरा चाहता हूँ कि कि इंस्पेक्टर्स लोग फैक्टरीज में सरप्र इज विजिट करे और उन नियमों का पालन कराने का प्रयत्न करे। एक्सप्लोजिब्स के पैकेजेज रेलवे वैगन्स में महीनों चला करते हैं, मेरे पूछना चाहता हूँ कि क्या कभी उनकी चैकिंग होती है? केवल एक लेविल लगा रहता है, 'डैन्जर' कभी उनकी चैकिंग नहीं होती है और जब वे उतारे जाते हैं तब उनके प्रति लात्रवाही इर्ती जाती है। मेरा चाहता हूँ कि रेलवे मंत्रालय ने जिस प्रकार अपने वहा से भ्रष्टाचार दूर करने के लिये खास तौर पर इंस्पेक्टर्स रखवे हैं, उसी तरह से सरप्राइज चैकिंग के बास्ते अलग में इंस्पेक्टर्स रखने चाहिये जो यह देखें कि एक्सप्लोजिब्स के नियमों का ठीक से पालन हो। मेरे सना है कि रेलवे का यह नियम है कि किमी एक वैगन में ४ या मात्रे चार टन से अधिक का सोड नहीं होना चाहिये लेकिन यह मेरी जानकारी मेरे है कि उतनी लोडिंग कैपेसिटी न होने पर भी ८, ८ टन तक विस्फोटक पदार्थ भर दिये जाते हैं। मेरा चाहता हूँ कि रेलवे मंत्रालय को इसकी चैकिंग करवाने की समुचित व्यवस्था करनी चाहिये ताकि नियमों का उत्संधन न हो सके।

अन्त में मुझे यहीं कहना है कि महबूब-नगर की जो रेल दुर्घटना हुई, इसमें कोई दब नहीं है कि दुर्घटना हो जाया करती है और उसके बाद जांच की जाती है और दाष्ठी ल.गो को दंड भी दिया जाता है लेकिन इन सब में बड़ कर जो बात होती है वह एक नैतिक प्रभाव होता है। आप जानते हैं कि हमारे देश के अन्दर जितने भी सरकारी विभाग हैं उनमें वास्तव में बड़े बड़े अफसर शासन करते हैं और यहीं हाल रेलवे मंत्रालय का भी है, वहां पर रेलवे मंत्री महोदय नहीं वरन् जो रेलवे के बड़े बड़े अफसर हैं, वे सचमुच भें शासक हैं और वे रेलवे का संचालन करते हैं। इस सम्बन्ध में मैं यह कहे बगर नहीं रह सकता कि हमारे भूतपूर्व रेल मंत्री श्री लाल बहादुर शास्त्री ने महबूबनगर रेल दुर्घटना के बाद अपना त्यागपत्र देकर एक आदर्श उपस्थित किया है और उनके त्यागपत्र दे देने के परिणामस्वरूप रेलवे के बड़े अफसरों में एक खलबली सी मच्छी और उन में चेतना आई। और यह देश में चेतना आई मैं अपने बंतमान रेलवे मंत्री महोदय से यह जानना चाहता हूँ कि यह तीन विस्फोट की दुर्घटनायें हुईं और उन में २५ व्यक्तियों को जाने गईं, उसका उन पर क्या असर पड़ा? मेरा उनमें निवेदन है कि केवल यहा पर भविष्य के क्षुये आवश्यक दे देना और यह कह देना कि हम आवश्यक कार्यवाही करें, उससे कोई विशेष असर होने वाला नहीं है। मैं तो तब यह समझूँगा कि वाकई उनको इन दुर्घटनाओं में दिली मदमा पहुँचा है, त्यागपत्र देने की बात तो मैं नहीं कह सकता हूँ क्योंकि शायद वह बहुत लम्बी चौड़ी बात होगी लेकिन इतना तो वह कर ही सकते हैं कि दुर्घटना के प्रायश्चित स्वरूप एक सप्ताह का उपवास रख ले। हम लोग भगर भूल हड्डताल करते हैं तो हम पर मुकदमा चलाया जाता है लेकिन उनके साथ तो यह बात भी यहीं है, मंत्री महोदय भी पर तो उपवास करने के कारण कोई मुकदमा नहीं चलाया जा सकता है,

अगर मंत्री महोदय उपवास रखे लें तो उससे देश को यह मालूम हो सकता है कि बाकी मंत्री महोदय को इन दुर्घटनाओं से विली सदमा पहुंचा है और रेलवे के बड़े बड़े अफसरान पर एक नीतिक असर पड़ सकता है।

जिस प्रकार से हम लोगों के सफर करने के बास्ते ऐपर कंडिशन ज़ोगीज़ बनती हैं, वैसे ही विस्फोटक पदार्थों का परिवाहन करने के लिये रेलवे मंत्रालय को अलग से विशेष प्रकार के डिब्बों का निर्माण करना चाहिये जहां कि वे ठीक प्रकार से मुराक्षत रखते जा सते। आज विस्फोटक पदार्थों को सामान्य डिब्बों में रखता जाता है। मैं चाहता हूं कि उनके लिये विशेष रूप से डिब्बों का निर्माण होना चाहिये जिनमें कि उनको पैक किया जाय और एक जगह से दूसरी जगह ले जाया जाय।

यह कहा जाता है कि विस्फोटक पदार्थ गुड्स शेड से बिलकुल अलग रखते जाते हैं लेकिन मैं अपने अनुभव के आधार पर कह सकता हूं कि व्यवहार में ऐसी बात नहीं होती है। आज भी कानपुर में इसका प्रमाण भौजूद है और अगर मंत्री महोदय चाहें तो जाकर स्वयं देख सकते हैं कि जो मैं कह रहा हूं वह सच है कि नहीं। जब मैं कानपुर दुर्घटना के बाद वहां पर गया तो मुझे बतलाया गया कि विस्फोटक पदार्थ के १०० पैकेजेज दुर्घटना होने के बाद वहां से हटा कर थोड़ी दूर पर रख दिये गये हैं लेकिन वह रखते वही गुड्स शेड में हैं।

अन्त में मैं और अधिक न कह कर यही कहूंगा कि इन दुर्घटनाओं के बाद और उन पर यह जो तमाम वहस की गई उसके बाद अगर हम कुछ सबक ले सकें और भविष्य में उनको न होने देने के लिये कुछ ऐसी कार्यवाही कर सकें तब तो वहस का कुछ मूल्य भी हो सकता है वरना मैं समझता हूं कि इस प्रकार की बार बार

दुर्घटना होता और उसके बाद यहां आकर बहस करना, यह हम सब लोगों के लिये बड़ी लज्जा की बात होती और सरकार के लिये लज्जा की बात तो होगी ही। मुझे उम्मीद है कि हमारे रेलवे मंत्री महोदय इस पर गम्भीरता से विचार करेंगे और सदन को अब भीका नहीं देंगे कि वह किसी रेल दुर्घटना या विस्फोट दुर्घटना के बारे में बहस करे।

Shri Dasgupta (Purulia): Mr. Deputy-Speaker, Sir, from the 31st July to 1st September, within these 35 days there have been 3 explosions, one in the east, one in the south and one in the north. In Asansol, 14 persons died and 15 were injured; in Katpadi 5 died and 8 were injured. In Kanpur railway station 3 died and 6 were injured.

Sir, these explosions are due to the slackness of the railway administration no doubt. The causes and other factors have been explained by the previous speakers. But one thing to which I want to draw the attention of the railway administration and the Ministry is that if we go into reasons or causes for it, we must admit that the slackness of the administration is responsible for it. There has been a general slackness in the administration. That is a point about which we must be careful.

In India, at present, in the administrative sphere, in all departments and in all Ministries, we find that there is a general slackness and want of responsibility. We may enact a law here and we may frame rules and regulations and all those things, but those people who are going to execute them, if they are not responsible and if their sense of responsibility is not developed, then, there will be explosions of this kind always. That is the main thing which I request the Railway Minister and the other Ministers to look into. That is why—I have no time at my disposal—I will simply point out one instance which I think will be sufficient to explain it. In the whole of the administrative structure

[Shri Dasgupta]

in India, employees have no incentive or initiative. The idea is to just carry on the work and retain the service any way. That is the attitude we find among the employees in all the departments. This fact cannot be denied. This is the main disease with the administrative machinery. I venture to say that if we ask the employees what the standard of efficiency is, they complain that now-a-days we have got no standard of efficiency. It is something serious and should be considered.

If you ask them to be frank and they are, they will say that the only standard of efficiency is to know how to please and whom to please. That is why the workers and the employees in their respective field do not feel any incentive or initiative. They will only carry on the work some way or the other, anyhow. What goes on is not their concern.

While you can enquire into all these matters, this aspect should not be lost sight of. There will be rules. You must make somebody responsible for this. But the main thing, the root cause, is this. If you can improve it and really do the right thing with the employees, there will be less of such explosions and such accidents. These are only manifestations of the inefficiency and the slackness which prevail in our administration.

श्री गजेन्द्र प्रसाद सिन्हा (पालामऊ) :

उपाध्यक्ष महोदय, मैं इस बहस में भाग नहीं लेना चाहता था, लेकिन अभी मेरे एक दोस्त ने यह कहा कि मिनिस्टर साहब को इस्तीफा दे देना चाहिये था या उपवास करना चाहिये था ।

उपाध्यक्ष महोदय : इस्तीफा तक तो वह नहीं गये । वह कहते हैं यह तो बहुत बड़ी बात है, इस लिये मैं सकता हूँ । वह सिर्फ उपवास तक गये ।

श्री गजेन्द्र प्रसाद सिन्हा : संर, उन्होंने ऐसी बात कही, और इस तरह की बात का असर भी होता है । यह बात ज़रूर है कि दो तीन दुर्घटनायें ऐसी हुई हैं जिन से सभी

को तकसीफ हुई, और पालियामेंट के बेस्टर ही क्या, सभी लोग यह चाहेंगे कि ऐसी बात आगे न हो लेकिन अभी मेरे पहले जो दोस्त बोलने लड़े हुए उन्होंने एम्प्लायीज की हास्त को बताया । उन्होंने बड़े एम्प्लायीज के बारे में कहा, रेलवे बोर्ड और बड़े बड़े अफसरों के बारे में भी कहा कि वे मिनिस्टर को खुश रखना चाहते हैं और यही एक वजह है कि जो नीचे के क्लास ३ एम्प्लायीज हैं उनके लिये इंसेटिव नहीं रहा है । मैं तो उन से उम्मीद करता था कि चूंकि वह उधर बैठे हुए है, वे भी हिस्सा बटायेंगे और मदद करेंगे कि आइन्डा ऐसी दुर्घटनायें न हों । चूंकि अभी दुर्घटना की रिपोर्ट नहीं आई है, इस लिये यह नहीं कहा जा सकता कि वह क्से हुई, लेकिन जैसा और लोगों ने बताया कि वहां के कुली या वहां के छोटे स्टाफ के एम्प्लायीज जो थे, उन्होंने सावधानी से काम नहीं किया, यह भी एक वजह दुर्घटना की हो सकती है ।

मैं पूछता हूँ कि जो क्लास ४ एम्प्लायीज या छोटे अफसरान काम नहीं करते हैं उन से ठीक से काम कराने के लिये, उन में इंसेटिव लाने के लिये, क्या सरकार की तरफ से कुछ कमी हो रही है ? आज उनको जो सुविधायें दी जा रही हैं, शायद हिन्दुस्तान के इतिहास में पहले कभी नहीं दी गईं । आज उनको सब तरह की सुविधायें दी जा रही हैं, लेकिन सब से बड़ी वजह यह है कि पोलिटिकल आगंताहजेन्स की ओर पोलिटिकल लीडर्स की वजह से आज बड़े अफसरान उन के ऊपर कोई कार्रवाई नहीं कर पाते हैं । अगर आज किसी भी क्लास ४ एम्प्लायी पर रेलवे बोर्ड क्या, रेलवे मिनिस्टर भी कोई कार्रवाई करें, तो दूसरी तरफ से स्ट्राइक की अमंत्री आने लगती है । मैं तो आज भी यह सोचता हूँ कि अगर इसके लिये आज रेलवे मंत्रालय, रेलवे बोर्ड या वहां के बड़े अफसरान सभी से पेश आयें ताकि आइन्डा ऐसी जीज न

हो सके, तो कल वहां पर स्ट्राइक का सामना करना पड़ेगा । फिर यह कहा जाता है कि रेलवे मिनिस्टर खिजाइन करें, दूसरी तरफ घगर सख्ती हो तो वहां स्ट्राइक किया जायगा, तब कहा जायगा कि थूकि वहां स्ट्राइक हो रहा है इस लिये रेलवे मिनिस्टर घस्तीका दें ।

यह बात जहर है कि बड़े बड़े भफसरान को कोशिश करनी चाहिये कि ऐसी चीज न हो, लेकिन इस के साथ ही यह हम लोगों की भी जिम्मेदारी है, खास कर जो लेबर लीडर हैं उन को भी चाहिये कि आज जो गडबडी हो रही है, इंडिसिप्लिन हो रहा है, उस की ओर भी वह ध्यान दें । दुनियां के दूसरे देशों से आज रूस और चीन में डिसिप्लिन उदाहरा है, लेकिन इस डिसिप्लिन को लाने में सब से बड़ा हाथ लेबर आर्गेनाइजेशन्स का और लेबर लीडर्स का रहता है । लेकिन आज यहां पर उन का रोल बिल्कुल दूसरा ही रहता है । इस लिये मैं उन से अपील करूँगा, उन से कहूँगा कि वह भी इस में हमारा हाथ बटायें और हमारे क्लास ४ एम्लायीज या दूसरे लोग भी इस तरह से काम करें कि ऐसी बात आइन्दा न हो ।

Shri Thanu Pillai: Sir, much has been said during this discussion. I have only to submit that the Government must use power with discrimination and discretion. The Explosives Department says that they have no licensing system or control over them. The Railway Department says that they have handled it carefully and that all rules have been observed.

An Hon. Member: Where have they said?

Shri Thanu Pillai: They have said so in answer to questions.

Now, somebody should take the blame. Of course, the poor manufacturer is there, no doubt, a number of lives were involved and deaths had occurred in the three accidents. It is a serious matter and Parliament

and the Government rightly took serious note of it. But in reaching conclusions, we have not applied our minds with sufficient care in order not to hinder the innocent people who are not responsible for these explosions.

18 hrs.

The Explosives Department have got a rule, though there is no licence, that these paper caps should be manufactured according to instructions, and under their permission alone factories can be installed. I know of factories where accidents have occurred and when some people came for permission the permission has been refused.

Shri K. C. Reddy: For manufacturing amores only or manufacturing other fireworks?

Shri Thanu Pillai: Amores only. Now, the instructions of the Explosives Department are becoming impracticable to follow, because they wanted to have 70 grains for thousand dots of paper caps. The hon. Minister has himself admitted that 204 grains is not dangerous. All these cap manufacturers have given a certain formula and they are given permission by the Inspector of Explosives to produce paper caps according to that formula. If they have no control, why should they come with a formula and have the permission from the Government?

18-01 hrs.

[MR. SPEAKER in the Chair.]

What has actually happened is that some manufacturers have violated that safe formula which accepted by the Inspector of Explosives. Instead of finding out the persons who violated it, this wholesale order banning everybody's goods has been passed and it has affected a large number of small manufacturers who depend upon this one particular trade only for their existence.

Coming to the Railway side, the explosives which have travelled 1500 miles have exploded after completing

[Shri Thanu Pillai]

1500 miles. How did it not explode during all this transit? If there was safe handling how could that explode? It is just anybody's commonsense that something had happened at that point of explosion which did not occur in the manufacturer's factory, during loading at Sivakasi or transhipment at Katpadi or other places. It has come up to Kanpur. Therefore, somebody must take the responsibility.

It must be the Railway Board, in my opinion, because it is they who direct the operations of the servants of the Railways. Rules are given that a clerk or an officer should be present to instruct the labourers to handle these goods safely, because they would be illiterate and they would not be able to follow the instructions or the labels on the parcels. I do not know whether it was observed. Those who have violated the rules have paid with their lives. To see whether the manufacturers have violated the rules or otherwise, we are the authority, and we have used our power in such a manner which is not absolutely correct. That is my humble submission.

Therefore, I say, that we must apply the test whether the manufacturer has correctly manufactured and observed the formula, and those commodities may be allowed to be transported. Those that have violated the formula, their licences should be scrapped. They should not be allowed to manufacture any further amores. That alone will be the correct action to take, because the number of lives lost, if it goes without a counter action in the form of some punishment on some responsible persons it will be rather bad. People will go on violating the rule in the hope that ultimately the ban will be lifted and they can go on trading like this.

Crackers, matches and caps are three different varieties of fireworks. The crackers and matches may be allowed in two separate wagons and

the caps may be banned for the time being. In the case of those that have followed the regulations, followed the formula accepted by the Inspector of Explosives, their goods and paper caps may be released subsequent to this. There should not be a wholesale ban on the trade and industry because a number of families are involved in this. Some of them might be rich. A few rich people might come here and plead to hon. Members, and seeing them an impression may be formed that all manufacturers of fireworks are very rich people. It is not actually so. Like the cottage industry in matches where there are manufacturers who produce 20 to 25 gross matches, in the manufacture of crackers also there are very small people.

It is their case which is deplorable, and if they are not allowed to sell these goods before this Deepavali, the goods may all go bad. Not only that. All the banks have paid some advances to these small people. Many of those people will become bankrupts; and those families will be left completely without anything. We have got a duty and a responsibility to protect those people also even as we have to mourn for the lives lost.

With these words, I recommend that the ban should be lifted in such stages as are found to be fit and suitable.

Shri S. V. Ramaswami: May I seek a clarification from the hon. Minister? It appears that they are recovering these paper caps from the markets, and there is a scare in the market, particularly in Bombay. From the shops which have received these paper caps, even those innocent caps are recovered from the shopkeepers. Is that so? May I ask for that information?

Mr. Speaker: There and then he wants an answer. Once for all, in his reply, the hon. Minister will say it.

श्रीमती उमा नेहरू (सीतापुर)
श्रीमानजी, आज हाउस में चारों तरफ से

विहायत ही काबिल व्याख्यान हुए हैं। मेरा इरादा कर्त्त्व नहीं था कि मैं इस बारे में कुछ कहूँ, लेकिन कुछ आनंदेवत मेम्बर्ज में इस किस्म की बातें कही हैं, जिन का जबाब देना बहुत जरूरी है। यहां पर इस मामले पर इतनी बहस हो रही है, लेकिन अभी तक इस के मुतालिक जाच नहीं हुई है और कोई रिपोर्ट नहीं आई है। बगेर रिपोर्ट को देखे हम लोग अपने अपने अन्दाज से यहां पर व्याख्यान दे रहे हैं। कुछ भाईयों ने कहा कि रूलज में या एडमिनिस्ट्रेशन में किया नुकस है, किम तरह से हम को चलना है, डिसिप्लिन है या नहीं। कुछ लोगों ने श्री लाल बहादुर शास्त्री की मिसाल दे कर यह सलाह दी की चूंकि इस तरह के एक्सीडेंट्स हो रहे हैं, इस लिये हम नाकारा हैं और हम काम ठीक तरीके से नहीं कर सकते हैं, हमारे मिनिस्टर्ज प्रायश्चित करे और फास्ट करे। यह भी कहा गया कि अगर वे फास्ट करते हैं, तो वे न जेल जायेंगे और न उनको कोई सजा ही होगी। यह बात मेरी समझ में नहीं आई। मैं बहुत देर से सोच रही थी कि यह क्या बात है। अगर मैं प्रायश्चित करती हूँ, तो अपनी शुद्धि के लिये करती हूँ, लेकिन अगर कोई मुझे समझाएँ कि अगर मैं प्रायश्चित करूँगी और फास्ट रख तो न मृजे जेल जाना पड़ेगा और न कोई मारपीट होगी, तो यह बान मेरी समझ में नहीं आती है। मेरे जैसे आदमी के लिये तो सब से बड़ा एक्सिडेंट यह है कि मैं पालियामेंट में देखती हूँ कि तरह तरह के लोग हैं और तरह तरह के स्थानात हैं, लेकिन जो ठीक बात है, उम को देखने की कोशिश नहीं की जाती है। रेलवेज के एक्सिडेंट हो या कोई और एक्सिडेंट हो या जलजले हो, तो उन का ताल्लुक किमी एक खास पार्टी से नहीं होता है, उन का ताल्लुक सारे देश संस है। दूसरी तरफ जो हमारे भाई बैठे हुए हैं, वे भी साथ हैं, हम से अलग नहीं हैं।

यहां पर तरह तरह के पटाखों के नाम लिये जा रहे हैं। मैं समझती हूँ कि पटाखों का होना जरूरी है। मैं उन लोगों में से हूँ, जो यह समझते हैं कि हमारे त्योहारों में बगेर इन ट्रेकर्ज के हमें भजा नहीं आता है। यहां पर यह भी कहा गया कि पिस्टस कैसी होती है, कैप्स कैसी होती है, कौन सी ठीक है, कौन सी ठीक नहीं है। इससे मुझे वह कहानी याद आती है कि अंधों के सामने एक हाथी लड़ा है और कोई उसकी दुम को हाथी कहता है और कोई कान को पकड़ कर कहता है कि वह हाथी है। जब हम को इन बातों का इन्ह नहीं है, जान नहीं है, तो हम को ये बातें जरा सोच कर कहनी चाहिए। मैं वहां चाही हूँ कि हम को रिपोर्ट का इन्जार य रना च हिए कि उसमें क्या है। इस बात में भी कोई शक नहीं है। इनिटिएटिव्स मारे मुक्के में भीजूँ हैं। पढ़े लिखे लोगों में, विद्यार्थियों में, टीचर्स में जहा आप देखते हैं वहां निजाम और कायदा बिलकुल गयाब हो गया है। ऐसी हालत में तरह तरह के लोग रंग बरंगे लोग तरह तरह के विचार फैलाते हैं। चारों तरफ लोगों को उल्टा सीधा समझाते हैं। आप सोचिये कि आज हमें आजाद हुए थोड़ा ही अर्सा हुआ है। हम सभों को मिल कर दाये और बाये तरफ बालों को मिल कर अपने मुक्के को मुधारता है और जहां किमिया हो उनको दूर करना है न कि यह कि हम एक दूसरे की टांग सीधे और कहे कि यह गलत है, वह गलत है। इमलिये मेरी राय तो यह है कि इन विषयों को हमें गम्भीरता से देखना चाहिये। जो एक्सीडेंट होते हैं वे तकलीक देह और तुकसान देह होते हैं। हमारे लोग उनमें मरते हैं। मैं मिनिस्टर साहब से प्रार्थना करूँगी कि वह इस को देखें और हाउस में से जिसकी भद्र की उनको जरूरत हो उसे लें। यह एक्सीडेंट केवल मिनिस्टर साहब का नहीं है, यह हम सब का है। इस लिये मैं स्पष्ट से यह कहना चाहती हूँ कि यह कहना ठीक नहीं है कि रेलवे बोर्ड के लोग

[श्रीमती उमा नेहरू]

कैसे हैं, हमारे अफसरान अपनी ड्यूटी को नियन्त्रित करते हैं। मेरा तो यह कहना है कि इस बात सारे देश की हालत उस्ट-पुलट हो रही है, कहीं भी डिसिप्लिन नहीं दिखायी देता। हमारे भाई आज हमको नेक सलाह देते हैं मगर मैं उनसे मा की हिसियत से कहांगी कि नेक सलाह ऐसी नहीं होती। मूल हड्डालें खेलकूद की बातों में नहीं होनी चाहिये, उसमें तो एक गम्भीरता होती है। हमको इस बात पर गम्भीरता से विचार करना है। मैं ज्यादा न कह कर इतना ही कहांगी कि रिपोर्ट का इन्तजार कीजिये। देश के कामों में इतनी उज्जलत नहीं होनी चाहिये। रिपोर्ट आयेगी, उसे देखिये और फिर कहिये कि दोष किस का है।

मैं चाहती हूँ कि पटाखे बनाने वालों पर पाबन्दी न लगायी जाये जब तक कि रिपोर्ट न आ जाये। मैं कहांगी कि पटाखे बनाना बन्द न किया जाये क्योंकि जो गरीब आदमी इस काम में लगे हुए हैं उनको हमें जिन्दा रखना है, लात्म नहीं करना है। हमें अपने मुल्क में रोशनी और पटाखों की जरूरत है। हम मुहर्झमी मुल्क नहीं बनाना चाहते। हमको हर तरफ रोना पीटना पसन्द नहीं है। इस लिये मैं मिनिस्टर साहब से कहांगी कि जब जांच हो जाये तो वह उसके बारे में हाउस को बतायें। और मैं यह भी कहांगी कि जो आज ये बातें हो रही हैं उन पर सरकार ध्यान न दे और भूख हड्डाल की तरफ स्पाल भी न करे।

Shri Nath Pai (Rajapur): I do not think I have anything very special to say, but I have been listening very carefully to the speeches of the day on this matter, rather these tragic accidents, and I have also not felt very happy about the tone. My effort will be to strike a slightly different note as regards this discussion.

This particular matter has been precipitated by the simple fact that within a very short period of time, the nation has had to witness three tragic accidents of this kind. An

accident, the law defines, is something which reasonable care and foresight cannot prevent. I will not be wanting to speak with a view to demanding revenge on somebody nor wanting punishment either self-imposed or imposed from outside by anybody. I would like to make an appeal that we should try to look at this question from a broader point of view. This is a common thing or a common sad experience in our country. A few days back, a very touching letter appeared in the columns of The Times of India in which a lady drew attention to the pretty regularly occurring accidents on the crossings of the rivers. It is immaterial what particular Ministry is responsible for these tragic happenings. We today had a discussion of an air accident and this is the third item we are dealing with today. I am reminded of an accident when 700 lives were lost in Bombay when Ramdas was sunk. I am mentioning this because in all branches of life in this country human life has lost its value and one wonders whether something cannot be done about it. I am not desirous of or interested in making an indictment against anybody in particular.

Mr. Speaker: So far as this matter is concerned, has he got any constructive suggestions?

Shri Nath Pai: That is what I am coming to.

Mr. Speaker: He is going on saying something in general. What is the point?

Shri Nath Pai: I am coming to that: As I have made clear in the beginning, the point is that accidents are becoming common—be it an air accident, a railway accident or a river accident—and in each case the point that should engage our attention is whether reasonable degree of care had been taken to prevent an accident.

I am not so much interested in striking an indictment against the Railway Minister or the Minister of Explosives. It has now been fairly established that it was the product of

one particular manufacture who, they say, has been mainly responsible for bringing about the chain of these fatal accidents in the country. It has already been made out that perhaps we could isolate the products of this particular manufacturer and the other manufacturers could be let go. I would like to point out in this connection that this is a reasonable proposal and all the manufacturers, perhaps, cannot be victimised for the failure of one.

My plea, particularly to the Railway Minister, is this, and one member has already referred to it: we are afraid that the staff and the administration as a whole is not made conscious of one thing, and that is that utmost care has got to be taken, especially when human lives are involved. Here I repeat my first suggestion that I am not interested in striking an indictment against his particular Ministry because in his Ministry the series of fatal accidents are very very often and time after time it has been established that a little more care would have, perhaps, avoided the accident in Bombay and a little more care on the part of the porters in handling would, perhaps, have avoided this tragedy in another place. And all these accidents and tragedies have occurred, not in the store room but in the railway siding.

So, my constructive proposal is that all the Ministries concerned should make it imperative on the part of their staff to understand that far more costly than the goods they handle is the human material with which they are always in contact. If this point is given sufficient attention, as some other countries have done, perhaps this tragedy could be avoided.

I would plead for an overall approach to the whole problem of accidents in the country. They cannot be looked into in isolation, as happening in this Ministry or that Ministry. There is in this country a general fatalistic attitude and indiffer-

ence and it is they that very often bring about these tragedies. We have been told that had one bridge been tested a bit earlier, the accident would not have taken place, that if the central signalling system had been in order, the accident would not have taken place and had the handling of explosives not been rough, perhaps, the accident would not have taken place. May be. But it is the general consciousness which will have to be emphasised everywhere and if that is done, perhaps, these accidents could be avoided.

Shri Jagjivan Ram: It is a matter of deep regret and concern that three accidents of this nature have taken place and valuable lives had been lost and several people were seriously injured and affected. On such occasions one cannot but feel sorry. It is not a question of apportioning blame to anybody but it is determining the causes and the remedies to remove those causes. Whenever an accident takes place and when human life is lost, that is a cause for concern, anxiety and sorrow.

Regarding the transport of explosives, explosives have been divided into several classes by the Inspector of Explosive under the Explosives Act. There are different classes of explosives. Some are more effective. They have been classified into No. 1, 2, 3, 4, like that. Fireworks come under class 7 of the explosives. Then, fireworks have been further divided into two divisions—division 1 and division 2.

So far as the precautions to be taken in the handling and transport of the explosives by the railways or other means of conveyance—here we are concerned only with railways—there is not much distinction between other explosives and fireworks. When I was going through this Act and also the regulations made by the Railways under Red Tariff, I was wondering whether it was not desirable to make certain distinction between these two classes of explosives, classes 1 to 6 and class 7, which is fireworks. I

[Shri Jagjivan Ram]

cannot say anything definitely at this stage, but that is a question to be examined in consultation with the Department of Explosives and experts.

Even among fireworks, there are some fireworks for which licences are necessary from the Inspector of Explosives or the Department of Explosives and there are others for which licences are not necessary. But, in both these cases, when the consignor goes to consign some fireworks whether of the licensed category or of the unlicensed category, he has to certify and he has to give a certificate in a prescribed form to the station master or railway officer concerned that this firework does not come under the licensed category and he has been exempted from that. He has further to certify that the packing of the fireworks have been done according to the specifications laid down by the Inspector of Explosives. You will imagine how difficult it is for the Railway department to look into the packings. In some cases of explosives, there are to be two packings, the internal packing and external packing. It has to be certified by the party concerned, because, in the railway, we cannot open that and see whether it has been properly packed and properly secured or not. I mention this as it is relevant to the issue.

Then, for transportation, detailed rules have been laid down. Certain categories of fireworks and other fireworks should not be loaded in the same wagon. Wagons for the transportation of explosives are different; they are not the usual wagons. It is further laid down that they should be handled in such a way and they should be stored in such a way and they should be unloaded at a particular platform, at a particular goods shed. All these detailed instructions and regulations have been laid down in the Red Tariff. I do not propose to take the time of the House in quoting them. They are available and my hon. friend Shri S. V. Ramaswami gave some of them in detail.

The enquiries have not yet been finalised in all these cases of explosions. I do not want to say, I am not in a position to categorically say, that in all these cases, all the regulations laid down to be observed by the Railways have been properly observed. Because, I am not in a position to say that categorically at the present stage till the final reports of the enquiries are available. But, there are certain obvious difficulties. I am not talking in relation to these three accidents, while going through the regulations in the Red Tariff. I found that some of the regulations are not only difficult and impracticable, but even impossible to observe, where a small station on the railways is concerned. Therefore, I have asked the Railway Board either to set up a small committee or detail some officer to go into this question of revising the Red Tariff. I find it is so complicated and so many rules are laid down there that I wonder whether it is possible for an Assistant Station Master or a parcel or goods clerk to master all the implications of the Red Tariff. Therefore, I feel that it is perhaps desirable to simplify it as far as possible, and I am immediately detailing one officer on special duty to revise it.

Again, on questions of fact, I do not propose to say much, though I have got certain information in my possession, because I do not want to vitiate the results of the enquiry in any way. Shri Feroze Gandhi enquired whether these wagons were overloaded or not. I have got the information that so far as the weights of fireworks in the wagons is concerned they were below the prescribed weight of 10,000 lbs. per wagon.

As regards handling, that is loading and unloading, it is necessary that the persons who do it are experienced ones.

Shri S. V. Ramaswami: But is it not a fact that at Katpadi one wagon was overloaded to the extent of 138.33 maunds instead of the proper weight of 76 maunds?

Shri Feroze Gandhi: We will wait for the enquiry report.

Shri Jagjivan Ram: Even clerks were involved in the accident and they lost their lives. So, it is not easy to presume that they were negligent in their work. One can say so perhaps about coolies who are not educated or literate, but we cannot presume that the persons who know that if they are in any way negligent they may be the first victims of an accident, will be knowingly negligent of their duties.

I have ascertained from the stations concerned the length of service of the persons who were engaged in this work of loading and unloading at Asansol and Katpadi, and I have got the information. At Asansol the Tranship clerk who dealt with the wagon had a service of seven years. In the transhipment shed the length of service of the other persons engaged on the wagon was from 1½ to 10 years.

Similarly, at Katpadi the length of service of the persons who were doing the loading and unloading work was from six years to 13 years, and in the transhipment shed it was from half a year to 3½ years; there was one person who had been there only for the last 15 days, before the accident took place though his length of service was six years.

Again, I am not drawing any inference from this. This is a piece of information which I wanted to mention to the House.

Shri S. V. Ramaswami: It is not a question of experience. Your own report says that it is due to careless handling.

Shri Jagjivan Ram: It is said that experienced people should be detailed to do this work. So I have given this information. Whatever is there in the report of the enquiry is there. I am not contradicting that. I am only giving this information. What was the percentage of the chemical in the amores, what is the safe margin,

what is the margin which will be regarded as explosive, whether It should be 70 grains per 1000 caps or 204 grains per 1000 caps, whether 140 grains is a safe margin or 204 grains is a safe margin—all this is not within my competence to decide. It is for the technical people to decide, though in these cases the railways also have the regulation that certain categories of fire-works can be transported along with other categories during the period July-March. Perhaps after March, when the temperature is high, there is every likelihood of these fire-works easily exploding.

What should be the safe margin will have to be decided by the Department of Explosives. It is not the intention that the transportation of fire-works should be discontinued by the railways for all times. When these accidents took place and when there was some reason to believe that some of the amores used had higher percentage or quantity of the chemical than was authorised—though there is no licensing for that—it is clear that the Department of Explosives is exercising a certain control over that—fire works were frozen. Also in one of the samples of Chinese crackers, it was found that potassium chloride has been used. So unless it is finally established by chemical tests that apart from amores, in other fire-works also unauthorised chemical has been used by any of the parties, it will not be safe to release the stocks and packages of the fire-works where they have been secured either at the goods sheds or in wagons. As soon as the Department of Explosives has come to the final conclusions as regards the constituents of the different categories of fire-works and then certified that the chemicals used in them are only authorised chemicals in authorised proportion and not unauthorised ones, we will have no objection in restoring transportation of the fire-works.

I may repeat that we have no intention of stopping the transportation of the fire-works.

Shri Thanu Pillai: How long will it take?

Shri Jagjivan Ram: That depends..

Shri Feroze Gandhi: On the Explosives Ministry.

Shri Jagjivan Ram:on the Department of Explosives. It should be expedited and final conclusion arrived at as quickly as possible.

Sivakasi and areas nearabout form a very large centre for the manufacture of fire-works, though there are other centres like Poona or Bombay or even Calcutta where some fire-works are manufactured. I find that the major portion of the requirement of the country is met by Sivakasi, Trichur and places near about. It is a roaring trade, no doubt. I find that nearly Rs. 50 lakhs worth of fire-works are on the different railways either in wagons or in sheds.

As soon as we get clearance from the Department of Explosives, we will resume the work of transportation.

Mr. Speaker: Does the hon. Minister mean that when some portions of the goods have been declared as not explosives, they would be released?

Shri Jagjivan Ram: Yes

Mr. Speaker: Or they have to wait till all the goods are declared non-explosive?

Shri Jagjivan Ram: That again will depend upon the Department of Explosives.

Mr. Speaker: Whose is that Department?

Shri Feroze Gandhi: The explosive Minister is sitting here, Sir.

Mr. Speaker: I think it is reasonable that as and when things are examined and found not bad, they may be released.

Shri Jagjivan Ram: That again, Sir, will be as soon as they say.

Shri Ramaswami put that question about some of the caps which have

been taken delivery of by the consignees being taken back or recovered from the shopkeepers. That, perhaps, might have been the instruction of the Home Ministry to the State Governments that as these amores have been found to contain a higher proportion of the explosive, it will not be safe to entrust children with the caps. That was the reason why, perhaps, the Home Ministry have taken this action and asked the State Governments to take this precaution. I think that was necessary once it has been found that these caps did contain a higher percentage of the chemical.

I have not much to say. Whenever such accidents take place, everybody is sorry for that. Human life is impossible to replace. I do not know what is the theory of atonement. Perhaps, it is more for those who believe in birth and rebirth, who believe in the theories of gradations in the human species and perhaps, also it is for those types of people who go on advertising any action which they might indulge in, not for self-purification but for self-aggrandisement

Shri Jagdish Awasthi: It is only on that side.

Shri Jagjivan Ram: We Congressmen do not believe in such tactics. And, if at any time, we do take any action for self-purification, we approach that in a prayerful mood. We believe that is not an action to be advertised. And, if it is not an action to be advertised, there is no occasion for imprisonment and there is no occasion to be afraid of that.

Again, I say that we will take all the action that is humanly possible. I say, 'humanly possible', because human elements are susceptible to failures also in spite of best precautions. I cannot be so bold as to assure the House that in future there will be no accident. I can only say this much that we will take all the precautions that are humanly possible in

the circumstances and with the human material that we have got, to see, to exert and to endeavour to avoid the recurrence of such accidents.

Again, I will repeat that I am not here to apportion the blame between the Department of Explosives or the manufacturers of the fire-works or the railways. It may be, as I have said, that the railways might have failed at certain points in observing all the regulations that have been laid down in the Red Tariff. But, as I have said, I am not in a position categorically to say whether the railways have observed or the manufacturers have observed all the regulations laid down by the Department of Explosives or by the railway de-

partment itself for the transportation, loading and unloading and handling of explosive materials.

Shri Awasthi: The enquiry at Asansol has been finished.

Shri Jagjivan Ram: Again, Sir, I express my deep regret for the accidents and I assure the House that we will take all possible precautions in the matter.

Mr. Speaker: The House will now stand adjourned till 11 a.m. tomorrow.

18.40 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 12th September, 1957.

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[Wednesday, 11th September, 1957]

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1559	Export of Cows from Meerut	13254-55
1560	Thefts in Parcel Office, Cuttack	13255
1561	Cuttack Railway Station	13255-56
1562	Acquisition of Land in Orissa for Railways	13256
1563	Indian National Harijans League, Delhi	13256-57
1564	Telegraph and Telephone Lines in Orissa	13257
1565	Quarters for P. & T. Employees	13257-58
1566	Rural Indebtedness	13258
1566-A	Water Supply in Vinay Nagar	13258
1567	Railway Out-Agency in Madhya Pradesh	13259
1568	Public Call Offices and Telephone Exchanges in Madhya Pradesh	13259-60
1569	Lift Irrigation Schemes	13260-61
1570	Dislocation of Simla-Kalka Rail Traffic	13261
1571	Scheduled Caste Employees in Radio Stores Department, New Delhi	13261-62
1571-A	Air Services in Nepal	13262
1572	World Merchant Marine Day	13262-63

PAPERS LAID ON THE TABLE 13263-64

The following papers were laid on the Table:—

- (1) A copy of the Appropriation Accounts (Posts and Telegraphs), 1955-56 and the Audit Report, 1957-(Part II), under Article 151(1) of the Constitution.
- (2) A copy of the Notification No. S.R.O. 2554, dated the 10th August, 1957, together with the explanatory note, under sub-section (3) of Section 5 of the Indian Aircraft Act, 1934, making certain further amendments to the Indian Aircraft Rules, 1957.
- (3) A copy of each of the following Declarations of Exemptions under the proviso to Section 6 of the Regis-

tration of Foreigners Act, 1939, namely:—

- (i) 1/35/57-F. 1, dated the 23rd May, 1957 (1 Declaration).
- (ii) 1/49/57-F. 1, dated the 21st August, 1957 (1 Declaration).
- (iii) 1/52/57-F. 1, dated the 31st August, 1957 (5 Declarations).

(4) A copy of the statement correcting the reply given on the 3rd September, 1957, to Unstarred Question No. 1159 regarding Compensation for Kamlapur Landing Ground.

REPORT OF RULES COMMITTEE LAID ON THE TABLE 13264

Second Report was laid on the Table.

MESSAGE FROM RAJYA SABHA 13264

Secretary reported a message from Rajya Sabha that at its sitting held on the 10th September, 1957, Rajya Sabha had passed the Forward Contracts (Regulation) Amendment Bill, 1957.

BILL PASSED BY RAJYA SABHA LAID ON THE TABLE 13264

Secretary laid on the Table the Forward Contracts (Regulation) Amendment Bill, 1957, as passed by Rajya Sabha.

REPORT OF ESTIMATES COMMITTEE LAID ON THE TABLE 13265

Sixty-seventh Report was laid on the Table.

CALLING ATTENTION ON MATTERS OF URGENT PUBLIC IMPORTANCE 13. 5-66

Shri T. H. Sonavane called the attention of the Minister of Labour and Employment to the closure of the Narsing Girji Mills Ltd., and the partial closure of the Sholapur Spinning and Weaving Mills Ltd., Sholapur and the situation resulting therefrom.

The Deputy Minister of Labour (Shri Abid Ali) made a statement in regard thereto.

COLUMNS

COLUMNS

POINT OF PROCEDURE

Shri Naushir Bharucha raised a point of procedure regarding resolution seeking disapproval of Essential Services Maintenance Ordinance.

The Speaker disallowed Shri Naushir Bharucha's Resolution.

BILL INTRODUCED

The Public Employment (Requirement as to Residence) Bill.

BILL PASSED

The Minister of Law (Shri A. K. Sen) moved that the Essential Commodities (Second Amendment) Bill be taken into consideration. After the clause by clause consideration, the Bill was passed.

RESOLUTION ADOPTED . . .

The Minister of State in the Ministry of Education (Dr. K. L. Shrimali) moved the Resolution re. Universal Copyright Convention, 1952. The Resolution was adopted.

DISCUSSION RE. AIR CRASH
IN NEFA AREA . . .

Shrimati Renu Chakravarty raised a discussion on the crash-

13269-81

ing of a Dakots aircraft of the Indamer Company in NEFA area in the 20th August, 1957.

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir) replied to the debate and the discussion was concluded.

13281-82

DISCUSSION RE. EXPLO-
SIONS IN RAILWAY
WAGONS AND SHEDS.

13361-13420

Shri S. V. Ramaswamy raised a discussion on the recent explosions in Railway wagons and sheds of Asansol, Katpadi and Kanpur.

The Minister of Railways (Shri Jagjivan Ram) replied to the Debate and the discussion concluded.

AGENDA FOR THURSDAY,
12TH SEPTEMBER, 1957.

Consideration and passing of the Forward Contracts (Regulation) Amendment Bill, as passed by Rajya Sabha, discussion on Food situation in West Bengal and consideration of Private Members' Resolutions.