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Phalgun 17, 1884 (*Saka*)

# LOK SABHA DEBATES

(Fourth Session)



(Vol. XIV contains Nos. 11—20)

LOK SABHA SECRETARIAT  
NEW DELHI

ONE RUPEE (INLAND)

FOUR SHILLINGS (FOREIGN)

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# LOK SABHA DEBATES

2895

2896

## LOK SABHA

Friday, March 8, 1963/Phalgun 17,  
1884 (Saka).

The Lok Sabha met at Eleven of the  
Clock.

[MR. SPEAKER in the Chair]

## ORAL ANSWERS TO QUESTIONS

### Britain's Entry into E.C.M.

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- \*322. {  
Shri R. G. Dubey:  
Shri S. M. Banerjee:  
Shri Bishanchander Seth:  
Shri M. L. Dwivedi:  
Shrimati Savitri Nigam:  
Shri P. Venkatasubbalah:  
Shrimati Vimla Devi:  
Shri P. R. Chakravarti:  
Shri Ram Sevak Yadav:  
Shri Bagri:  
Shri Heda:  
Shri Bibhuti Mishra:  
Shrimati Renu Chakravartty:  
Shri Rameshwar Tantia:  
Shri Morarka:  
Dr. M. S. Aney:  
Shri Vishram Prasad:  
Shri Raghunath Singh:  
Shri Kajrolkar:  
Shri Indrajit Gupta:  
Dr. L. M. Singhvi:  
Shri Hem Barua:  
Shri P. K. Deo:  
Shri Shivaajirao S. Deshmuk:  
Shri P. C. Borooah:  
Shri R. S. Pandey:

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

(a) the action Government propose  
to take in view of the situation created  
2916 (Ai) LSD.—1.

as a result of the deadlock over  
Britain's entry into the E.C.M.; and

(b) whether Government of India  
propose to deal with the principal  
nations directly?

The Minister of International Trade  
in the Ministry of Commerce and In-  
dustry (Shri Manubhai Shah): (a) and  
(b). The Government's stand on the  
question of U.K.'s entry into the  
European Economic Community has  
been made clear to the house on  
Several occasions in the past. The  
net effect of the breakdown of the  
negotiations in Brussels is, that India  
would continue to enjoy preferential  
entry into the British market under  
the Indo-U.K. Trade Agreement of 1939  
which allows free entry for most of  
our goods—both manufactured and  
unmanufactured. India is continuing to  
have the largest trade deficit with the  
Six E.C.M. countries and this problem  
has to be solved by creating conditions,  
(by the countries concerned) which  
would be conducive to large exports  
from India. The Government of India  
has been constantly bringing this to  
the notice of the countries concerned  
in the E.C.M. and will continue to do  
so.

The question of negotiating com-  
prehensive agreements with the six  
member of the E.E.C. is also being  
followed up.

Shri R. G. Dubey: May I know whe-  
ther the Government's attention has  
been drawn to the statement made by  
the Chief Netherlands delegate at the  
Manila conference that during the last  
year, actually the export trade from  
many under-developed countries has  
gone up by 20 per cent. and that short-  
ly they are going to take action also  
to reduce external tariffs?

**Shri Manubhai Shah:** It has gone down. There is some mistake in my hon. friend's observation. Trade of the under-developed countries has gone down and the trade of the industrialised countries has gone up.

**Shri R. G. Dubey:** In the event of ultimate failure to have any agreement about the E.C.M. may I know whether India is contemplating an alternative plan to meet the situation possibly in consultation with the U.S.A. which, it seems, is against the E.C.M. and its policy.

**Shri Manubhai Shah:** The question is more complex. The question is that we have to wait for the full running out of the negotiations between the U.K. and the six countries of the E.C.M. As far as India is concerned, we have made our policy publicly known that we are also taking up the matter directly with the countries of the European community.

**Shri Rameshwar Tantia:** May I know what will be the effect on our exports of Britain's not entering the E.C.M.? Will they go up or come down?

**Shri Manubhai Shah:** That is what I have said in the main answer. As far as the treaty of 1939 is concerned, we continue to export on the same basis of the Commonwealth preference.

**Shri Ramanathan Chettiar:** May I know what is the position of our trade with regard to the 6 E.C.M. countries, whether it is adverse to India?

**Shri Manubhai Shah:** Yes, Sir. It is very much adverse to India. Germany alone accounts for our major trade deficit in this region almost 80 per cent.

**Shrimati Savitri Nigam:** May I know whether any new proposals have been put up in order to gain India's co-operation?

**Shri Manubhai Shah:** The breakdown has been so recent that to expect anything to come up so soon will be rather difficult.

**Shri P. R. Chakraverti:** May I know whether it is a fact that in anticipation of U.K.'s entry into the E.C.M., the Government of India along with U.K. had talks with the E.C.M. group and whether favourable terms were offered? Did these terms lapse after the break-down?

**Shri Manubhai Shah:** These were all the matters discussed. At that time, also, I did not think they were either favourable or unfavourable. As far as we are concerned, all tariffs are going to hurt Indian trade; so also quantitative restrictions. It will be our constant endeavour to see that the industrialised countries of the world including the E.C.M. are persuaded to take a liberal view of world trade particularly for the exports of the under-developed countries.

**Shri Bhagwat Jha Azad:** May I know whether as a result of the non-entry of Britain into the E.C.M., there is a likelihood of our separate treaties with the E.C.M. countries?

**Shri Manubhai Shah:** That is a part of the Rome Treaty agreement. Comprehensive agreements are to be negotiated by the 6 countries of the E.C.M. with the rest of the world whether the enlarged European Community comes into existence or not.

**Dr. M. S. Aney:** Were any concessions promised by any of the countries to India in case of success of Britain to enter the E.C.M.?

**Shri Manubhai Shah:** Nil tariffs on primary products and Indian tea and some coir products was more or less discussed and one can say more or less assured. But, what will happen ultimately will depend upon the comprehensive agreements that we enter into with these countries.

**Shri Heda:** The newspaper reports have stated, and the hon. Minister also has hinted at it, that the talks with the E.C.M. countries are in progress. May I know at what stage those talks are?

**Shri Manubhai Shah:** The House is fully aware that our Ambassador in

Brussels and Plenipotentiary to the E.C.M. is having continuous rounds of talks. The hon. Finance Minister also during his recent visit met all the elderly statesmen of the six countries, and that is the nature of the talk going on. Actually, comprehensive agreement talks will only begin after the structure is clear.

**Dr. L. M. Singhvi:** What specific steps have been taken, after the breakdown of the ECM negotiations for the entry of Britain, for having favourable terms or reasonably favourable terms for India and in what particular commodities?

**Shri Manubhai Shah:** We are primarily concerned with manufactured articles, semi-processed goods and primary products, and we are really concerned that under-developed countries like India which are on the way to industrialisation should get a preferential treatment or a liberal treatment as far as their manufactured products are concerned.

**Shri Surendranath Dwivedy:** What is the position in regard to our direct export to the E.C.M. countries after the conclusion of these E.C.M. negotiations? Does it still stand, or will the trade continue according to the agreements that have been concluded before, or does it stand cancelled now?

**Shri Manubhai Shah:** The trade continues, as it must, but it has shown a decline of about Rs. 6 crores over which we are very much concerned.

**Shri Hem Barua:** May I know whether it is not a fact that Britain has recently hinted at removal of preferential treatment accorded to India and other Commonwealth countries in the matter of imported products and other commodities, and if so, may I know whether Government have tried to evaluate or have evaluated the possible impact of this measure on our export policy?

**Shri Manubhai Shah:** Not to our knowledge.

**Shri Bade:** In view of the fact that the E.C.M. countries are not giving us

any concessions, are we taking some action or some steps to raise tariff walls in respect of those articles which are imported from those countries?

**Shri Manubhai Shah:** Such reprisals are never undertaken by the Government of this country. It is really the trading strength of this country ultimately which will determine the export pattern, and we mean to fight aggressively to increase our exports.

**Shri R. S. Pandey:** What will be the position of the textile exports due to the deadlock of the ECM negotiations?

**Shri Manubhai Shah:** For the present, the ECM has no direct bearing on our textile exports. But, of all the imports of the world, the simplest industry to deal with is textiles. Particularly, the newly developing countries of the African and Asian continents are developing their own power-looms, and spinning and textile industry, and to that extent, with severe competition from the known countries, we are facing difficulties.

**Shri S. M. Banerjee:** In view of the fact that this decision may take a long time and our export is suffering, may I know what more positive steps are being taken by Government to boost up our exports with the help of the socialist countries in the socialist market?

**Shri Manubhai Shah:** I have placed several measures before the House. The House is fully aware that we are not waiting for the ECM trade agreement to conclude or the comprehensive agreements, because that is a matter of time; it may be one year or two years or it may even take a pretty long time. In the meantime, we are not losing any time in devising export promotion measures in different aspects commodity aspects, trade agreement aspects, on a reciprocal basis or with link deals and barter deals and so on. As a matter of fact, for Western Europe, we have constituted a separate export promotion council to look into every commodity.

**Mr. Speaker:** Next question.

**Shri S. M. Banerjee:** My question has not been answered.

**Shri Manubhai Shah:** What has not been answered? I have said that we are taking all measures.

**Shri S. M. Banerjee:** I want to know whether we are trying to increase our trade with the socialist countries and whether any steps have been taken in that regard.

**Shri Manubhai Shah:** Precisely so.

**Mr. Speaker:** The hon. Member wanted to put a question, but I disallowed, but the hon. Minister has got up and answered it.

**Shri Manubhai Shah:** I am sorry. I did not know.

#### Free Trade Ports

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- \*323. { **Shri Subodh Hansda:**  
**Shri S. C. Samanta:**  
**Shri B. K. Das:**  
**Shri Maheswar Naik:**

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

(a) whether the proposal for free trade ports has been dropped;

(b) if not, the ports proposed for this purpose; and

(c) the commodities that are proposed to pass through these ports?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) No, Sir.

(b) and (c). The proposal for the establishment of Free Trade Zone at Kandla is under active consideration. The commodities and industries will be finalised after a decision is arrived at.

**Shri Subodh Hansda:** On the last occasion also, the hon. Minister had stated that the matter was still under consideration. May I know how long it will take for Government to arrive at a final decision?

**Shri Manubhai Shah:** Now, it should not take much time.

**Shri Subodh Hansda:** Since Government are going to create a free trade zone there, may I know what special facilities are going to be provided there for the exporters and importers?

**Shri Manubhai Shah:** Normally, as is internationally known, free trade zone means that in the bonded places whatever may be the entry of goods they will be allowed without tariff and without customs duty.

**Shri S. C. Samanta:** May I know whether the opinion of the Ministry of Transport and Communications has been ascertained about this Kandla free trade zone; also why so much delay has taken place in finalising this?

**Shri Manubhai Shah:** They are the sponsoring Ministry. It is with the joint co-operation of the two Ministries that the entire subject is being considered.

**Shri Tyagi:** What will be the advantage of a free trade port? Will things like gold etc. be imported into it?

**Shri Manubhai Shah:** Gold is quite different. It is not included in the items.

**Shri Tyagi:** Are there any restrictions?

**Shri Manubhai Shah:** Yes.

**Shri Tyagi:** What are they?

**Shri Manubhai Shah:** I have already stated that in the answer. The items will be selected on the basis of their export promotion.

#### Public Undertakings

\*324. **Dr. L. M. Singhvi:** Will the Minister of Commerce and Industry be pleased to state:

(a) the measures of economy and austerity, if any, introduced or are proposed to be introduced in various public undertakings; and

(b) whether a statement would be laid on the Table giving the required details?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). A statement is laid on the Table of the House.

#### STATEMENT

I would invite the attention of the Honourable Member to the reply given and the statement laid on the Table of the House by my colleague the Honourable Finance Minister on the 24th January, 1963 in reply to Question No. 462. The Public Sector Undertakings have been advised that only the most essential activity should continue to be undertaken with minimum expenditure and that all activities which do not directly assist the defence effort, howsoever, desirable otherwise might for the time be deferred.

Other economy and austerity measures adopted or followed by the various Ministries are also being brought to the notice of the Government Undertakings, from time to time, with a view to their taking similar steps to the extent possible.

**Dr. L. M. Singhvi:** The statement refers to another statement laid on the Table of the House on the 24th January, 1943, wherein it was stated that Ministries had been advised to undertake a purposeful re-examination of the position and that a highlevel committee.....

**Mr. Speaker:** What was told by the Minister to Members is known to him best. It need not be repeated.

**Dr. L. M. Singhvi:** I suppose so. Unless I remind him, he would not be able to answer.

**Mr. Speaker:** Supplementaries should be brief and precise.

**Dr. L. M. Singhvi:** I would like to know whether the inter-departmental committee appointed for effecting

economy has already submitted its report? If so, whether the report applies to public undertakings also? If so, whether those measures.....

**Mr. Speaker:** So many 'if soes' cannot be there.

**Dr. L. M. Singhvi:** ....have already been implemented.

**Mr. Speaker:** So many 'if soes' have been included. Only one might be answered.

**Dr. L. M. Singhvi:** It is all part of a single question.

**Mr. Speaker:** No.

**Dr. L. M. Singhvi:** I can put the whole thing in one sweep if you like.

**Mr. Speaker:** What has been put we have followed.

**Shri Manubhai Shah:** The committee under the chairmanship of the Home Secretary has been constantly at work. Public sector undertakings are included in their orbit of authority. Their recommendations will be of a continuing order. As soon as a sizeable thing comes, the House will be taken into confidence.

**Dr. L. M. Singhvi:** We were told in the statement referred to in the statement laid on the Table that measures particularly for saving of electricity have been taken and that officers have been asked to see very strictly that no electricity is wasted. Would the Minister be able to tell us what is the total quantum of electricity and other things used by officers in public undertakings, and whether any strict measures have been taken in respect of enforcing those recommendations, and whether an example is being set by Ministers also in this respect?

**Mr. Speaker:** Here there are so many 'whethers'. In the previous question we had so many 'if soes'. Only one question can be asked.

**Shri Manubhai Shah:** As I said, as soon as we arrive at certain concrete conclusions and implement decisions,

we shall certainly lay the information on the Table of the House and take the House into confidence as to what are the economies effected, not only in the case of electricity but in the consumption of stores, importation of capital, construction cost of buildings etc. The economy measures are going to be widespread and in many directions.

**Dr. L. M. Singhvi:** When is it expected?

*(No answer was given).*

**Shri Hari Vishnu Kamath:** The statement laid on the Table says that 'other economy and austerity measures adopted or followed by the various Ministries are also being brought to the notice of the Government undertakings.....

**Mr. Speaker:** I might tell hon. Members that there is no need to read what has been already given in the statement. Only a brief reference might be made to that.

**Shri Hari Vishnu Kamath:** The House should know what has been said in the statement. Only the Members who have tabled the question and a few others are given copies of the statement. So the House should know what we are asking.

**Mr. Speaker:** The Minister knows that.

**Shri Hari Vishnu Kamath:** But the other Members do not know.

**Shri Priya Gupta:** We are not given copies.

**Shri Hari Vishnu Kamath:** Kindly ask the Ministry to distribute 500 copies among Members.

**Mr. Speaker:** As many as are required are given.

**Shri Hari Vishnu Kamath:** Sometimes they are exhausted.

**Shri Daji:** We are never given copies. Only Members who table the question are given such copies.

**Shri Hari Vishnu Kamath:** The statement says that 'other economy and austerity measures adopted or followed by the various Ministries are also being brought to the notice of the Government undertakings'. Is the House to understand that among these economy and austerity measures is the recent measure or the step taken by the Works, Housing and Rehabilitation Ministry, with regard to the consumption of water, power and furniture in the Ministers' residences, with such conspicuous failure?

**Shri Harish Chandra Mathur:** Is it a public undertaking?

**Shri Manubhai Shah:** What am I to say about it?

**Shri Hari Vishnu Kamath:** He has not followed the question.

**Mr. Speaker:** He has followed.

**Shri Hari Vishnu Kamath:** May I repeat it?

**Mr. Speaker:** If the Minister has not followed I am prepared to ask the Member to repeat. If he has followed it, he need not.

**Shri Manubhai Shah:** I may mention that this is a specific question on public undertakings. If the hon. Member wants to enlarge it.....

**Shri Hari Vishnu Kamath:** Here is a specific statement by the Minister.

**Mr. Speaker:** Order, order. He has answered it.

**Shri Hari Vishnu Kamath:** You may call me to order, but I must point out that the Ministry's measures are referred to in the statement. If he cannot answer, what is the use?

**Mr. Speaker:** I do not know why he should get so much upset.

**Shri Hari Vishnu Kamath:** I am not upset.

**Mr. Speaker:** Shri Kamath must know that that question relates to, as he has himself said, the Ministry of Supplies and Housing. So far as that

economy is concerned, it does not relate to this Minister. He is only taking up public undertakings and the economy that is to be effected in them. Therefore, he cannot answer it just at present. He can have another opportunity some other time to ask that question.

**श्री कृष्णदास :** मैं जानना चाहता हूँ कि क्या मंत्रीगण के खर्चों में भी कोई कटौती करने का विचार है।

**अध्यक्ष महोदय :** वह पब्लिक ग्रैंड-टेकिंग नहीं है।

**Shri S. M. Banerjee :** In the statement it is mentioned that all activities which do not directly assist the defence efforts, however desirable otherwise, will be deferred for the time being. I want to know whether there are certain expenditures which are inevitable but not connected with defence, and whether they are also going to be affected.

**Shri Manubhai Shah :** All essential Plan development programmes which are conducive to the growth of the economy, which is as essential to defence as the economy itself, will continue. It is only where extraneous expenditure, particularly on construction of houses is concerned, that we are going to be very rigid.

**Mr. Speaker :** Shrimati Savitri Nigam. Shri D. C. Sharma. She is rising now.

**Shri D. C. Sharma :** Is the Organisation and Methods Division reviewing the working of the public service undertakings; if so, which of these have been reviewed by this Division?

**Shri Manubhai Shah :** Public undertakings have their own committees of economy, and the Organisation and Methods Division is mostly for administrative matters, but that does not bar the O. & M. from taking up project by project. Presently, we have our own economy measures for these public undertakings. We have

a co-ordinating committee and that looks into all this.

**Shri Bhagwat Jha Azad :** May I know whether there has been any specific recommendation or suggestion by the Government to have a definite cut like 10 per cent as is supposed to have been the advice of the Finance Minister to the different departments of Government?

**Shri Manubhai Shah :** That is true. The Finance Minister has urged on every Ministry and written personal letters to his colleagues that there should be a further cut if possible in avoidable expenditure or expenditure which can wait for some time.

**Shri Daji :** In view of the urgency and immediate requirements, has this matter been given immediate attention and have immediate recommendations been made or not?

**Shri Manubhai Shah :** Yes, Sir. That is this Home Secretary's Committee to take summary decisions without waiting for all the calculations and evaluations, and we expect some results from that committee.

**Mr. Speaker :** Shri Bibhuti Mishra.

**Shrimati Savitri Nigam rose—**

**Mr. Speaker :** I called her, she did not stand up. Now she cannot have the chance.

**Shrimati Savitri Nigam :** No, Sir.

**श्री विभूति मिश्र :** क्या यह सही है कि पब्लिक ग्रैंडटेकिंग्स में खर्च की कमी इस लिये नहीं होती है कि उस में जो अफसर हैं उन के मन में बनियापन की भावना नहीं है। यदि हाँ, तो फिर सरकार क्या करना उचित समझती है ताकि खर्च में कटौती हो ?

**श्री मनुभाई शाह :** मैं कह सकता हूँ कि पब्लिक ग्रैंडटेकिंग्स में जितने सिविल सर्वेंट्स और टेकनिकल आफिसर्स हैं उन्होंने अपना काम इतना अच्छा दिखलाया है प्रोजेक्ट्स में कि मैं उन के काम को इस सदन के सामने

रख सकता हूँ। कहीं पर थोड़ी बहुत लैप्सेज हो सकती हैं।

By far and large they have acquitted themselves very graciously and effectively to put all these public projects and bring them into production and the best possible use.

**Shri Tyagi:** Has any assessment been made of the total effect of the economies proposed on behalf of these public sector undertakings? How many crores are expected to be saved?

**Shri Manubhai Shah:** After the study by this committee, their recommendations will be looked into. Every public sector project will show an estimate of what they want to save, and the House will be taken into confidence as soon as the assessment is ready.

**Shri Harish Chandra Mathur:** May I know if the personnel of the committee consist of only the three Secretaries, or others also who know something about public undertakings and their working?

**Shri Manubhai Shah:** Yes, their General Managers and the Chairmen of the Corporations are part of this committee.

**Shri Harish Chandra Mathur:** The Committee, I think, consists only of the three Secretaries.

**Shri Manubhai Shah:** The three Secretaries constitute the standing committee with the association and co-operation of the main officers concerned.

**Shri Surendranath Dwivedy:** What happened to the suggestion of having a parliamentary committee on public undertakings?

**Shri Manubhai Shah:** The House is equally aware of that and the matter is being tried to be resolved. There has been acute difference of opinion between the two Houses.

**Shri Narendra Singh Mahida:** Why are public undertakings not making profits?

**Shri Manubhai Shah:** Sir, I do not accept that view at all. I have had several occasions to show that public undertakings are to be divided into three parts. There are those which are on steam and if you examine their balance sheets, you will have every reason to be proud of them. There is a second category which is still under gestation period, they are heavy corporations and they take their own time. Even in the private sector, they take about 3—5 years. There is then the third category which are still under construction and they cannot show profits because they have not yet reached the production stage.

**Shri Ranga:** There are some committees—the Public Accounts Committee, the Estimates Committee and also the consultative committee of Parliament for the Ministry. Have Government consulted these committees or their heads while making plans for achieving economy?

**Shri Manubhai Shah:** But this is a question of emergency and we want to do things quickly apart from any large measures or long term measures. This committee will take a quick view and give its recommendations.... (Interruptions).

**Mr. Speaker:** Next question.

**Shri Ranga:** But this committee consists only of officers. I am asking why they are not taking advantage of the other committees which are already there.

**Shri Manubhai Shah:** That is not necessary.

#### Industrial Development of Assam

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- \*325. { **Shri Subodh Hansda:**  
**Shri P. C. Borooah:**  
**Shri Basappa:**

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

(a) whether Government have a special programme to aid the Industrial development of Assam in view of the strategic importance of the



State in the present emergency; and

(b) if so, the details of the scheme?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). The problems of Assam in regard to industrial development have recently been discussed with the State Government and these are under the consideration of the Central Government. Even otherwise, special consideration has generally been given to Assam in the matter of industrial development in view of the backwardness of the State.

**Shri Subodh Hansda:** May I know whether the Government of Assam has submitted any scheme for the development of cottage industries?

**Shri Manubhai Shah:** Large sums of money have been given from year to year, as the hon. Member is aware.

**Shri Subodh Hansda:** Is it a fact that the Government of Assam propose to set up a jute mill and, if so, have they asked for any aid?

**Shri Manubhai Shah:** Yes, Sir; we have given the licence for 300 jute looms in Assam.

**Shri Basappa:** Has anything been done for fruit preservation in Assam?

**Shri Manubhai Shah:** There is one big factory in Mihir Hills and another is under consideration.

**Shri Rameshwar Tantia:** May I know whether the performance of the sugar mills in Assam built five years ago is poor and, if so, why?

**Shri Manubhai Shah:** That is true because due to heavy rains the cane developed there is of poor quality. Therefore, they are trying to reduce its capacity.

**श्री विभूति किशोर:** सभी मंत्री जी ने बताया कि असम में जूट मिल के लिए लाइसेंस दे रहे हैं। मैं जानना चाहता हूँ कि क्या यह जूट मिल पब्लिक सेक्टर में लगाएंगे?

**श्री मनुभाई शाह:** आज कल तो कोआपरेटिव की बातचीत चल रही है।

**Shri Hem Barua:** In view of the fact that the power projects in Assam in the Third Plan have been cut down and that will adversely affect the industrial schemes of that State, what steps have been specially taken to see that industrial schemes do not suffer due to paucity of power in that State?

**Shri Manubhai Shah:** I said that in the main answer. Special steps are being taken, including three power projects in Cachar division, to meet the requirements of power for various industrial projects. That is being looked into.

**श्री बेरबा कोटा:** असम में तेल के उद्योग के विस्तार की क्या सम्भावना है?

**श्री मनुभाई शाह:** वह तो बड़ी अच्छी तरह से चल रहा है।

**Tool Alloy Steel Plant, Durgapur**

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\*326. { **Shri Yashpal Singh:**  
**Shri Morarka:**  
**Shri P. C. Borooah:**  
**Shri Kajrolkar:**

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the progress made regarding establishment of Tool Alloy Steel Plant at Durgapur,

(b) whether tenders received for the supply of machinery and equipment have already been scrutinized; and

(c) if so, the details thereof?

**The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi):** (a) Preliminary work connected with the construction of the administrative buildings etc. is progressing satisfactorily.

(b) and (c). Hindustan Steel Limited have just completed their scrutiny of the tenders and sent in their re-

commendations to Government. These are under examination.

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि इस के लिए हम सैल्फ सफीशेंट हैं या किसी फारिन कोलेबोरेशन की जरूरत पड़ेगी ?

श्री प्र० चं० सेठी : इसमें फारिन कोलेबोरेशन की आवश्यकता होगी ।

श्री यशपाल सिंह : कब तक हम इसको शुरू कर देंगे ?

श्री प्र० चं० सेठी : टेंडर स्वीकार हो जाने के पश्चात् काम शुरू होगा । वैसे प्रेलिमिनरी वर्क चालू है ।

Shri Bhagwat Jha Azad: As a result of this plant going into production, may we know what would be the production at the initial stages?

Shri P. C. Sethi: It is made for 48,000 tons of finished products and 80,000 metric tons of ingots per year.

Shri A. P. Jain: May I know what are our requirements of special alloys now and what proportion of it is going to be produced by Durgapur plant?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): Durgapur will be producing only 48,000 tons of finished special steel and alloys. This 48,000 represents various categories like stainless steel, other tool alloys and various other things. Our requirement for the third Plan period was assessed roundabout two lakh tons. As hon. Members are already aware, the Bhadravati steel project is now under consideration for being changed to suit the production of tool steel alloys, etc.

श्री कृष्णाय : मैं जानना चाहता हूँ कि इस कारखाने में साल में कितनी लागत आती है और इससे मुनाफा कितना मिलता है ?

श्री प्र० चं० सेठी : अभी तो कारखाना चालू ही नहीं हुआ है तो मुनाफे का मवाल कहाँ उठता है ।

## Ball Bearing Unit in Punjab

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\*328. { Shri Berwa Kotah;  
Shri Raghunath Singh:

Will the Minister of Steel and Heavy Industries be pleased to state whether a ball bearing unit is being set up at Faridabad in private sector in collaboration with a Japanese firm?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): Yes, Sir

श्री बड़े : जो आप यह बाल बियरिंग की फैक्टरी खोलने जा रहे हैं क्या इसका राजस्थान की बाल बियरिंग फैक्टरी पर कुछ असर होगा इस विषय में शासन का क्या ध्यान है ?

श्री प्र० चं० सेठी : बाल बियरिंग की मांग इतनी अधिक है कि इस का असर राजस्थान की फैक्टरी पर कुछ नहीं होगा ।

श्री बेरवाकोटा : इस कारखाने के निर्माण में कितने रुपए खर्च होंगे और इसमें कितनी विदेशी मुद्रा होगी ?

अध्यक्ष महोदय : वह जो आप पंजाब में कारखाना खोलने जा रहे हैं इसमें कितना रुपया खर्च होगा और इसमें विदेशी मुद्रा कितनी होगी ?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): Machinery to the value of Rs. 60 lakhs from Japan has to be imported for this scheme.

Shri S. M. Banerjee: Since it has been opened in the private sector, I want to know which concern has got the licence for this factory?

Shri C. Subramaniam: In this particular case, it is P. S. Jain Motor Company. Punjab (Private) Ltd., Delhi.

# **Shortage of Pig Iron in Gujarat**

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- \*329. { Shri D. J. Naik:  
Shri Maheswar Naik:  
Shri Sidheshwar Prasad:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that a large number of foundries in Gujarat remain idle on account of acute shortage of pig iron; and

(b) if so, the steps taken by Government to relieve the shortage?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) Complaints have been received about shortage of foundry grade iron in Gujarat State resulting in restricted production in foundries.

(b) The main reason for the present shortage of foundry grade iron all over the country is that while the demand has gone up considerably due to the foundry capacity having developed rapidly, the availability has not correspondingly increased, as the schemes licenced for production of pig iron have not materialised as originally anticipated. Government are, therefore, taking interim remedial measures such as import of pig iron, setting up of short term schemes for increased production etc. to increase the availability as quickly as possible.

Shri D. J. Naik: May I know what is the average monthly requirement of pig iron in the State of Gujarat?

Shri P. C. Sethi: The annual requirement which is assessed at the moment is about two million tons.

Shri D. J. Naik: What is the supply at present being given to Gujarat?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): The total availability is roundabout one million tons.

Shri D. J. Naik: What is the number of employees who have gone out

of employment owing to scarcity of pig iron?

Shri C. Subramaniam: I do not have those figures.

Shri Thirumala Rao: In view of shortage of pig iron not only in Gujarat but in the rest of the country also, have the Government got a comprehensive plan showing the total target of production in the country and how they are going to disperse that production?

Shri C. Subramaniam: Originally it was estimated that we would require 1.5 million tons of pig iron during the third Plan period. It was estimated that 0.5 million tons of pig iron would be produced in the private sector, and for that purpose licences were granted for 10 to 12 firms, but nothing has fructified so far. Therefore, the whole position has been reviewed and we are trying to increase the production in the public sector projects, if possible, by having new blast furnaces for this purpose.

Shri R. S. Pandey: May I know whether licence is given for the production of pig iron by the private sector near Nagpur, and if the answer is 'yes', what was the production?

Shri C. Subramaniam: Yes; near Nagpur also a factory has been licensed, but it has not gone into production as anticipated. That is the real difficulty.

Shri P. R. Patel: Very clearly there was a meeting with the Controller of Iron and Steel at Ahmedabad. It was a meeting of the merchants and the minister also was included there. I want to know what were the requirements that they put before the Controller and what was the supply given?

Shri C. Subramaniam: Sorry, Sir, I am not aware of that meeting. If the hon. Member is interested I can get the information and supply to him.

Shrimati Savitri Nigam: May I know how many parties were given

licences and how many of them have started producing this item?

**Shri C. Subramaniam:** About 10 or 11 licences were issued out of which only two are showing some signs of coming up and even they have not gone into production as yet.

**Shri A. P. Jain:** May I know what is the idle capacity lying in (a) Gujarat, and (b) the whole of India, and how long it will take to fully utilise it?

**Shri C. Subramaniam:** Idle capacity in foundries?

**Shri A. P. Jain:** Yes.

**Shri C. Subramaniam:** As I have already said, we would require, to meet the entire demand, about two million tons of pig iron. We have got only one million tons. Therefore, 50 per cent is lying idle, and the demand can be met only when we increase the production. It is a long-term measure. It cannot be produced overnight. It will have to take at least 12 to 18 months even if we proceed to set up blast furnaces now.

**श्री सिद्धेश्वर प्रसाद :** श्री मंत्री महोदय ने बताया कि ११ आदमियों को लाइसेंस दिये गये लेकिन किसी ने भी क़रीब क़रीब काम शुरू नहीं किया, तो मैं जानना चाहता हूँ कि क्या उस के कारणों की जांच की गई है ?

**Shri C. Subramaniam:** I have not followed the question.

**Mr. Speaker:** He wants to know whether the reasons have been ascertained as to why the other licensees have not started the plants?

**Shri C. Subramaniam:** Various reasons have been given, because these processes were intended to use the indigenous coal available and also the iron ore available there. These are all new processes and, therefore, the various licensees found it difficult

to find the necessary foreign collaboration for the purpose.

**Shri Hari Vishnu Kamath:** Is there any truth in certain Press reports to the effect that the capacity at Rourkela is being expanded from one million tons of pig iron to 1.8 million tons of pig iron, and is any collaboration of the German Government or Krupps being secured in this matter?

**Shri C. Subramaniam:** It is not pig iron alone that is contemplated here. It is an integrated steel mill to produce 1 million tons of ingots now, and it is being expanded to produce 1.8 million tons of ingots. It is going to be done with German Collaboration.

**Shri Ranga:** Are Government taking any active steps to encourage and assist these people who have taken the licences to see that they are able to put up their plants, or are they simply satisfied with giving the licences and expecting them to put up their plants?

**Shri C. Subramaniam:** They are all private sector entrepreneurs. They think that they can set up these plants themselves. If any assistance is necessary from the Government it is always available. But when no steps are being taken, I do not know what the Government can do in the matter.

**Shri Tyagi:** Cancel the licences.

**Shri C. Subramaniam:** It has become necessary now to take up the production of pig iron in the public sector. Now that is the only way left.

**Shri Ranga:** Is it only a matter of concession given to them or is it a matter of public importance, that they should also be encouraged and assisted to set up their plants?

**Mr. Speaker:** The hon. Minister says that if any assistance is required the Government will go to their aid.

### Quality Control and Pre-shipment Inspections

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\*330. { Shri Rameshwar Tantia:  
 Shri D. N. Tiwary:  
 Shrimati Savitri Nigam:  
 Shrimati Malmoona Sulta,  
 Shri Kajrolkar:  
 Shri Prakash Vir Shastri:  
 Shri Gulshan:  
 Shri Buta Singh:  
 Shri P. K. Deo:  
 Shri Yashpal Singh:  
 Shri Narendra Singh  
 Mahida:

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

(a) whether the Export Inspection Advisory Council has recommended any programme of quality control and pre-shipment inspections;

(b) if so, the details thereof; and

(c) the number of goods which have been recommended for this purpose?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):

(a) to (c). A statement is laid on the Table of the House [Placed in Library, See No. LT-925/63].

Shri Rameshwar Tantia: What was the method of checking quality of goods before export prior to the meeting of this Committee which was held on 7th January, 1963?

Shri Manubhai Shah: There was no method. That is why this Committee was appointed. Now we have introduced quality control on 19 items. All those things are fully tested before export and quality control marked.

Shri Rameshwar Tantia: Is it not a fact that for the last several years there were, sometimes, severe complaints regarding the quality of our goods exported to foreign countries; and, if so, may I know the reason

why this Committee was set up so late?

Shri Manubhai Shah: Complaints were coming in, but the very fact that the trade was going on shows that there were not many major or severe complaints. At the same time, quality control is not only to stop complaints. It increases the prestige of the country when sustained quality goods according to the samples are sent abroad. It also fetches better prices. Therefore, it was as a positive measure of export promotion also that this quality control was introduced.

Shrimati Savitri Nigam: May I know in how many cases Government have received complaints regarding supply of inferior quality goods?

Shri Manubhai Shah: There are some cases of that nature. But the number of cases in which no complaint has come are far more, may be 95 per cent, than cases in which complaints have come.

Shri Heda: May I know whether the procedure adopted for sample inspection for quality control is as follows: the first ten cases are taken and if one is found defective, then 99 per cent of the cases are passed and only one is rejected; but if more than one out of ten are found defective, another ten are taken and if more than one is not found defective, only three are rejected and 97 are allowed.

Shri Manubhai Shah: I do not know of this procedure. It varies from commodity to commodity. Take, for instance, cardamom. There are 29 separate varieties and each has five grades. Therefore, there is no rigid procedure like that. We are adopting the international practice of pre-shipment inspection and by years of experience throughout the world this has been found to be completely fool-proof.

Shri D. C. Sharma: May I know if any quality control exists, so far as

hosiery goods are concerned and, if so, what is its nature?

**Shri Manubhai Shah:** So far as hosiery goods are concerned, there is no statutory quality control; there is only voluntary control under the export incentive scheme. As hon. Members can see from the main answer to this question, we have appointed a committee on textiles including hosiery.

**Shri Narendra Singh Mahida:** May I know the details or names of the firms who have not conformed to quality control?

**Shri Manubhai Shah:** That is too much of detail on a broad question like quality control and pre-shipment inspection.

**Shri Hem Barua:** May I know whether Government is aware of the fact that some time back some coloured birds were exported to United States and when they were taken there and washed it was found that the colour was not there and it had just evaporated?

**An hon. Member:** Girls?

**Shri Hem Barua:** I said birds, not girls.

**Shri Manubhai Shah:** I have no knowledge of export of coloured birds at all.

**Mr. Speaker:** He is not aware of that.

**Shrimati Renuka Ray:** The statement says that STC has been asked by the Council of its reactions regarding quality control and pre-shipment. What is the response?

**Shri Manubhai Shah:** The STC is co-operating with us in this matter. As a matter of fact, all mineral ores which are now being exported are severely put to quality control tests. All governmental organisations are obliged under the law as well as practice to comply with pre-shipment inspection.

**Shri S. C. Samanta:** What were the recommendations of the Estimates Committee in this matter? Is the advisory committee looking into that also?

**Shri Manubhai Shah:** All the recommendations of the Estimates Committee have been looked into. More than the recommendations of the Estimates Committee, we now go almost on the international plane of quality control like the Japanese method, American method or the method in the Soviet Union so that nothing shall leave the shore of India over the course of a period of time where the goods are below the standard or not according to the export contract.

#### Price of Newsprint

\*331. **Shri Vidya Charan Shukla:** Will the Minister of Commerce and Industry be pleased to state:

(a) how the c.i.f. price of imported newsprint compares with the price of indigenously produced newsprint; and

(b) the reasons for difference in price, if any?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). A statement is placed on the Table of the House

#### STATEMENT

(a) Average c.i.f. price of imported newsprint

Rs. 770/- per tonne

Price of indigenous newsprint

Rs. 1050/- per tonne.

(b) The higher cost of the indigenous newsprint is due to the smaller in operation sized unit (100 tons a day) as compared to units of 600 to 1,000 average daily capacity operating in the principal newsprint producing countries, and to the higher processing cost of converting hard salai wood into pulp for indigenous newsprint as compared with the use

of more favourable raw materials like fir, spruce and pine available in those countries. Also the world prices of newsprint have been fluctuating to much higher figure. But currently due to large supplies of newsprint in the world market, the prices have slumped and that is why the difference is somewhat larger.

**Shri Vidya Charan Shukla:** The statement says that newsprint made in India is costlier by Rs. 300 when compared to the newsprint imported here after paying cost, insurance and freight. May I know whether there is any possibility of bringing down the cost of manufacture of the indigenously made newsprint in the near future to that of the level of the imported newsprint?

**Shri Manubhai Shah:** Firstly, I may only caution the House that it will be unfair to compare the world market price of any commodity with the cost of production in any particular country. Every country subsidises the price of its exported goods in order to earn more money by making them available to the rest of the world at competitive rates. The obvious example is of steel where once we were supposed to be the cheapest producer. But, today we are priced out because there is surplus of steel in the world which they want to sell. Secondly, the expansion of the NEPA unit will bring down the cost of production. We have recently raised the capacity from 100 tons to 200 tons per day.

**Shri Vidya Charan Shukla:** What is the aim of Government? To what price do they want to bring down the cost of newsprint in this country? Are the raw materials that are available to the international manufacturers made available to our manufacturers? Will they be tapped for manufacture in this country?

**Shri Manubhai Shah:** Taking the last part of the question first, the raw materials most suited for economic production of newsprint is not

available in this country. We have not got adequate supply of pine, fir or spruce, long-staple wood as they are called, which are best suited for economic production of newsprint.

**Shri Vidya Charan Shukla:** What about deodar?

**Shri Manubhai Shah:** Deodar is a soft wood which cannot bring long-staple fibre of the quality needed for newsprint manufacture. It can be done only with pine, fir and spruce. Even so, we are taking advantage of modern technology to see that bagasse and bamboo pulp are used to make newsprint to the extent possible. Therefore, it will not be possible for us to say that we can bring down the cost to the same extent as Sweden, Canada or Finland, or to some extent the Soviet Union, where these trees grow because of the climatic conditions which are more favourable for that.

**Shri R. S. Pandey:** The newsprint which is indigenously produced in our country is rough and inferior. Taking into consideration the inferior quality which we produce and as the imported paper is superior, I wanted to know what steps the Government propose to take to remove difference in quality?

**Shri Manubhai Shah:** Quality difference is something which we are ourselves ashamed of. Because, this plant was located by a private gentleman 15 years ago in a wrong place, on a wrong hypothesis. Since then, the history of the plant is known to the House. First, the Madhya Pradesh Government took it over and then the Central Government came to their aid. We cannot change the basic structure. But, it is our constant endeavour to see that by mixing of imported pulp and new methods of alkali bleaching, the colour is improved and made as presentable as possible. As far as the costs are concerned, I have already mentioned that it depends on economic factors of production.

**श्री तुलशीदास जाधव :** मैं यह जानना चाहता हूँ कि हमारे देश में कागज की कितनी आवश्यकता है, देश में कितना कागज पैदा होता है और कितना बाहर से मंगाया जाता है ।

**श्री मनुभाई शाह :** एक जमाना ऐसा था कि जब नेपा का हमारा न्यूजप्रिन्ट सस्ता होता था । मैं ने खुद तीन साल पहले यह देखा है । लेकिन वर्ल्ड में आवर-प्रोडक्शन हुआ और उन्होंने प्राइस गिरा दी । इस का मतलब यह नहीं है कि हम अपने देश में आर्टिफिशियल मीन्स से अपनी प्राइस को गिरा दें । लेकिन हमारी कोशिश यही है कि हमारी जो तीन नई फैक्ट्रीज बनें, उन में लैटेस्ट प्रासेस को लिया जाए और बगास का जितना बढ़िया रा मॅटीरियल मिले, उस को इस्तेमाल किया जाए ।

**Shri D. C. Sharma:** The gap between the imported price and indigenous price is about 150 per cent—50 per cent more. May I know how long will it take the Government to start new factories so that the gap becomes narrower?

**Shri Manubhai Shah:** The main aim is to save foreign exchange and secondly, of course, to make production less expensive than now.

**Shri Bhagwat Jha Azad:** Are we to understand, referring to the statement, that the price of our indigenous production is immune or subject to fluctuation in the world market price?

**Shri Manubhai Shah:** Yes, Sir. That is exactly what I was driving home. World price has no relation to the indigenous cost of production. Internal price is in our hands and it will depend upon raw materials cost, cost of transport, manufacturing cost and productivity of the plant.

**Shri K. C. Pant:** There are fairly widespread pine forests in the Himachal region. One of the reasons stated is lack of pine. Has any system-

atic survey been made to determine the availability of pine in the Himachal region?

**Shri Manubhai Shah:** Some systematic surveys have been, in the past, done both by this Ministry and the Ministry of Food and Agriculture. Year before last it was done by the Canadian Development Corporation in the whole of the Punjab and the northern part of the U.P. Our forests are not as dense as they should be for economic production. Secondly, the terrain there is so steep that extraction costs will be almost uneconomic.

**Shri Hari Vishnu Kamath:** India has been trying to produce newsprint for 15 years or so. The statement says that the higher cost is due to smaller production unit, harder wood in India. May I know whether any serious technical enquiry or re-examination has been undertaken in the last few years into the methods of production and also cost accounting within the project? Is the Minister sure that this higher cost is not really due to waste and extravagance within the project?

**Shri Manubhai Shah:** I have covered all these points over and over again. As late as last month, we have had again a foreign expert very well versed in this. We have several enquiries, I can assure the House. NEPA has been debated here any number of times. It was a sick baby of the public sector, inherited from a private gentleman who had wrongly placed that factory at a wrong place where there is no basic raw material available. Even so, we have brought the production from 7,000 tons to 29,000 tons after the public sector took it over, the loans have been repaid and profits have been made.

**श्री कद्गबाय :** क्या लिंक अखबार के लिए कोई नया कौटा दिया गया है ?

**Mr. Speaker:** Order, order; that is not relevant, Shri Bade.

**Shri Bade:** Is it a fact that for NEPA paper pulp is imported and because it is very costly the cost of



production is very high? Is the Government going to produce paper pulp in NEPA factory from salai wood or bamboo?

**Shri Manubhai Shah:** For the information of the hon. Member I may say that paper pulp in NEPA is made from salai wood grown in Madhya Pradesh; it is not imported.

### कागज के मूल्यों में वृद्धि

\*३३२. श्रीमती सावित्री निगम : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को विदित है कि कागज के भावों में एक सप्ताह के भीतर लगभग २५ नये पैसे प्रति पौंड की तेजी आई गई है, और बाजार से कागज एकाएक गायब हो गया है ; और

(ख) यदि हां, तो सरकार ने इस सम्बन्ध में क्या कदम उठाये हैं ?

**वाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) :** (क) और (ख). सभा पटल पर एक विवरण रखा जाता है ।

(a) and (b). A statement is laid on the Table of the House.

### विवरण

(क) सरकार को इस बात की शिकायतें मिली हैं कि बलकना में कागज के कुछ व्यापारी सरकार द्वारा मिलों के लिये निश्चित ५ प्रतिशत से भी अधिक मूल्य ले रहे हैं ।

(ख) सरकार ने एक अखबारी कागज (संशोधन) आदेश जारी किया है जिसके अनुसार पाठ्य पुस्तकों अथवा सामान्य रूचि की पुस्तकों के प्रकाशकों के अतिरिक्त अखबारी कागज का कोई भी उपभोक्ता अखबारी कागज के निर्यत्रक की लिखित अनुमति बिना अखबारी कागज के अलावा अन्य किसी भी प्रकार का कागज इस्तेमाल नहीं कर सकेगा ।

सरकार ने इण्डियन पेपर मिल्स एसोसियेशन

तथा इण्डियन पेपर मेकर्स एसोसियेशन द्वारा सम्मिलित रूप से बनाई गई संयुक्त विवरण । उत्पादन समिति को भी लिख दिया है जिसमें समिति पर यह ज़ोर डाला गया है कि वह व्यापारियों के जरिये कागज का समान वितरण करने की आवश्यकता तथा कुछ व्यापारियों द्वारा अधिक मूल्य लिये जाने के बारे में प्राप्त शिकायतों की जांच पड़ताल करे ।

इसके साथ ही भारत रक्षा नियमों के अधीन १ मार्च, १९६३ को अत्यावश्यक वस्तु (मूल्य नियंत्रण) नाम का एक आदेश भी जारी किया गया है । इन नियमों में कुछ अत्यावश्यक वस्तुओं जिनमें छपाई और लिखने का कागज भी शामिल है, के विक्री मूल्य की वे सीमाएँ निर्धारित कर दी गई हैं जिनके भीतर ६ फरवरी, १९६३ को या उससे पहले प्रचलित मूल्य बढ़ाये जा सकते हैं ।

**Shrimati Savitri Nigam:** What effect has been produced by the steps taken recently by the Government regarding the control of prices of paper?

**Shri Manubhai Shah:** On the whole it is too early for me to say, but the immediate effect has been a slumping down of the prices.

**Shrimati Savitri Nigam:** Has the hon. Minister received some complaints that the price has not only increased in Calcutta but has also increased to a very considerable extent in the Delhi market?

**Shri Manubhai Shah:** Yes, Sir; the complaint is correct. That is why we investigated into it and, as the hon. Member has rightly emphasised, we brought this measure in order to curb those prices.

**Shri S. M. Banerjee:** In the statement it is stated that Government have received complaints that some paper dealers in Calcutta are charging rates in excess of the margin of

5 per cent over the mill prices as fixed by Government. I want to know the names and number of those dealers. What action has been taken against them?

**Shri Manubhai Shah:** It is not a matter of names. Complaints come that generally the prices of paper have gone up. We have brought a statutory measure to see that after the new Budget and the imposition of the excise duties no prices go up. Among them paper is one commodity and we are watching. If any serious breach anywhere takes place, we will haul up the person.

**Mr. Speaker:** Shri Bhakt Darshan.

**Shri S. M. Banerjee:** Sir, I want your protection.

**Mr. Speaker:** Shri Bhakt Darshan.

**श्री भक्त दर्शन :** श्रीमान्, मैं यह जानना चाहता हूँ कि कागज की कीमत को घटाने के लिए जो कदम उठाए गए हैं, मार्केट पर उन का असर क्या पड़ा है।

**श्री मनुभाई शाह :** मैं इत्मीनान के साथ कह सकता हूँ कि उस का अच्छा असर पड़ा है।

**श्री त्यागी :** एकाग्र इयूनिट लगा दी गई है।

**Shrimati Renu Chakravartty:** In West Bengal the biggest paper manufacturing unit is the Titaghur Paper Mills. May I know whether at source, that is, ex-factory, there has been any rise or is the rise only at the end of the retailer?

**Shri Manubhai Shah:** It is only at the end of the retailer. Ex-factory prices are completely controlled for the last six years according to the Tariff Commission's formula and the prices agreed upon by the Government.

### Price of Raw Jute

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Shri Subodh Hansda:  
Shri S. C. Samanta:  
Shri B. K. Das:  
Shri M. L. Dwivedi:  
Shri P. C. Borooah:  
Shri Dinen Bhattacharya:  
Shrimati Vimala Devi:  
\*334. Shri Priya Gupta:  
Shri Indrajit Gupta:  
Shrimati Renu Chakravartty:  
Shri P. R. Chakravartty:  
Shri Bibhuti Mishra:  
Shri Heda:  
Shri P. G. Sen:  
Shri Maheswar Naik:

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

(a) whether it is a fact that raw jute was sold much below the official prescribed rate in the market in West Bengal in January, 1963;

(b) if so the reason therefor; and

(c) the action taken by Government in the matter?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) to (c). An up-to-date statement is laid on the Table of the House [Placed in Library, See no LT-926/63] I had also laid a similar statement on the Table of the House on 25th January, 1963.

**Shri Subodh Hansda:** From the statement I find that a number of States have been advanced money for the purchasing of jute. Is it a fact that last November and December when the growers had already sold their jute Government started purchasing jute at a lower price?

**Shri Manubhai Shah:** Government started purchasing jute since last year when the House approved of the price support policy and the buffer-stock operations of the STC as well as of the Jute Mills Association. It is true that when the aggression was at its height for two or three weeks, there was a complete slump in the Com-

modity markets and jute was one of the worse commodities to suffer. But we immediately went to their aid and today, the House will be glad to know, more than 76 lakhs bales have been purchased jointly by all these operations.

**Shri Subodh Hansda:** May I know whether the Government is aware of the fact that the jute mills entered into contracts with some of their agents at a very lower price, that is, at about Rs. 27/- per maund? Has it come to the notice of the Government and has it entailed heavy loss to the growers?

**Shri Manubhai Shah:** There have been several complaints about some of the jute mills, but I can assure the House that the Indian Jute Mills Association, whatever the general feeling against them may be, fully co-operated. This great sustenance of the price at Rs. 30/- per maund for Assam Bottoms as compared to Pakistan where the price is not even half of that has been due to their co-operation.

**Shri S. C. Samanta:** The statement says that the bad quality of jute is a drag on the market, and Government are encouraging the improvement in the quality of jute and discouraging production of low grade jute. May I know what impetus has been given by Government in this direction?

**Shri Manubhai Shah:** That is precisely the direction in which we are moving; the prices of what is called Assam V Bottom and Assam Cross Bottom, and the lower qualities have been kept three or five rupees lower than the prices for the main jute. The House will be glad to know that the prices for the Superior Harsh (?) and the medium varieties are the highest on record in Indian history.

**Shri B. K. Das:** May I know whether in order to avoid fluctuations of prices

in jute, Government are contemplating any statutory measure for fixing the prices of jute of different varieties?

**Shri Manubhai Shah:** That is what I have answered just now, that all steps at the economic level to give a better incentive for the production of better quality of jute are a part of the whole price support policy.

**Shri Heda:** In view of the fact that the effective step of price control by Government generally comes at the end when the poor farmers have already parted with their jute at a lower price, are Government contemplating the fixing of prices much before the crop comes into the market?

**Shri Manubhai Shah:** I have the misfortune of disagreeing with my hon. friend. We have not only announced the prices in advance during the last two years, but the operations are continuously in the offing. The real problem is that all of a sudden the crop comes to the extent of 80 lakhs or 90 lakhs bales into the market. No agency, either governmental or private can absorb all that in a day or even in two or three weeks. Therefore, some distress selling at that stage is unavoidable, unless the co-operative movement of the primary growers really comes into existence.

**Shrimati Renu Chakravartty:** Of the 75 lakhs (?) bales which have been bought by the IJMA, what was the quantity that was bought in October, November and December and January respectively? I want the figures month by month.

**Shri Manubhai Shah:** I can send the information to the hon. Member. I have got all the information with me. It varies from 11 lakhs bales to 7 lakhs bales.

**Shrimati Renu Chakravartty:** What was the rate at which it was bought, for example, in North Bengal, in the month of October and November when the actual bulk sales had taken place in the market?

**Mr. Speaker:** That information will be passed on to the hon. Member.

**Shri Priya Gupta:** May I know whether there is any truth in the statement that the mill-owners who have in their godowns the total quantity of jute required for about a year or two years are extending a threat due to which the Commerce and Industry Ministry are not in a position to fix the minimum and maximum prices of jute after looking into the actual expenditure incurred by the farmers in producing it?

**Shri Manubhai Shah:** The question of prices has been debated upon several times in this House. If I may repeat, the price here is 50 to 75 per cent more than the competitive prices in Pakistan. The jute crop is an international crop, and, therefore, the relationship will have to be there both with the rival as well as with the consuming markets of jute hessian, jute sacking, and jute of the carpet backing cloth and other varieties of jute goods.

**Shri Surendranath Dwivedy:** Is it not a fact that most of the quantities of jute that have been purchased by the Government agency were purchased from the traders and not from the actual cultivators who had already been deprived of the rates that they had fixed?

**Shri Manubhai Shah:** No, our instructions are very clear that the first preference should be given to buying from the growers themselves. If the hon. Member would refer to the statements made by Mr. Chaliha and Mr. Binodanand Jha they will be satisfied that both the Governments which were vitally concerned felt that the price support had come at the right time and had helped the farmers a great deal.

**Dr. P. S. Deshmukh:** It is true that this time Government have made a very serious effort to support prices. But is it not a fact that in spite of the efforts of Government and the various agencies including the co-

operatives, hardly 50 per cent of the farmers have got the minimum price?

**Shri Manubhai Shah:** I cannot say off hand the percentage and all that. We have no evaluation of that thing. But to have 80 per cent of the crops mopped up within six weeks of the coming of the crop is a considerable effort.

**Shri P. R. Chakraverti:** Is it not a fact that the abnormally low price obtaining in East Pakistan in the closest neighbourhood of India is primarily responsible for this effect, and if so, whether Government have taken steps to stop this smuggling?

**Shri Manubhai Shah:** This is a very relevant question, and I am thankful to the hon. Member for placing it before the House. As a matter of fact, this is one of the principal reasons for depressing the prices here continuously, and the Pakistan Government, as must have seen from the press reports, are equally concerned, and they are now issuing a rule or ordinance or something like that to the effect that for about five miles along the belt of the Indo-Pakistan border jute will not be grown in Pakistan.

**श्री विभक्ति मिश्र :** स्टेटमेंट में कहा गया है कि ७१ लाख बन्ज ली है। एक बेल में पांच मन होता है। इस तरह से ३ करोड़ ५५ लाख मन यह जूट हुआ। सरकार ने १५५ करोड़ रुपया दिया जिस में छः लाख बेल खरीदी जा सकती थीं। यह रुपया भी सरकार ने जनवरी में दिया। सरकार ने जो इस तरह किया यह ग्रॉयर के हित में किया या अहित में किया? डा० राम सुभग सिंह जी यहाँ बैठे हुए हैं। वह जानते हैं कि मेरे जिले में गवा लाख एकड़ जमीन में जूट होता है। अभी तक एक छटाक जूट भी सरकार ने वहां नहीं खरीदा है। मैं जानना चाहता हूँ कि सरकार इसके बारे में क्या कर रही है?

**अध्यक्ष महोदय :** एक बात का जवाब मिनिस्टर साहब दे दें।

**श्री विभूति मिश्र :** स्टेटमेंट में कई बातें हैं। उनके बारे में सबाल कैसे किये जायें? डा० राम सुभग सिंह जी यहाँ बैठे हुए हैं, वह जानते हैं। मेरे जिले में गवा लाख एकड़ जमीन में जूट होता है और आज तक एक छटांक भी सरकार की तरफ से जूट खरीदा नहीं गया है। वहाँ लोगों ने जूट बारह और चौदह रुपये मन बेचा है। मैं जानना चाहता हूँ कि सरकार इस के बारे में क्या कर रही है?

**श्री मनुभाई शाह :** यही तो भागवत में अब तक पढ़ता रहा हूँ। जो कुछ मैं ने कहा है, उसको फिर कहे देता हूँ। हम भी इसमें इक्वली कंसन्ड हैं। हम चाहते हैं कि ग्रोअरज को और ज्यादा बेंनीफिट मिले : उसका एक ही रास्ता है कि प्राइमरी सहकारी ग्रोअरज की सांसाइटियां जितनी ज्यादा बनेंगी, उतना ही ज्यादा फायदा ग्रोअरज को होगा।

**Heavy Electricals Limited, Bhopal**

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\*335. { **Shri R. G. Dubey:**  
**Shri Rameshwar Tantia:**  
**Shri Vishram Prasad:**  
**Shri Sidheshwar Prasad:**  
**Shri Rameshkhar Prasad**  
**Singh:**

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the extent of progress in respect of production of switch-gears, controlgear components and transformers so far in the Heavy Electricals Limited, Bhopal;

(b) whether there is a reasonable demand for the items so produced at Bhopal; and

(c) whether exact plans are also prepared to manufacture turbines, generators and industrial motors at Bhopal?

**The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi):** (a) The pace of progress is fairly satisfactory. The value of

production of items of heavy electrical equipment inclusive of works-in-progress is estimated to be Rs. 236.30 lakhs for the period April, 1962—January, 1963.

(b) Yes, Sir. The demand for transformers, switchgears etc. is far in excess of the capacity of the Bhopal Factory.

(c) Yes, Sir.

**Shri R. G. Dubey:** Which are the countries from where there is a demand for the products of the Bhopal factory? Are we in a position to cope with the demand?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** We are meeting the internal demand. There is no question of exporting now.

**Shri R. G. Dubey:** I could not follow the figures of production of different components.

**Shri C. Subramaniam:** The value of production of items of heavy electrical equipment inclusive of works in progress is estimated to Rs. 236.30 lakhs for the period April 1962—January, 1963. These include transformers, switchgears and various other items.

**Shri Rameshwar Tantia:** In consideration of the cut in imports, will the Bhopal factory manufacture such other machinery as we were importing before?

**Shri C. Subramaniam:** Yes, that is the intention. We are expanding the programme of manufacture of what we are already manufacturing. New items are also being taken up for manufacture.

**Shri Ramanathan Chettiar:** What is the investment in the Heavy Electricals, Bhopal, upto March 31, 1962, what is the target of production and what is the production reached last year?

**Shri C. Subramaniam:** I do not have the breakup upto 31st March 1962 immediately with me. But up

to now about Rs. 37 crores have been invested in it. As a matter of fact, the target set by the consultants is much lower than what we are just now producing. But we have revised the target of production. We have not reached the revised target.

#### WRITTEN ANSWERS TO QUESTIONS

##### **Rourkela and Durgapur Steel Plants**

\*327. { **Shri Morarka:**  
**Shrimati Sharda Mukerjee:**

Will the Minister of **Steel and Heavy Industries** be pleased to state:

(a) whether the committee on Plan Projects has completed its studies to eliminate production and supply bottlenecks in Rourkela and Durgapur steel plants; and

(b) if so, what are their findings?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):**

(a) The studies conducted by the Committee on Plan Projects did not specifically relate to matters concerning elimination of production and supply bottlenecks in Rourkela and Durgapur Steel Plants.

(b) Does not arise.

##### **Dealers of Cement**

\*333. **Shri D. N. Tiwary:** Will the Minister of **Steel and Heavy Industries** be pleased to refer to the reply given to Starred Question No. 492 on the 25th January, 1963 and state:

(a) whether it is a fact that in Bihar and in some other States the manufacturers of cement appoint their dealers without reference to State Governments;

(b) whether it is also a fact that the State Governments have to grant licences only to those dealers who are chosen by the manufacturers; and

(c) whether Government are aware that this has led to concentration of dealers at certain places and dearth at other important places, thus giving scope for blackmarketing?

**The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi):** (a) to (c). A statement is laid on the Table of the House.

#### STATEMENT

Stockists in cement are appointed by the Selling Agents of the State Trading Corporation of India Limited in their respective marketing zones. As the relationship between the Selling Agent and the Stockist is that of reciprocal financial accommodation and responsibility, Government do not normally interfere with the appointment of Stockists by the Selling Agents under the general authority of the State Trading Corporation of India Limited. However, in most States, Stockists are also required to obtain a licence from the State Government under the State Cement Control Order. Under these Orders, a State Government can (1) refuse to grant a licence, (2) suspend a licensee and/or (3) refuse to renew a licence. Accordingly, the State Government may, in its discretion, refuse to licence Stockists appointed by a Selling Agent. Stockists are also required under the State Cement Control Order to maintain registers for recording the receipt and sale of cement and furnish information required by the State Government.

In the present conditions of shortage of cement and the limited allocation made to Stockists, increase in the number of Stockists is not being encouraged except for purposes of replacement, or where there is a real need either from the distribution point of view or in order to ensure adequate competition so as to discourage malpractices. The State Trading Corporation of India has instructed the Selling Agents not to make fresh appointment of stockists without the prior concurrence of the State Trading Corporation.

The quantum of cement despatched to stockists is strictly regulated according to the allocation made by the concerned State authorities for

each destination and does not depend on the number of Stockists at the concerned destination.

State Governments have got statutory powers to check black-marketing of cement, if any.

#### Cost of Production of Steel

- \*336. { Shri Morarka:  
Shri Harish Chandra Mathur:  
Shri Brij Raj Singh Kotah:  
Shri Sham Lal Saraf:  
Shri Indrajit Gupta:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the cost of production in the three steel plants has been finally ascertained; and

(b) if so, how it compares with the world prices and also with the cost of production in other plants in India?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). The costs of production of the three public sector plants are constantly under review and various ways and means of effecting reduction in costs are being pursued. The costs, as indicated in the latest Tariff Commission's Report show that the work cost at Bhilai which was the only plant producing at or near capacity by April 1962 was quite comparable with the works cost in the private sector steel plants. With the increased production recently achieved at Durgapur and Rourkela, it is expected that their works costs will also be quite comparable. Judging by sale prices of steel in the world markets, Indian costs are high.

#### Afghan Trade Mission's visit to Delhi

- \*337. { Shri P. C. Borooah:  
Shrimati Savitri Nigam:  
Shri M. L. Dwivedi:  
Shri Bishanchander Seth:  
Shri Yashpal Singh:  
Shri Raghunath Singh:

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

(a) whether an Afghan Trade Mission visited New Delhi recently; and

(b) if so, the result of the trade discussions with them?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) The Indo-Afghan Trade Arrangement provides for periodical reviews of its implementation. It is for purposes of review that the Afghan Trade Delegation visited New Delhi recently at our invitation.

#### Cement Factories

- \*338. { Dr. B. M. Singhvi:  
Shri R. S. Pandey:  
Shri D. D. Mantri:  
Shri Surendra Pal Singh:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) how many new cement factories are proposed to be licensed or commissioned during the remaining period of Third Five Year Plan;

(b) what are the criteria for location; and

(c) where the new factories are to be located and for what reasons?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) Thirty-two schemes for new cement factories, with a total annual installed capacity of 6,332 million metric tonnes have been licensed or approved. The number of factories that will be commissioned during the remaining period of the Third Five Year Plan will depend on the availability of foreign exchange, the capacity of indigenous manufacturers of plant and machinery and the speed with which licensees will prosecute their schemes.

(b) Availability of raw materials, fuel, power, water, rail transport facilities, demand and supply in the area and the target for the Plan period are relevant criteria; other things being equal, the need for regional dispersal of the industry is also kept in view.

(c) A statement indicating the locations of the proposed new factories is laid on the Table of the House. These locations were approved generally on the basis of the criteria mentioned above.

## STATEMENT

| State          | Location  |
|----------------|---|
| Andhra Pradesh | Bhongir<br>Vizianagaram<br>Bonakulu<br>Yerraguntla              |
| Assam          | Cherrapunji   |
| Gujarat        | Baroda<br>Bhavnagar<br>Port Albert Victor<br>Poshina<br>Veraval |
| J & K          | Riasi<br>Wuyan  |
| Kerala         | Alwaye  |
| Madhya Pradesh | Bhanpura<br>Champa<br>Jmml<br>Raipur                            |
| Madras         | Karur<br>Rameswaram<br>Sankaridrug                              |
| Maharashtra    | Hadapsar<br>Rajur   |
| Mysore         | Nagargali   |
| Orissa         | Birmitrapur<br>Sambalpur  |
| Punjab         | Near Pathankot  |
| Rajasthan      | Abu Road<br>Chitorgarh<br>Nim-ka-thana                          |
| Uttar Pradesh  | Chopan  |
| West Bengal    | Durgaur<br>Jhalda   |

### विशाखापटनम और गोआ में इस्पात का कारखाना

\*३३६. { श्री यशपाल सिंह :  
श्री० बी० चं० शर्मा :  
श्री रामेश्वर टाटिया :  
श्री सिद्धेश्वर प्रसाद :  
श्री सुबोध हंसदा :  
श्री स० च०सामन्त :  
श्री सुरेन्द्रपाल सिंह :  
श्री प्र० चं० बल्ला :  
श्री रा० शि० पाण्डेय :

क्या इस्पात और भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विशाखापटनम और गोआ में इस्पात के कारखाने खोलने का विचार है ;

(ख) यदि हाँ, तो कब तक ;

(ग) इन पर कुल कितना खर्च होगा ; और

(घ) क्या इन कारखानों का विदेशी सहयोग की भी आवश्यकता होगी ?

इस्पात तथा भारी उद्योग मंत्री (श्री चि० सुब्रह्मण्यम्) : (क) से (घ). मैलाडिला-विशाखापटनम अथवा गोआ-होमपेट क्षेत्र में नया इस्पात कारखाना/कारखाने स्थापित करने के प्रश्न पर स्टीयरिंग ग्रुप विचार कर रहा है। यह ग्रुप जल्द ही और इस्पात के लिए चौबीस पांच साला योजना तैयार करने के लिए बनाया गया है। स्टीयरिंग ग्रुप की सिफारिशों के १९६३ के अन्त तक प्राप्त होने की संभावना है। इस समय कारखाने के स्थल, चायू होने की तारीख तथा खर्च के अनुमानों के बारे में कुछ कहना मुश्किल है। यदि विदेशी सहयोग की आवश्यकता हुई तो इस बारे में उपयुक्त समय पर विचार किया जायेगा।



# Committee on Distribution of Steel

- { Shri D. N. Tiwary;  
 Shri Bibhuti Mishra;  
 Shri Basappa;  
 Shri P. R. Chakraverti;  
 \*340. { Shrimati Renu Chakravartty;  
 Shri Daji;  
 Shri Bhagwat Jha Azad;  
 Shri Bhakt Darshan;  
 Shri Sidheshwar Prasad;  
 Shri Prakash Vir Shastri:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether Government have considered the interim report of the Raj Committee on Steel and taken any decision especially on the retention price and distribution of Iron and Steel; and

(b) if so, the details thereof?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):**

(a) and (b). The report is under preliminary examination, but the decision of the Government will be taken only when the final report of the Committee is available.

## Defects in Watches produced by H.M.T.

- \*341. { Shri Subodh Hansda;  
 { Shri S. C. Samanta:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether any complaints have been received by the Hindustan Machine Tools Ltd., Bangalore for selling defective watches in the market?

(b) if so, what kind of defects are pointed out; and

(c) the steps Government are taking to remove such defects?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):**

(a) The Hindustan Machine Tools Ltd., do not sell defective watches; 4.2 per

cent of about 36,000 watches sold were returned for repairs of which half were received with breakages due to bad handling from customers and the balance were received for adjustments only.

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

## Export Incentive Scheme for Engineering Goods

**601. Shri Mohammad Elias:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a new export incentive scheme has been drawn up for engineering goods; and

(b) if so, the details thereof?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). No new export incentive scheme has been drawn up for engineering goods. A scheme for this purpose has been in force for the last few years. Recently, however, its provisions have been simplified and liberalised in some respect.

## Precision Instruments Factory at Kotah

**602. Shri Brij Raj Singh-Kotah:** Will the Minister of Commerce and Industry be pleased to state:

(a) the latest position regarding the setting up of the proposed precision instruments factory at Kotah, Rajasthan with Russian aid;

(b) when the work is expected to begin; and

(c) what are the collaboration terms?

**The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo):** (a) to (c). The Detailed project report from M/s. Prom-mash export of Moscow is awaited and further work at the factory site is expected to begin on its receipt. The scheme for training of Indian technicians in the factories in U.S.S.R. has been finalised.

The Soviet Organisation will render all technical assistance in the establishment of the factory on the basis of the agreement dated the 12th February, 1960 between the Governments of India and the USSR.

### Glass Industry

603. **Shri Himatsingka:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any representations by the Glass Industry have been received regarding the difficulties experienced following the ban on import of Soda Ash for glass manufacture; and

(b) if so, the details thereof?

**The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo):** (a) and (b). The Bengal and Orissa Glass Manufacturers' Associations have represented that the supply of imported Soda Ash should be continued because the indigenous manufacturers are not in a position to meet the requirements of the glass industry. Government have looked into the matter and are satisfied that adequate supply of Soda Ash to meet the full requirements of the industry would be available from indigenous production, allowing for the use of imported soda ash only by sheet glass factories for the next six months.

### Heavy Industries

604. **Shri Krishna Deo Tripathi:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the State-wise break-up of heavy industries installed under first and Second Five Year Plan together with persons employed therein;

(b) State-wise break-up of heavy industries installed so far under the Third Five Year Plan together with persons employed therein; and

(c) Statewise break-up of proposed heavy industries under the Third Five Year Plan during its remaining per-

iod together with probable number of persons to be employed therein?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** (a) to (c). The information is being collected and will be laid on the Table of the House as soon as possible.

### महाराष्ट्र में कताई मिल

६०५. श्री बे० शि० पाटिल : क्या बारिगंज तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार के पास महाराष्ट्र के यवतमाल जिले से उम जिले में एक रिपनिंग मिल स्थापित करने का प्रस्ताव आया है ; और

(ख) यदि हाँ, तो उस पर क्या कार्यवाही की गई है ?

**अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) :** (क) जी. हाँ ।

(ख) आवेदन-पत्र पर विचार किया जा रहा है ।

### Delimitation of Constituencies

- |      |   |                      |
|------|---|----------------------|
| 606. | { | Shri Bishwanath Roy: |
|      |   | Shri Sonavane:       |
|      |   | Shri R. S. Tiwary:   |
|      |   | Shri Bibhuti Mishra: |
|      |   | Shri Basappa:        |

Will the Minister of Law be pleased to state whether on the basis of the census of 1961, the delimitation of the constituencies of the Lok Sabha and the State Assemblies would begin this year?

**The Deputy Minister of Law in the Ministry of Law (Shri Bibhudhendra Mishra):** In accordance with section 3 of the Delimitation Commission Act, 1962, a Delimitation Commission has been set up and it has already commenced its work under the Act.

### Foundry Forge Project

607. **Shri R. G. Dubey:** Will the Minister of Steel and Heavy Industries be pleased to state the progress recorded so far with regard to the Foundry Forge Project in the matter of civil works and procurement of plant?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** Contracts for all factory buildings have been awarded and construction of the installation workshop has been completed; there is progress in the construction of the woodworking shop, pattern storage and tool room; and in other shops, such as, the Grey Iron and Steel Foundries, castings and clearing shops, work has started during 1962. A quantity of about 32,000 tons of steel will be needed to complete these buildings and supplies are being arranged through the Iron & Steel Controller.

25,331 metric tons of plant and other equipment valued at Rs. 8.25 crores have been shipped from abroad against a total of 53,262 metric tons ordered. Erection of equipment is in progress in the Installation workshop and erection work will continue as and when the factory blocks get completed.

The progress is by and large according to schedule; and it is expected that the grey iron foundry will be commissioned by 1964, the forging shop, by March 1965 and the steel foundry by the end of 1965.

### Trade with African Countries

608. { **Shri P. R. Chakraverti:**  
**Shri Daljit Singh:**

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

(a) the steps taken by Government to increase India's trade with African countries; and

(b) the names of countries of Africa which have trade relations with India and the volume of trade both ways in 1962?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) Steps have been taken to open Commercial Offices, appoint representatives of Export Promotion Councils, organise exhibitions of Indian goods, set up permanent show rooms for display of Indian goods, exchange delegations, start joint ventures, encourage Indian firms to open foreign branches and conclude Trade Agreements. A statement of the steps taken is laid on the Table of the House. [Placed in Library, See No. LT-927/63].

(b) India has trade relation with all countries in Africa (except the Union of South Africa). At present Egypt, Morocco and Tunisia only have trade agreement with this country. A statement of the volume of Trade both ways during 1962 with the countries of Africa is laid on the Table of the House.

### Barter Link Arrangements by S.T.C.

609. { **Shri Rameshwar Tantia:**  
**Shri R. S. Pandey:**

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

(a) the number of countries with which barter link arrangements have been concluded by the State Trading Corporation; and

(b) the commodities quantity and value involved with each country in these deals (country-wise)?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) The State Trading Corporation has concluded Barter/Link Agreements with business houses in Sweden, Switzerland, France, West Germany, Finland, Austria, Belgium, Italy, Jordan and Tunisia.

(b) A statement showing the names of foreign countries the commodities for import/export involved under each deal together with value is laid on the

Table of the House. [Placed in Library, See No. LT-928/63].

### Salt Factories in West Bengal

610. { Shri S. C. Samanta;  
Shri Subodh Hansda;  
Shri M. L. Dwivedi;

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

(a) how many new Salt factories have been opened in West Bengal since 1959; and

(b) how far the question of opening a big salt factory in public sector at Contai has proceeded?

**The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo):** (a) None, Sir.

(b) Information is being collected and will be laid on the Table of the House in due course.

### Issue of Licences for Textile Industry

611. **Shri Sivamurthi Swamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any policy has been announced regarding issue of licences for textile industry;

(b) if so, whether the same policy is followed in respect of co-operative concerns also;

(c) how many persons have applied from Mysore State for co-operative textile industries and how many licences are still pending for issue; and

(d) whether any representation has been made to liberalise the policy to encourage co-operative concerns after fixed date (30th September, 1960)?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). Government decided to license, in the first instance, 3 million spindles were allocated to the different States and the balance of one million was set apart for allocation to

others industry to Co-operative Cotton Spinning Mills.

(c) Three applications were received and licences have been issued in all the three cases.

(d) No, Sir.

### Rourkela Steel Plant

612. **Shri Tyagi:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that recently a large number of officials and senior staff in Rourkela had either resigned or been dismissed; and

(b) if so, the details thereof?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** (a) No, Sir.

(b) Does not arise.

### Official Language (Legislative) Commission

613. { Shri Tyagi;  
Shri Raghunath Singh;

Will the Minister of Law be pleased to state:

(a) the number of Members and staff of the Official Language (Legislative) Commission appointed by Government; and

(b) the rate of T.A. and D.A. allowed to Members of the Commission?

**The Deputy Minister in the Ministry of Law (Shri Bibudhendra Misra):**

(a) Apart from the Chairman, Vice-Chairman and Member-Secretary, three full-time Members and nine part-time Members have so far been appointed. The number of staff so far appointed is as follows:—

(i) Gazetted .. 7

(ii) Non-Gazetted .. 50 (including  
22 Class IV  
staff).  
Total—57

(b) A statement showing the rates of T.A. and D.A. admissible to the

Members of the Commission in connection with the work of the Commission is laid on the Table of the House. [Placed in Library, See No. LT-613/63].

### Issue of Import Licences

**614. Shri Daljit Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total value of import licences issued in 1962 in respect of (i) capital goods, and (ii) consumer goods; and

(b) the estimate of outstanding unutilised import licences in respect of both categories of goods?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). In the Import Trade Control Organisation, the licensing data is maintained on a financial year basis. The required information in respect of the April 1962—March 1963 licensing period (up to 31st December, 1962) is being collected and will be laid on the Table of the House.

### Electric Fans

**615. Shri Daljit Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of electric fans manufactured in India during 1962;

(b) the value of electric fans exported during the same period; and

(c) the names of the countries to which these have been exported?

**The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo):** (a) The total number of fans produced in 1962 by the large scale units in India is 11,29,300 Nos.

(b) The value of fans exported during the period January to November 1962 is Rs. 72,79,265.

(c) The principal countries to which the fans have been exported:

Aden  
Egypt  
Iraq  
Malaya  
Saudi Arabia  
Singapore  
Thailand  
Australia  
Ethiopia  
Kuwait  
Nigeria  
Siera Leone  
Sudan

### Sewing Machines

**616. Shri Daljit Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of sewing machines manufactured in India during 1962;

(b) the value of sewing machines exported during the same period; and

(c) the names of countries to which these have been exported?

**The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo):** (a) 3,89,316 Nos.

(b) About Rs. 57 lakhs.

(c) U.K.  
Kuwait  
East Pakistan  
Singapore  
Malaya  
Iraq  
Afghanistan  
Thailand  
Tanganyika  
UAR  
Sudan  
Congo  
Madagascar  
Canada  
British Guiana  
Fiji Islands  
Ceylon  
Netherlands  
Kenya  
USA  
South Vietnam  
Nigeria  
Cambodia  
West Germany  
Iran.

### Continuous Casting Process

617. { Shri Bhagwat Jha Azad:  
Shri Bhakt Darshan:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether there is any proposal to introduce the "continuous Casting Process" of steel making in Rourkela; and

(b) if so, when the process is likely to be introduced?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** (a) and (b). The introduction of continuous casting is one of the possibilities which is being examined in connection with the possible expansion of production in Rourkela Steel Plant in the Fourth Plan.

### Tea Auction Market in Assam

618. { Shri P. C. Borooah:  
Shri Heda:

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

(a) whether the question of opening a separate Tea Auction Market in Assam has of late been under consideration as an alternative to the proposal of abolition of Entry Tax by the West Bengal Government; and

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

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). The Government of Assam who appointed a Committee on the 4th October, 1961, to examine the possibilities of setting up a Tea Auction Market in Assam, submitted its report on the 26th June, 1962. The Committee *inter alia*, examined the effect of West Bengal Entry Tax on Assam Teas. The abolition or non-abolition of the tax, however, was not the prime determinant of their recommendations. No decision yet ap-

pears to have been taken by the Government of Assam on the recommendations.

### Ceylon Tea Board

619. **Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Ceylon Tea Board has sought the participation of India in a joint "drink tea" campaign in Western countries; and

(b) if so, Government's decision in the matter?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). Discussions have recently been held between the Ceylon Tea Board and the Indian Tea Board for undertaking joint promotion for tea in certain overseas markets. Government have only now received the report on the outcome of the discussions.

### Allotment of Iron to Punjab

620. **Shri Daljit Singh:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the quantity of iron allotted to Punjab during 1962-63; and

(b) the quantity actually supplied to Punjab during the same period?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** (a) Since there has been no quota system for pig iron from 1-7-1959, no allotments as such were made. Indents are received from consumers direct and planned on Producers after screening with reference to past consumption and assessed capacity. The demand for pig iron (foundry grade) has increased considerably with the increase in the number of foundries and assessed capacity. Since availability has not correspondingly increased the demand of all consumers cannot be met in full. Equitable distribution of the available quantity is

therefore made to all States, based on the assessed capacity and outstanding orders. In the case of Punjab State it worked out to 12,388 tonnes for Central list foundries and 14,480 tonnes for State list foundries.

(b) Total despatches of pig iron during 1962-63 (April '62—January '63) were 49,589 tonnes. This included despatches against outstandings from the past year and fresh allocation.

#### **Handloom Goods in Madras State**

**621. Shri Dharmalingam:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that there is a heavy stock of handloom goods in Madras State due to reduced demand both in India and foreign countries;

(b) whether there is any proposal to give 10 nP. rebate for handloom cloth also;

(c) whether the Government of Madras have approached the Centre for this purpose; and

(d) if so, the action taken thereon?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) and (b). Government of India received reports that there was an accumulation of unsold handloom cloth causing distress to weavers in various states, including the Madras State. The situation was studied carefully and it was felt that this was a temporary phase and would improve shortly. However, in order to improve the sales and clear off the uncleared stocks of handloom goods and to give immediate relief to the industry, it was decided, as a special case, to allow a special additional rebate on all sales of handloom cloth in addition to the usual rebate on such sales in the co-operative sector as under:

- (i) Five naya paise in the rupee on genuine retail sales; and
- (ii) three naya paise in the rupee on wholesale sales of handloom cloth.

This special rebate will be allowed for period of 15 days from the 1st March to the 15th March 1963. This special rebate will be in addition to the usual rebate of five naya paise in the rupee on retail sales and three naya paise in the rupee on all wholesale sales.

#### **Cost of Tea Production**

**623. Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) how far on an average the cost of tea production in the North-Eastern region has increased on account of the (i) increase in the wages as granted by the Wage Board, (ii) increase in the prices of coal due to stoppage of direct rail movement of coal and (iii) the imposition of the Emergency Risks Insurance; and

(b) the steps being taken to counter this increase in cost of production, so as to make Indian tea, particularly common tea, more competitive in foreign markets in view of the growing competition in the world tea market?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) No precise information is available. The Tea Board are undertaking a survey of the cost of production of tea in the various regions. These factors will also be taken into consideration by the Board before arriving at any conclusion.

(b) The competitive ability of Indian Tea in foreign markets is constantly kept under review. The abolition of the Export Duty on Tea with effect from 1st March, 1963 is a step in this direction.

#### **Import of Copra**

**624. Shri Ravindra Varma:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of licences issued during the last 12 months for the import of Copra;

(b) whether such licences have been issued only to those who are actually using Copra for the manufacture of oil;

(c) whether Government have received representations from Millers' Associations in Kerala complaining against the denial of Copra import licences to coconut oil millers; and

(d) if so, what steps Government propose to take to redress the grievances of the coconut oil millers of Kerala?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) 2418 for the licensing periods October 6—September 6.

(b) No, Sir.

(c) Yes, Sir.

(d) In the second half year of the current licensing period April '62—March 1963, import of copra has been canalised through the State Trading Corporation who will distribute it to those Copra Crushing Units and Soap Manufacturers who have submitted annual applications and have got licences for the first half year.

#### Import and Export Licences

625. { Shri D. D. Mantri;  
Shri Daljit Singh:

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

(a) the number of firms debarred for reasons of dishonesty from obtaining import and export licences during 1962-63; and

(b) how many have been black listed during this period?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) 19 (from 1-4-1962 to 16-2-1963).

(b) 67 (from 1-4-1962 to 16-2-1963 and inclusive of the 19 firms mentioned above).

#### Portable Typewriter Factory

626. **Shri P. Kunhan:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a scheme to set up another factory for the production of portable typewriters with West German collaboration has been approved by Government;

(b) if so, the details thereof;

(c) when the factory is expected to go into production and

(d) the location of the factory?

**The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo):** (a) No.

(b) to (d). Do not arise in view of answer given against (a) above.

#### Fertilizer Plant, Rourkela

627. **Shri P. Kunhan:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that Hindustan Steel has asked the Fertiliser Corporation of India to run the fertiliser plant at Rourkela;

(b) if so, the reasons therefor; and

(c) when the plant is expected to be taken over by the Fertiliser Corporation?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** (a) to (c). A proposal to transfer the management of the Rourkela Fertiliser Plant to the Fertiliser Corporation of India, who have greater experience in producing fertilizers, is under consideration. The exact date when the plant will be taken over by the Corporation has not yet been decided.



**Quality Control on Exportable Coir Products**

628. { Shri A. K. Gopalan:  
Shri P. Kunhan:

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

(a) whether Government propose to introduce quality control on all exportable items of Coir and Coir products;

(b) if so when the control is expected to be introduced; and

(c) whether the control will be compulsory or voluntary?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Quality control is proposed to be introduced on exportable items of coir and coir products for which standards have been prescribed by the Indian Standards Institution.

(b) On 1st April, 1963.

(c) Voluntary to start with.

**Export in Handloom Industries**

629. Shrimati Sarda Mukerjee: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the State Trading Corporation propose to take over the entire export in handloom industries; and

(b) if so, the reason therefor?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) No, Sir.

(b) Does not arise.

**Heavy Industries in Jammu and Kashmir State**

630. { Shri Abdul Ghani Goni:  
Shri Bhakt Darshan:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the names of the Heavy Industries established by the Central Gov-

ernment so far in Jammu and Kashmir State; and

(b) the names of industries likely to be set up during the remaining period of Third Plan?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). No heavy industry has so far been established in Jammu and Kashmir State by the Central Government. There is no proposal at present to set up any heavy industry in Jammu and Kashmir State during the remaining period of Third Plan.

**Import of Auto Rickshaw Vehicles**

631. Shri Yajnik: Will the Minister of Steel and Heavy Industries be pleased to state:

(a) the number of 3-wheeled scooters that are used as auto rickshaws imported during the last three years;

(b) the number of auto rickshaw vehicles licensed to be imported during 1963-64; and

(c) whether Government have decided to place restrictions on the sale of new auto rickshaws within one year of purchase as in the case of 2-wheeled scooters?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Import of scooter auto-rickshaws in built-up condition on commercial basis has been banned since October, 1957. Two of the approved manufacturers of scooters are, however, permitted to import components for the manufacture of scooter auto-rickshaws against licences issued to them from time to time for the import of C.K.D. packs of scooters. The number of scooter auto rickshaws produced by them during the last three years is as follows:—

| Year |   | Production |
|------|---|------------|
|      |   | Nos.       |
| 1960 | . | 466        |
| 1961 | . | 1245       |
| 1962 | . | 1402       |

(c) The question of issuing a Control Order to regulate the distribution and sale of auto-rickshaws is presently under consideration of the Government.

#### Tea Processing Plant at Kangra

632. Shri A. N. Vidyalkar: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is proposed to set up a Tea Processing Plant in Kangra Valley with a view to properly promoting the production and processing of Tea Industry in the Valley;

(b) whether Government have sanctioned the scheme and if so, the broad details thereof; and

(c) how long it will take to complete the project?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) Government have agreed to the Tea Board granting a loan of Rs. 3 lakhs to the Punjab Government for establishing a Co-operative Tea Factory at Bir in Kangra with an estimated capital cost of Rs. 5 lakhs to process 2 lakh pounds of tea annually, either black or green tea, with a provision to increase the capacity to 5 to 7.5 lakhs in stages. The following are the details of the share holdings in the Society:

|   | Rs.            |
|---|----------------|
| (i) Contribution by members of Co-operative Society . . . . .                                     | 50,000         |
| (ii) Share Capital by Punjab Government (towards the purchase of shares) in the Society . . . . . | 50,000         |
| (iii) Loan by the Tea Board to the Society through the Punjab Government . . . . .                | 300,000        |
| (iv) Loan by the Punjab Government to the Society . . . . .                                       | 100,000        |
| <b>TOTAL</b> . . . . .  | <b>500,000</b> |

The estimated financial requirements for setting up the Co-operative factory are furnished below:

#### (1) Total Fixed Capital :

|   |                |
|---|----------------|
| (i) Towards the cost of land . . . . .        | 5,000          |
| (ii) Towards the cost of building . . . . .   | 140,000        |
| (iii) Towards the cost of machinery . . . . . | 242,000        |
| <b>TOTAL</b> . . . . .                        | <b>387,000</b> |

#### (2) Working Capital :

|   |                |
|---|----------------|
| Three months requirements . . . . .       | 70,000         |
| <b>Total Cost of the Scheme</b> . . . . . | <b>457,000</b> |

The tea factory besides processing tea of the members of the Co-operative Society will also undertake processing of tea for non-member tea growers in the area on payment of necessary manufacturing charges.

(c) It is expected that the factory will be ready for next year's manufacturing season.

#### Chemical Manufacturing Project at Durgapur

633. Shri Subodh Hansda: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a project for manufacture of chemicals at Durgapur West Bengal has been sanctioned;

(b) if so, whether the construction has started and the machineries required for this project will be obtained from local market;

(c) if not, whether it will be imported; and

(d) from which country it will be imported?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) to (d). The Durgapur Chemicals Project, Calcutta, a West Bengal Government undertaking, have been licensed under the Industries (Development and Regulation) Act, 1951 for the manufacture of synthetic phenol, phthalic anhydride, pentachlor phenol, caustic soda and chlorine. The West Bengal Government have taken neces-

sary steps for the early construction of this Project. Such machinery and equipment that will not be available indigenously will be imported from France and West European countries.

#### Issue of Industrial Licences

634. { Shri Daji:  
Shri Indrajit Singh:  
Shri S. M. Banerjee:

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

(a) how many licences for opening new industries were issued in 1960-61 and 1961-62;

(b) how many of them were utilised; and

(c) how many licences were withdrawn for non-utilisation during this period?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). Particulars of licences issued from time to time are published in the "Bulletin of Industrial Licences, Import Licences and Export Licences" and in the "Indian Trade Journal" both of which are Weeklies and in the monthly "Journal of Industry and Trade". Progress of implementation of licences is also published in the monthly "Journal of Industry and Trade". Copies of the three publications are available in the Library of the House.

(c) 123 Licences were revoked or cancelled during the years 1960-61 and 1961-62.

#### Small and Large Scale Industries

635. { Shri Gopal Dutt Mengi:  
Shri Abdul Ghani Goni:

Will the Minister of Commerce and Industry be pleased to state the percentage of small scale industries and large scale industries in the total national income for the years 1959-60, 1960-61 and 1961-62?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): The percentage distribution of national income by industrial origin has been presented in Table 2.1 of the annual publication entitled "Estimates of National Income—1948-49 to 1961-62" released by the Central Statistical Organisation of the Department of Statistics, and circulated to the Members of the Sabha on the 25th February, 1963. According to this publication, the percentage contribution of small enterprises and factory establishments to the national income in the years 1959-60 to 1961-62 is as given below:

#### Percentage contribution to national income

|                        | 1959-60 | 1960-61 | 1961-62 |
|------------------------|---------|---------|---------|
| Small enterprises      | 8.2     | 7.9     | 8.0     |
| Factory establishments | 8.6     | 9.3     | 10.0    |

#### Steel Plant in Jammu and Kashmir State

636. { Shri Abdul Ghani Goni:  
Shri Gopal Dutt Mengi:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether, in the light of detailed geological studies in Jammu and Kashmir, it is feasible to build there some Steel or Pig Iron Plant; and

(b) if so, when Government propose to do so?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): (a) and (b). Intensive technical studies will be required to establish the feasibility of building a Steel or Pig Iron Plant in Jammu and Kashmir on the basis of the raw materials available there. Government have advised the Government of Jammu and Kashmir to process these studies with the help of the National Metallurgical Laboratory.

12 hrs.

# CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

DELAY IN THE ARRIVAL OF THE POLICE  
AT DELHI TOWN HALL ON 6TH MARCH,  
1963 WHEN CERTAIN PERSONS ATTACKED  
THE TOWN HALL.

**Mr. Speaker:** Calling Attention.

**Shri S. M. Banerjee** (Kanpur): I have a submission to make in this particular connection of the Calling Attention Notice. I would invite your kind attention to the fact that on the same subject we tabled a Calling Attention Notice when 87 families were evicted, and this is the natural result of that. That was rejected and this has been admitted in a different form. So, my submission is that we should be allowed to put questions on this.

**Mr. Speaker:** This is not on the same subject. This is on police interference and the running away of the councillors when they were attacked, and not eviction. If he has any grievance, he can come to me, I will call for the papers. I cannot remember all the papers off-hand. He may remember.

**Shri S. M. Banerjee:** It is not about your ruling. My submission is only this. You will kindly appreciate my difficulty. After the 87 families were evicted...

**Mr. Speaker:** That is a different thing altogether.

**Shri S. M. Banerjee:** This is the result of that.

**Mr. Speaker** No, no.

**श्री सरजू पाण्डेय (रसड़ा):** मैं प्वाइंट ऑफ आर्डर उठाना चाहता हूँ ।

**अध्यक्ष महोदय :** कि मैं इस कॉलिंग अटेंशन को ले नहीं सकता ?

**श्री सरजू पाण्डेय :** मैं इसी सिलसिले में घाप से एक व्यवस्था चाहता हूँ । नियम १६७

के बारे में जिसमें यह व्यवस्था की गई है कि पब्लिक इम्पोर्टन्स के जो प्रश्न हों उन पर मिनिस्टर्स से बयान दिलाये जायें, मेरा निवेदन यह है कि आज देश में जैसी संकट की स्थिति है उस में यदि किसी बात से देश की एकता के भंग होने की सम्भावना हो या देश की सुरक्षा को बाधा उपस्थित हो उस के सम्बन्ध में भी इस नियम में आप व्यवस्था कर दें । अभी लखनऊ में एक प्रदर्शनी हुई थी उस के सम्बन्ध में मैं ने एक कॉलिंग अटेंशन नोटिस दिया था लेकिन उस को अस्वीकार कर दिया गया ।

**Shri Bade:** By raising the point of order, he wants to say the same thing in a different way.

**श्री सरजू पाण्डेय :** मेरा निवेदन यह कि उस प्रदर्शनी में इस प्रकार की किताबें और इस्तहार आदि रखे गये जिन से देश की एकता के भंग होने की सम्भावना

**Shri Bade:** He cannot use this to speak on the same matter. It is a State subject.

**अध्यक्ष महोदय :** मुझे उन की बात सुन लेने दीजिये ।

**श्री सरजू पाण्डेय :** मेरा निवेदन है कि यहां पर कई बार ऐसे प्रसंग उपस्थित होते हैं जिन से देश की एकता के भंग होने की सम्भावना होती है या कुछ लोग इस प्रकार की चीजों का प्रदर्शन करते हैं जिन से देश की मूल नीतियों पर आघात होता है किन्हीं विषयों के सम्बन्ध में । इसलिये आप नियम १६७ पर दुबारा विचार करें और माननीय मंत्रियों से इस बात का आग्रह करें कि वे ऐसे प्रश्नों पर अपनी राय दें । अभी लखनऊ . . . .

**अध्यक्ष महोदय :** मैं आप को और चीजों को इस समय नहीं कहने दे सकता ।

**श्री सरजू पाण्डेय :** मेरा प्वाइंट ऑफ आर्डर है ।

**अध्यक्ष महोदय :** अब यह फैसला कौन करेगा । The hon. Members should sit down. They will kindly resume their seats.

**श्री बड़े (खारगोन) :** मैं प्वाइंट आफ आर्डर रोज करना चाहता हूँ ।

**अध्यक्ष महोदय :** तो क्या आप चाहते हैं कि पहले वाइंट आफ आर्डर को बन्द कर दूँ और आप के प्वाइंट आफ आर्डर को पहले सुन लूँ ? पहले आप एक को खत्म होने दोजिये । पहले मैं उन से बात कर लूँ फिर दूसरे को अलाऊ कर सकता हूँ ।

**Shri Bade:** I may be allowed to say something on the point of order.

**Mr. Speaker:** I have to decide that.

**Shri Tyagi (Dehra Dun):** Let him say first.

**अध्यक्ष महोदय :** यह कौन फैसला करे कि कालिंग अटेंशन नोटिस कहां पर होनी चाहिये और कहां नहीं होनी चाहिये ?

**श्री सरजू पाण्डेय :** मैं नियम १९७ के बारे में कहना चाहता हूँ ।

**अध्यक्ष महोदय :** अगर आप को कोई शिकायत हो तो आप मेरे पास आइये । यह नहीं कि इस चीज के कवर में आप अपनी बात कहें ।

**Shri Surendranath Dwivedy (Kendrapara):** It is not a discussion of rule 197. It is in relation to a particular matter.

**अध्यक्ष महोदय :** नियम १९७ के अन्तर्गत जो चीज हमारे सामने हैं उस की बाबत ही कहें ।

**श्री सरजू पाण्डेय :** नियम १९७ के बारे में मेरा कहना है कि आप इस प्रश्न के ऊपर मुख्य रूप से ध्यान दें कि कई बार ऐसी बातें होती हैं जिन से देश की सुरक्षा सम्बन्धी बातों पर और देश की एकता को आघात पहुंचता है . . .

**अध्यक्ष महोदय :** अगर आप चाहते हैं कि नियम १९७ में और भी सज्जेक्ट्स आ जायें तो उस के लिये आप रूल के अमेंडमेंट का नोटिस दें । अगर माननीय सदस्य कहते हैं कि मैं ने कोई गलत फैसला दे दिया तो वे मेरे सामने ले कर उस को आयें और उस पर मुझ से बहस करें । इस समय एक चीज पर बहस हो रही है, उस पर कोई और प्वाइंट आफ आर्डर कैसे उठ सकता है ?

**श्री बड़े :** मेरा कहना है कि लखनऊ में कोई ऐसी बात नहीं हुई है . . . .

**अध्यक्ष महोदय :** आप बैठ जाइये । It is very unfortunate that when I am asking the hon. Members not to continue, still they would have their say, whatever I may say.

**श्री बड़े :** यह गलत है ऐसा मेरा कहना है ।

**अध्यक्ष महोदय :** श्री पी० आर० चक्रवर्ती ।

**Shri P. R. Chakravarti (Dhanbad):** I call the attention of the Minister of Home Affairs to the following matter of urgent public importance.

**Mr. Speaker:** Would he not conclude even now?

**Shri Bade:** He says.....

**Mr. Speaker:** Whatever he says, I am asking him to conclude his talk. This infection is growing every day.

**Shri P. R. Chakravarti:** Sir, I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:

"The delay in the arrival of the police at Delhi Town Hall on the 6th March, 1963 when certain persons attacked the Town Hall."

**The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):** On the 5th of March, 1963 at about 11 a.m. after serving the notices required under the various provisions of the Delhi Municipal Corporation

[Shri Hajarnavis]

Act of 1957, the staff of the Delhi Municipal Corporation employed for watching unauthorised constructions took up the demolition of certain unauthorised structures in a village called Nimri near Bharat Nagar in police station Subzi Mandi.

**Shri S. M. Banerjee:** Sir, I rise on a point of order.

**An Hon. Member:** There cannot be any point of order.

**Mr. Speaker:** Order, order. Let him read.

**Shri S. M. Banerjee:** My point of order is that he is making a statement on the same calling attention notice.

**Mr. Speaker:** Let him read.....  
(Interruptions.)

**Shri Hajarnavis:** The structures in question have been put up in an area the layout for which had not been approved.

**Mr. Speaker:** The calling attention here is only in respect of the delay in the arrival of the police at Delhi Town Hall on the 6th March, 1963. There is nothing further that is required here. Therefore, attention should be paid to this aspect. It was objected that there was another calling attention and I had disallowed that that was about the eviction of these people. The question here is the delay in the arrival of the police.

**Shri Hajarnavis:** I merely began to say this so as to give the manner in which the incident arose.

On the 6th March, 1963, at about 3.00 p.m. a group of 60 persons or so including some women arrived at the Town Hall and shouted loudly protesting against the demolition of the unauthorised constructions in village Nimri. There was no previous information that such a demonstration will take place. After some time the demonstrators became more violent

and went up on the verandah of the Town Hall with a view of forcing their entry into the main building, where the Standing Committee of the Corporation was in session at the time. The mob became violent and started hurling brick-bats at the office doors and broke a number of glass panes. The crowd also attacked the Corporation staff with their flag-posts. Nine persons including 5 demonstrators received minor injuries, besides several others of the Corporation staff. On receipt of the information the police reached the spot and were able to round up 19 demonstrators including 9 women. A case has been registered under sections 147, 452, 323 and 426 I. P. C. Police Station Kotwali and is under investigation.

A complaint was made to the Chief Commissioner regarding the late arrival of the police at the scene of incident. An immediate enquiry in the matter was held by the District Magistrate, which reveals that the information about the demonstration was conveyed to Police Post at Town Hall at 3.20 p.m. Two Constables were sent immediately so the place of incident and reached there at 3.30 p.m. Information had also immediately been relayed by police station. Town Hall to Police Station Kotwali at the same time for sending additional police force. The Police force from Kotwali was despatched at 3.45 p.m. The duty Officer at Kotwali Police Station who received the information took about 25 minutes in despatching the police force and he has been found negligent in discharging his duty and has been placed under suspension. A departmental enquiry has been ordered against him under section 7 of the Police Act.

**Shri P. R. Chakravarti:** May I know at what distance the police station lies from the townhall?

**Shri Hajarnavis:** I could not give the exact distance but it is on the same road.

**Mr. Speaker:** Any other hon. Member who has given notice and who wants to put a question? No Papers to be laid on the Table of the House.

12.10 hrs.

#### PAPERS LAID ON THE TABLE

##### DRAFT NOTIFICATION UNDER COMPANIES ACT

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** On behalf of Shri Kanungo, I lay on the Table under sub-section (2) of section 620 of the Companies Act, 1956 a copy of the draft Notification proposed to be issued under sub-section (1) of section 620 of the said Act together with an explanatory memorandum thereon. [Placed in Library. See No. LT-923/63].

12.11 hrs.

#### OPINIONS ON BILL

**Shri Shree Narayan Das (Darbhanga):** I beg to lay on the Table Paper No. 1 to the Bill to provide for the composition of the Legislative Councils of States and for matters connected therewith which was circulated for the purpose of eliciting opinion thereon by the direction of the House on the 8th June, 1962.

#### CONSTITUTION (FIFTEENTH AMENDMENT) BILL

##### (i) REPORT OF JOINT COMMITTEE

**Shri S. V. Krishnamoorthy Rao (Shimoga):** I beg to present the Report of the Joint Committee on the Bill further to amend the Constitution of India.

**Shri Tyagi (Dehra Dun):** When will this Bill be taken up? Last time a promise was given by the Treasury Benches that it would be taken up soon so that the 12 high court judges

whereas at the verge of retirement may be saved from retiring now. It is already delayed.

**Mr. Speaker:** So far as the taking up of anything for discussion is concerned, we have decided that when the Minister of Parliamentary Affairs makes a statement on Fridays, then alone it can be taken up and an enquiry be made whether a particular thing is to be taken up immediately or after some time, and so on.

##### (ii) EVIDENCE

**Shri S. V. Krishnamoorthy Rao:** I beg to lay on the Table a copy of the evidence given before the Joint Committee on the Bill further to amend the Constitution of India.

#### PUBLIC ACCOUNTS COMMITTEE

##### SEVENTH REPORT

**Shri Tyagi:** I beg to present the Seventh Report of the Public Accounts Committee on Statutory Corporations, Government Companies, Government Commercial and Quasi-Commercial Departments Undertakings and Autonomous Bodies.

#### BUSINESS OF THE HOUSE

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** With your permission, I rise to announce that Government Business in this House during the week commencing 12th March, 1963, will consist of:

- (1) Discussion and voting on the Supplementary Demands for Grants (General) for 1962-63.
- (2) Consideration of a motion for reference of the Government of Union Territories Bill, 1963, to a Joint Committee.
- (3) Consideration and passing of the Central Sales-Tax (Amendment) Bill, 1963.

[Shri Satya Narayan Sinha]

- (4) General Discussion on the General Budget for 1963-64, to commence on Wednesday, the 13th March, 1963.

I may also inform the House that the discussion and voting on the demands for grants relating to various Ministries and Departments will be taken up in the following order:

External Affairs,  
Food and Agriculture,  
Information and Broadcasting,  
Education  
Scientific Research and Cultural Affairs,  
Atomic Energy  
Health  
Irrigation and Power  
Labour and Employment  
Home Affairs  
Works, Housing and Rehabilitation  
Law  
Community Development and Co-operation  
Defence  
Commerce and Industry  
Transport and Communications  
Mines and Fuel  
Steel and Heavy Industries  
Economic and Defence Co-ordination  
Department of Parliamentary Affairs.  
Finance (including Planning).

**Shri Tyagi (Dehra Dun):** Last time on the floor of the House the Minister of Law had promised that he will take up this Constitution (Amendment) Bill soon because this Bill has to be referred to the various State Legislative Assemblies also for their ratification or confirmation. After that, only if the majority of State Assemblies approve of it, it will become law. It was communicated to us that some seniormost judges—

about 12 of them—would in the meantime retire, and therefore it was promised that the Bill would be considered soon so that those judges may not suffer.

**Shri Harish Chandra Mathur (Jalore):** Before the Minister of Parliamentary Affairs says anything on this point, I would like to know from the hon. Home Minister the programme according to which he thinks that by such and such a time this Bill can be put through in consultation with the State Governments, and whether he himself has drawn up any time-schedule or not.

**Mr. Speaker:** Is it on this Bill?

**Shri Harish Chandra Mathur:** This very Bill. As you know I had addressed a letter to you sometime back, and I think this is the opportune moment when I can raise this point regarding the standing committee on public enterprises. This has been hanging fire for a very long time. We had been given a definite assurance on the floor of this House that it was to be taken up at the last session. But then the emergency intervened and we purposely did not bring this question again. But now it has assumed a special importance more particularly because of the stepping up of the work in the public sector enterprises. I therefore request you to use your influence also, I wish the Minister of Parliamentary Affairs assures the House that it will be taken up very soon now so that the elections could be held during this session.

**Shri Hari Vishnu Kamath (Hoshangabad):** By your leave, I would like to refer to two or three matters in this connection, and I will be very brief. I am glad, in the first place, that the Minister has responded to my request which I made last Friday, and he has given the order in which the various Ministries' Demands will be taken up. But, Sir,



last year, it was our unfortunate experience that the reports on the working of the various Ministries were supplied very late. Sometimes it was less than 24 hours; the Ministry's Demands were to be discussed the next day and we got the report the previous evening. This should not happen this year.

The second thing is—I have had the misfortune of bringing up this matter ever since I returned to Parliament last year, from the first session onwards—the ill-planning of the session's business. I hope, Sir, you would excuse me if I use strong words in this connection. At the beginning of this session we got a bulletin listing the business for the session and it was said that it should not be taken as exhaustive. One of the items was—my hon. colleague Shri Mathur has referred to it—the Committee on Public Undertakings. It has been hanging fire for two sessions.

**Mr. Speaker:** If that is to be discussed and the Minister for Parliamentary Affairs is to be criticised, we are having an opportunity.

**Shri Hari Vishnu Kamath:** That is one of the matters. The main point in this connection is the Budget, the Finance Bill and the Demands for Grants relating to the various Ministries. Now, under Rule 208, which is the guillotine rule, you are empowered—you have got that prerogative and we do not question that—on the last day appointed for the Demands for Grants, whether we have discussed the Demands relating to a particular Ministry or not, to apply the guillotine at 17:00 hours. Now, look at the manner in which the discussion on the General Budget has been slowly pushed, pushed and pushed. It is, to say the least, somewhat irresponsible on the part of the Government to behave in its relation vis-a-vis Parliament. Parliament is the supreme body. It is commissioned by the people, by the

Constitution. In the discussion of the Budget. . .

**Mr. Speaker:** He raised that point in the Business Advisory Committee also.

**Shri Hari Vishnu Kamath:** But I did not raise it in this manner at all. The Business Advisory Committee is only a small compact body; here it is a bigger House. Therefore, I would request you to ensure that in future at least this is looked into. I will be happy if it can be changed even now by your order. You have got powers which I hope you will exercise in this matter. According to earlier schedule the Budget Discussion was to have started today. But then, Sir, an unfortunate event occurred, our ex-President's death and the House could not transact business that day. But we expected that it would start on Tuesday next, as you announced earlier. But now, according to the Minister for Parliamentary Affairs, it will start on the 13th. That shows, before the President issues the summons for a session you are not taken into confidence. Sir,—with great trepidation I mention this—it augurs ill for the future of parliamentary democracy that the Speaker of Parliament....

**Shri Tyagi:** I think he is right.

**Shri Hari Vishnu Kamath:** . . . who ultimately has to conduct the business here and see that the business is put through, is not taken into confidence.

**Shri Ranga (Chittoor):** He is to apply the guillotine also.

**Shri Hari Vishnu Kamath:** If the Government conveys to you what business they have and how many hours they would require for each item, you will, I am sure—I have no doubt on that point—be so good as to request the President—of course, through the Government again—that the session be summoned earlier.

**Mr. Speaker:** He will kindly be brief.

**Shri Hari Vishnu Kamath:** Yes, I will be very brief; but it is an important matter and I hope you will allow me to develop my point. In this session, Sir, so much legislative work was fixed in the earlier part of the session. If the session had been summoned earlier—say, one week earlier—we could have disposed of that legislative work and taken up the General Budget on the 2nd March, because under the rules it has to be presented on the 28th February but we could have taken up the Railway Budget and disposed of it before the 28th February.

**Mr. Speaker:** Hon. Members follow that point. Now, what is the third point?

**Shri Hari Vishnu Kamath:** I hope that this would be advanced to the 12th, from the 13th, and in future they will plan the business in a better way.

One last word and I have done. I remember the other day, two days ago, you made the statement that in consultation with the Minister of Parliamentary Affairs you would take a decision with regard to the issue I raised last Saturday with regard to priority or precedence for the general discussion of the general budget and financial matters. You yourself announced it in this House. I do not know why that matter was raised again in that House. I think it should not have been done in the other House. You said that you would meet the leaders of groups—that is what you had said—you will discuss the matter and it will be finalised in consultation with the Minister of Parliamentary Affairs. It need not have been raised in the Rajya Sabha. The controversy need not have been further raised . . .

**Mr. Speaker:** Now the hon. Member has raised it here today, probably they will raise it again tomorrow and

it will continue. If he had refrained from doing so and not raised it, then, probably the matter would have ended there. Now he takes it up again. If we take it as a complaint here today, they would take it up there as a grievance tomorrow, day after tomorrow here and that chain will continue unending.

**Shri Hari Vishnu Kamath:** I want it to be closed.

**Shrimati Renu Chakravartty (Barrackpore):** I rise to support Shri Kamath in what he has said regarding the discussion on the general budget. It is impossible to function in this manner in one of the most important sessions, specially with regard to the discussion of the general budget and the demands. You know very well, Sir, that it is a very long session and all of us have got many important functions to perform, besides parliamentary work, and so we have to fix our programme according to the business of the House. Last Friday I raised this point and asked specifically whether we would stick to the scheduled mentioned in the bulletin saying that we are going to start the discussion on the general budget on the 8th. It was then pointed out to me that because of the death of Dr. Rajendra Prasad we have to postpone it by one day and, therefore, it is going to be taken up on the 12th morning. We had to cancel many of our programmes for the 12th, or postpone them for the 13th, and we did it because some of us happen to be the main or leading speakers for our parties on the general discussion of the budget. Now suddenly, without any sort of responsibility, the Minister of Parliamentary Affairs comes forward and tells us that he has changed it from 12th to 13th, mainly because certain Bills have been left over this week and they have to be taken up. Why can't the discussion on those small Bills be held over till we pass the budget? Every year he pushes out important legislative work on the ground that he has to see

that the budget is passed by a particular date. If this pushing, changing and chopping of legislative work continues like this, it is impossible for us to carry on. I hope this aspect of the matter will be considered and we shall take up the general discussion on the budget on the 12th morning, as we were told earlier.

**Dr. L. M. Singhvi (Jodhpur):** Mr. Speaker, I want to raise a point very briefly on public sector undertakings relating to which ever since a motion was tabled by Shri K. C. Reddy in this House I have been tabling a motion every session and each time the discussion on that motion is not held on the ground that Government is going to bring a similar motion. Since it is not being done, I would request you, Sir, to consider the matter and to let that motion come up so that Government will have to say something on this matter as to whether they are coming forward with their own resolution. Because, this is one way of completely undoing what we wish to do and thwarting the wishes of the House.

**Shri Joachim Alva (Kanara):** Sir, there is one thing that I would like to emphasize with your permission.

**Mr. Speaker:** Even Congress Members are not satisfied?

**Shri Joachim Alva:** My submission is in regard to the annual reports of various Ministries. The Ministries have got one whole year to prepare the report. In the past years, the reports used to be submitted to us well in advance. Now we have got the report only about the Ministry of Information and Broadcasting. We cannot be expected to read the reports in 24 hours time and then make our suggestions when the demands of a particular Ministry are taken up.

**Mr. Speaker:** That point has already been raised.

**Shri Ranga:** I want to make one observation. When we were discus-

sing this matter with the Minister of Parliamentary Affairs we were told that there is a fixed date by which everything has got to be passed. According to that alone we have got to arrange our programme. But here is the hon. Minister coming forward and delaying this discussion. If we had not thought of delaying it at all, we could have had two more days for the discussion of these various Demands. Therefore there is need for improvement in the manner in which he has been helping the House to prepare its business.

Secondly, I am entirely in agreement with the plea of my hon. friends for taking early action over the suggestion of having a standing committee for public undertakings and that there should be an early discussion about that in this House.

**Shri Satya Narayan Sinha:** Sir, so many points have been raised and I would take them up one by one.

As regards the changing of the date with regard to the discussion of the General Budget, I entirely agree with hon. Members that I had said that it will be taken up on the 8th. But, as everybody knows, on account of the unfortunate death of Dr. Rajendra Prasad it had to be postponed by one day. Then, some items took more time with the consent of the House, as you know, and that also affected this programme. The passing of the Supplementary Demands was very necessary. It is only the change by a day. Then, there are three holidays intervening. I quite agree that I had said that it will be taken up on the 8th. Because of the death of Dr. Rajendra Prasad, ordinarily it should have been taken up on the 12th. Now, instead of the 12th, we are taking it up on the 13th.

**Shrimati Renu Chakravartty:** People cannot go on changing and chopping their programme every now and then. It is impossible. It was specifically stated. . . .

**Shri Satya Narayan Sinha:** During the discussion of important things, hon. Members are expected to be here.

**Shri Surendranath Dwivedy (Kendrapara):** When we press for more time for the discussion of the Budget, you tell us that since the dates for the General Discussion and for passing the Demands are fixed you cannot provide any time. Now, you yourself are taking three more days for other discussion and are not giving us any time for making our speeches.

**Shri Satya Narayan Sinha:** Hon. Members, I hope, will not count these three holidays also.

**Shri Surendranath Dwivedy:** From the 8th it has been postponed to the 13th.

**Shri Satya Narayan Sinha:** From tomorrow there will be three holidays. Why should that be counted? There is actually a change by one day only, that is, instead of the 12th it is being taken up on the 13th.

**Shrimati Renu Chakravartty:** Why did they think of the 12th at all when it was going to start today? After all, he cannot have his own way all the time.

**Shri Satya Narayan Sinha:** As I said, it could not have been taken up today because we did not sit on one day owing to the death of Dr. Rajendra Prasad.

**Shrimati Renu Chakravartty:** We must have it on the 12th.

**Shri Satya Narayan Sinha:** Then, tomorrow is a holiday, Sunday is a holiday and Monday is a holiday. . . (Interruption). I agree that it should have been taken up on the 12th, but instead of the 12th it is being taken up on the 13th. There is a delay of one day only. Please do not say that there is a delay of four days. These three days holiday we could not help.

**Shrimati Renu Chakravartty:** They were there originally also.

**Mr. Speaker:** Therefore he says that it should not be asserted that there is a delay of four days that is being caused and that it is only the delay of one day. \*

**Shri Surendranath Dwivedy:** One day gives us six hours; so, you give us six more hours.

**Shri Satya Narayan Sinha:** Supplementary Demands are also very important. You must put them through. We cannot delay them. When we had discussed about them, these things were also in our view. Therefore we had said that other important legislative business could not be taken up unless we passed the Finance Bill, that is, till the 20th April. We cannot help it. That is the reply to my hon. friend, Shri Mahavir Tyagi, who said that important legislation, like, the Constitution (Amendment) Bill should be taken up. I appreciate what my hon. friend has said, namely, that certain High Court Judges, eminent people, are going to retire. But, as I had explained to my hon. friend yesterday, it is impossible. You just tell us what we can do. I have placed the whole thing before you.

**Shrimati Renu Chakravartty:** There is the whole of today. Why were the Supplementary Demands not put for today?

**Mr. Speaker:** We can hardly finish the Railway Budget today.

**Shri Hari Vishnu Kamath:** In all humility. . . .

**Mr. Speaker:** Now I have heard all the hon. Members.

**Shrimati Renu Chakravartty:** He should keep to the 12th.

**Mr. Speaker:** Is it possible to keep to the 12th? Are those Bills to be taken up on the 12th very necessary? The hon. Minister would consider if it is possible. If it is possible to advance it by one day and if we can

take it up by the 12th, it would be much better. That is one thing. But sometimes delay is caused.

**Shri Hari Vishnu Kamath:** Other points. . . .

**Mr. Speaker:** I am coming to them. So far as the Budget discussion is concerned, I said it in the Business Advisory Committee also that though the time allotted might be the same as has been done just now and that is to be decided by the Business Advisory Committee with the approval of the House—I am not complaining about allotment of time—this plea should not be advanced that because we have to finish the whole thing by such-and-such a date, no more time can be allotted for a particular item. The Government should arrange in such a manner that the Business Advisory Committee and the House might take independent decisions on it without pressure of this fact that because it has to be finished by such and such date, therefore no more time can be allotted to it. The House might allot the same time. That is a different thing altogether. When the Government comes up with this plea that because it has to be finished by this date and therefore no more time can be allotted to it, the Members have a legitimate grievance on that account. I think in future this would be borne in mind and the Government would see that sufficiently in advance, the session is so arranged that this plea has not to be taken up at all.

**Some Hon. Members:** Thank you.

**Mr. Speaker:** As regards the time-table also, though at some moments, there might be some pressure when the Government has to bring in some important legislation which it could not have foreseen, really I feel that there is room for improvement and the time-table should be so arranged that Members can also have an idea when a particular item is to be taken up.

**Shrimati Renu Chakravartty:** Such an important item.

**Shri Vidya Charan Shukla (Mahasamund):** Ministers take up the time which is normally allotted to the Members. The Ministers should be asked to be brief in their reply.

**Mr. Speaker:** Yes. Therefore, on that account also, consideration should be given and the time-table should be so arranged so that Members have in advance some idea of when a particular business is being taken up and how long it will continue, so that they can arrange their programme accordingly and no serious—I should say—disturbances are caused in their time-table. That is the second thing that I wanted to say.

The third thing is, I agree with hon. Members that reports should be supplied to them sufficiently in advance so that they can read and be prepared for the discussion. I also felt it. Last year also, sometimes, reports were only distributed the previous evening. It is not possible for Members then to get ready with the discussions that they have to undertake and justice cannot be done to the subject on which these debates take place.

Then, there is the fourth point about Public undertakings. On that too also, I have been receiving letters from many hon. Members. The Government should make up its mind when it is going to be done and it should be as early as possible because that has been hanging fire for a long time. I got that letter which Shri Harish Chandra Mathur referred to and I have given that reply and sent it on to the Government that they should just see when earliest they can come up with that proposal. I hope that would also be attended to. That is all that I can say at this moment.

**Shri Harish Chandra Mathur (Jalore):** Has the Government not considered it as yet?

**Mr. Speaker:** I have not yet received a reply. As soon as I get it, I will inform the Member.

**Shri Daji:** Even the hon. Speaker does not get a prompt reply from the Government?

**Mr. Speaker:** It must take some time. When a thing is sent to the Government, they must take some time to consider it.

**Shri Hari Vishnu Kamath:** I am sure, you will agree that if the Government cannot plan the business of the session, they cannot plan the defence of the nation.

**Mr. Speaker:** Order, order. Now, we take up the Motion by Shrimati Renu Chakravartty.

12.34 hrs.

# CHRISTIAN MARRIAGE AND MATRIMONIAL CAUSES BILL

## APPOINTMENT OF MEMBERS TO JOINT COMMITTEE

**Shrimati Renu Chakravartty:** I beg to move:

"That Shri M. L. Dwivedi be appointed to the Joint Committee of the Houses on the Bill to amend and codify the law relating to marriage and matrimonial causes among Christians vice late Shri Mulchand Dube."

**Shri Harish Chandra Mathur:** I have a point to submit. May I know whether this matter is being proceeded with? This Joint Committee was appointed a long time back and I do not think it has met even once. We have had no intimation whatever.

**Shrimati Renu Chakravartty:** A meeting was held. After that, we have not met again. There is no reason why we will not proceed with it.

**Mr. Speaker:** The question is:

"That Shri M. L. Dwivedi be appointed to the Joint Committee of the Houses on the Bill to amend and

codify the law relating to marriage and matrimonial causes among Christians vice late Shri Mulchand Dube."

*The motion was adopted.*

## DEMANDS FOR GRANTS—(RAILWAYS)—Contd.

**Mr. Speaker:** We take up further discussion and voting on the remaining Demand for Grants in respect of the Budget (Railways). Mr. Subbaraman was in possession of the House.

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** I would like to give one information to the House. After Supplementary Demands which will take two hours on the 12th, we shall take up the General Discussion on the 12th.

**Mr. Speaker:** That is all right now.

**Shri S. M. Banerjee (Kanpur):** The hon. Minister wants us not to speak on the Supplementary Demands. The Supplementary demands are so many. Two hours will not be sufficient.

**Mr. Speaker:** We will see whether they will take three hours or four hours. As soon as they are finished, the Budget will be taken up.

**Shri Hem Barua (Gauhati):** He says that he has allotted two hours only.

**Mr. Speaker:** That is a different thing altogether what he allots, what the House decides and how long the House will sit.

**Shri Satya Narayan Sinha:** That time has been allotted.

**Mr. Speaker:** That is all right. That is not the question now.

**Shri Subbaraman (Madurai):** Mr. Speaker, travelling has so much increased, as we all know. We do not get accommodation even if we apply

10 to 20 days earlier. This is the case not only with the ordinary travellers, but also with M.P.s who want to attend Parliament session. Such being the case, I do not know whether the travel agencies should be continued. I request the Government to take up this question and find out whether it is necessary to continue the travel agencies.

Sleeping accommodation is provided in many third class carriages in the trains. This should be available in all trains for the third class passengers. If such facilities are provided, I think the abolition of the Second class may be considered.

The incentive scheme is a very good one. According to the scheme, payment is by result. It is now applied only to 8000 people. It is said that it may be extended to 80,000 workers this year out of 120,000. I think the Government should bring in all the workers into this scheme as early as possible. At the same time, there should be better supervision. Otherwise, this may not benefit.

Research is carried on in many matters. Coal ash has been used in constructing a building in Lucknow. If such a building is constructed here in Delhi, we can have the advantage of seeing how it is used. If coal ash can be used in the place of cement or chunnam, lime, even to a small extent, it will be very helpful in the present state of things, especially when cement is so costly and not at all available easily.

Year by year, we give subsidy to branch lines and the subsidy amount is increased every year. If they do not earn up to 3½ per cent on their capital, the Government make up the deficiency. When other sections of the Railways are earning more and more year by year, it is not known how these branch lines are losing year by year. It is not only that but we give advances to them to the tune of several lakhs of rupees without in-

terest. I therefore, request the hon. Minister to kindly examine the whole branch-line sections.

The freight rate has been increased this time only for goods and parcels. The passenger fares have not been increased, and that is welcome. But when the freight rates are increased, there is always the feeling that it will affect the cost of foodstuffs, especially when the foodstuffs have to come from long distances. If the people get the advantages of a quicker delivery, then that may be compensated.

We read in the report that there are several cases of chain pulling still and there were nearly 50,000 cases out of which 83 per cent was unwarranted.

Ticketless travel has also increased as compared with previous years. This shows that the railways have to be more careful and vigilant. If one looks into the cases of ticketless travel, he will find that. . .

**Mr. Speaker:** The hon. Member may resume his seat for a minute. May I know how long the hon. Minister is likely to take for his reply?

**The Minister of Railways (Shri Swaran Singh):** I would not take more than 20 minutes.

**Mr. Speaker:** I think that the Deputy Minister also wanted to intervene.

**Shri Swaran Singh:** He will take about 10 minutes. If he takes 15 minutes, I shall take only 15 minutes.

**Mr. Speaker:** Then, I shall call the hon. Minister at about 3.35 P.M.

**Shri Narendra Singh Mahida (Anand):** But there is private Members' business at 3.30 p.m.

**Mr. Speaker:** Then, I shall call the hon. Minister at 3 P.M. or 3.5 P.M.

**Shri Subbaraman:** When one looks into the cases of ticketless travel and

[Shri Subbaraman]

how they are going on, he is persuaded to think that in most of the cases, this has been happening with the connivance or co-operation of some of the railway employees themselves. One has to infer the same thing in regard to pilferage and the thieving of goods also. When the goods are packed in cases, and thoroughly nailed, and when iron straps or belts are fixed round the cases, still we find that pilferage is going on. Thieving or stealing of parts in the carriages has already been mentioned by me in the course of my previous speech. The intelligence section of the railways has to be more active and vigilant.

With these words, I support the Demands.

**Shri Koya (Kozhikode):** As the time at my disposal is very short, I shall confine myself to a few points only.

At the outset, I support the cut motion given notice of by Shri M. Muhammad Ismail about the delay in taking up and compelling the survey of the new Tinnevelly—Nagercoil—Trivandrum and Nagercoil—Cape Comorin lines. I would like to add that the Nilambur-Shoranur Railway should be connected from Melattur with Feroke in the Madras—Mansalore railway line.

From the budget papers, we find that the Kerala State is completely neglected in the matter of new lines. In regard to the Malabar portion of the State, we have not got a single new line after Independence. The Melattur-Feroke railway line is not a new line; but it is only a continuation of the Nilambur-Shoranur railway which I am told is running at a loss now. To make it profitable, Government will have to extend that railway from Melattur to Feroke thus connecting Kalli which is the world's second biggest timber centre with Nilambur which is one of the biggest

tea-producing areas of the State. Then, the Nilambur-Shoranur railway line also will become profitable. But if we go on with the line as it is, at some stage Government may come forward and say that the Nilambur-Shoranur railway line is not profitable, and, therefore, they are going to dismantle it. These 30 miles of railway line are not too much which the Kerala people are asking for. There is also no major bridge over this section, and so, this can be very easily done, and Government can escape the criticism that the backward State of Kerala has been ignored as far as new railway lines are concerned. So, I hope Government will seriously consider the taking up of the Melattur-Feroke railway line, which is only a continuation of the Nilambur-Shoranur railway, and which is only a distance of 30 miles and which does not involve any major bridge.

I am glad that the construction of the remodelling of the Calicut railway station has been taken up, but it is being delayed. I hope that the work will be expedited.

There is another important matter that I want to bring to the notice of the Railway Ministry, and that is about the loco-shed in Calicut. I am told that there is a proposal to shift the loco-shed from Calicut, and there will be only a small loco-shed there instead of the present one. There is no loco-shed between Shoranur and Mangalore and it will cause a great handicap, and, therefore, the loco-shed at Calicut should not be removed from there as is proposed by Government. A smaller nucleus loco-shed which is proposed to be had at Calicut will not be enough to meet the demands from Mangalore to Shoranpur. There is sufficient justification for having another loco-shed at Calicut.

Another point that I want to bring to the notice of the hon. Minister is the abnormal delay in carrying out the electrification work between Tam-



baram and Villupuram and the construction of a new line from Manamadurai to Virudhunagar.

Then, the covering of the railway stations at Numgambakkam and Chromepet stations on the Madras-Tambaram line is very urgent. The people are put to a lot of difficulties. During the monsoon as well as during the hot season, the passengers find it very difficult. The same is the case with many other small stations also. For instance, in the Malabar side, especially there is the case of the Kadalundi station between Calicut and Tirur.

Then, with regard to Demand No. 16 I want to point out the urgent necessity of an overbridge at the Tirur railway crossing. The Tirur railway level crossing is very near the railway station, and I believe the Deputy Minister of Railways might have experienced the difficulty himself. As the railway crossing is very near the station, when any train comes to the station, the gate is closed, and the passengers find it very difficult to go to the eastern side. The statistics will reveal that the gate remains closed for a long time during the day-time. It is not a very difficult or expensive thing for Government to construct an overbridge there, because there is a small hillock some twenty or thirty yards away, south of the railway crossing. I hope that the Government of Kerala will meet their portion of the cost of the overbridge, if the railways are willing to meet their share.

Another important thing which I want to raise, which may be apparently a small thing to raise here, but which is important, is that all my efforts to move the railway department to make the mail trains and express trains stop at Parapanangadi have failed. That is a very important station and that is the only outlet to the Ernad area. The railway department says that the number of passengers does not justify this stop of the

train there. But I would submit that the statistics are very old. The trains used to stop there formerly.

I do not know how incorrect statistics are sent to the railway authorities here. I find there is sufficient justification for stopping the train there. So many people from that area are doing business with various parts including Madras. They are put to great difficulty because of the train not stopping there. I have got a number of letters and petitions from passengers. But somehow the railway people have got their own notion. They say it is impossible to stop the train there.

The question of sending fresh fish by the Mail is also very important. They say the Mail train is not intended to transport fish. But in these days of emergency when transportation of food is a very important matter, this matter has to be reconsidered. Parapanangadi and Tanur are areas where fish is caught on a big scale. All that is rather wasted. Sometimes it is used as manure. Of course, there are other trains which can carry this fish. But Mail train is faster and this is important in the case of fish which is a perishable commodity. If the train can stop there at least for five minutes to take in this commodity, it will solve the problem and people in Madras can get fresh fish from Malabar. But for some sentimental reason, they do not allow the fish to be sent by the railway as I have suggested. The railway officers concerned are always giving misleading and incorrect information to the Railways Ministry, that it is very difficult to do it, it will delay the train unnecessarily and so on. After all, it does not matter if the train is halted for five minutes at Parapanangadi station and 5 minutes at Tanur. The Madras Mail reaches Madras very early, at 7 o'clock. I do not know what inconvenience would be caused to the railway people if this train is stopped for ten minutes at these stations to take in a large quantity of fish from Malabar to Madras.

[Shri Koya]

As I said, Parapanangadi is a big fish catching area. Also there will be sufficient number of passengers available. So at least as an experimental measure, I would request the authorities to have a stop there for three months. They have not responded to my request so far. I hope this time they would pay heed to what I have said.

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** Replying to some of the points made by the speaker who preceded me, I would like to submit that we have a programme to improve the Calicut station at a cost of Rs. 9 lakhs. He mentioned about the removal of the Loco Shed. The real difficulty is that the remodelling of the Calicut station cannot be done unless the Loco Shed is removed. There is no space there. This has got to be removed not merely because there is no space, but because of certain other considerations also.

We have got a Loco Shed at Shoranur. We have a programme to put in WP engines right up to Calicut. These cannot be dealt with at Calicut. We are going to increase the number of engines. So it is best that the Shed is removed from Calicut to Shoranur. My hon. friend and others have been raising this point. I have gone into it. The real difficulty is that there is resistance from the staff who do not want to move from Calicut to Shoranur. We have made every arrangement to see that they are housed properly and there is the least inconvenience caused to those who are working at Calicut by the shift to Shoranur. I hope my hon. friend and others who are in that region will use their good offices and persuade the employees also to move quietly so that we may effectively complete the remodelling of the Calicut station as quickly as possible. It is a very old station and it badly needs remodelling.

With regard to the level crossing at Tirur, I have gone into that also. I quite admit it is a very bad level crossing. But unless the State Government comes in, it cannot be done. We are prepared to shift it provided the cost is met; if the road on either side of the railway track is extended so that this level crossing is removed from near the platform to about a furlong away, we shall certainly be willing to do it. My hon. friend has been Speaker there and he could use his good offices with the State Government to see that that Government comes to the aid of road users, to see that the necessary finances are provided to shift this level crossing.

The question of transport of fish has also been examined. Once we concede a request for halting of this Express train at Tirur, there will be similar requests in respect of many other stations to do the same thing. In order that the fish trade shall not suffer, what we have done is this. There is an earlier passenger train which meets the Express train at Shoranur. Now the fish can be loaded, and it is being loaded. As I see, there is no inconvenience to the loading of fish in the passenger train which again is transferred to the Express at Shoranur, which has got a refrigerator van. The request seems to be to detain this Express train not for the purpose of loading fish but other convenience of passengers. If there is any difficulty in loading fish, my hon. friend is open to write to me and we shall see that there is no difficulty at all.

Among the admitted cut motions, there is the very important question raised with regard to wagon shortage in certain regions. We have moved as against an estimated 15 million tons over 16 million tons last year and we are expecting to complete 16½ million tons by the end of March 31. As against the increase of 4.2 million tons in 1961-62, we have done this much. Also there is better utilisation

tion of wagons and engines. For instance in 1950-51, to move one million nett ton kilometres per day, we required 34 locos; now the same work is done by 23 locos. We required about 1,408 wagons in terms of four-wheelers in 1950-51, but we now require only 1,023. So there is better performance.

Also the outstanding registrations have come down considerably. For instance, outstanding registrations on 28th February 1963 on broad gauge were only 63,553 as compared to 1,03,650 on 28th February 1962. The position of outstanding registration on the metre gauge as on 28th February 1963 was 40,082 as compared to 45,967 on 28th February 1962.

With all these improvements, how is it that there is wagon shortage? Apparently, there is a paradox and this can be explained in the light of certain difficulties which we have to face. The first basic thing is that there are certain routes, certain directions, which have got difficulties. They are called quota routes. The first is the route to the south via Dronachalam, Waltair, Bezwada and Raichur. These have got limited capacities. Then again, for Assam through the link, there are some difficulties and limited capacities. This also applies to certain transhipment points. This is one set of difficulties.

Then on the south particularly loading of rice in the Bezwada Division is unidirectional. All that goes towards Kerala via Bezwada. These are difficult points through which quotas have been imposed because they are not yet in a position to handle more than they actually do now.

We have got extensive programmes for increasing line capacity, marshall-ing yard and so on and so forth which will take some more time to fructify to give the necessary relief. Ultimately we hope to remove all quotas and see that there is room for free movement. We have got to wait for that for some more time, till these engineering works are completed.

The second thing is that traffic on the railways in India is something seasonal. Half the year it is busy, half the year it is slack. From November to April, it is the busy season; from April in the end of October it is the slack season. This is the general pattern of the Indian railways. If you take the busy season, naturally there will be outstandings a little more than in the slack season, but you must take the over-all picture of the whole year. If you take into consideration also the outstanding registrations, you will then see that the difficulty is not felt.

### 13 hrs.

I would like to point out that the outstanding registrations, though they are about 60,000 on the broad gauge and about 40,000 on the metre gauge, are really not high, because the average daily loading on the Indian Railways in broad gauge is about 22,000 wagons, and on the metre gauge 10,000 wagons; 32,000 wagons are daily loaded in the Indian railways, and this 60,000 is nothing much. After all, it is only three days loading on the broad gauge and four days loading on the metre gauge. Supposing we stop all traffic, we can certainly clear them off in four days, but we cannot stop all the traffic. This is a continuous process. We cannot have an abrupt stoppage in order to clear outstandings.

Then again, certain types of traffic are seasonal. For instance, the oranges of Nagpur, gur at Anakapalli, mangoes at Vijayawada and so on and so forth. During the season, we have got to deal with certain goods which are perishable, and then there is a general rush for wagons. We have had a general pattern laid out by which we can deal with the seasonal traffic as expeditiously as possible.

Then there is a fourth point. If you analyse these outstandings, you will know that the really material things are not held back.

I have got before me the outstanding position in the operational report

[Shri S. V. Ramaswamy]

for December, for about 60,000 wagons. This is the position: Stones 5,405; timber and firewood 9,108; foodgrains including grams and pulses 13,609; others 32,938. This is so far as broad gauge is concerned.

Similarly, on the metre gauge a good proportion of the items outstanding are stones, timber and firewood and other minor things.

Why can we not move them? The real explanation for this is this. There is such a thing as priority movement of commodities. You cannot have equal treatment for all goods. For instance, military movement, military goods, should have the topmost priority. Next comes food.

As a matter of fact, every six months we issue the priority tariff schedule. These are not arbitrary. These are arranged by virtue of the powers conferred on us under section 27(a) of the Indian Railways Act. These priorities are arranged with a view to maximise the utilisation of the railways for the good of the community.

As I said, defence is the first. Then comes food movement. Under this item (b) iron and steel materials for wagon building, coach building etc., also come. Under item (c) comes movement of sugar in accordance with programme, railway coal and other items: coal from the collieries, stores for Post and Telegraphs Department etc. Thus, there are 18 items arranged in the priorities as determined by us in consultation with the Commerce and Industry Ministry.

Then again, there is priority item (d): movement of raw materials and mill stores etc., movement of cotton on trade account and so on.

Even in food there is a distinction. If it is food moved under the authority of the Central Government, it comes under (b), but if it is on private account, it takes only priority

(d). Also, all goods cannot have equal treatment, because there are certain things which have got to be exported, in order that we may earn foreign exchange. Therefore, even though a commodity has to be moved, it has got to be seen whether it is for export or for internal consumption. If it is for export, we allow it a higher priority, and the wagon is loaded so that there is no delay in the movement of the essential commodities for export for earning foreign exchange.

13.05 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Thus, you will be pleased to see that the whole thing is rationalised. There is nothing irrational about it. After all, all planning is the arrangement of priorities, priorities as to what you want, what items should be made, the quantity of each item, how much of the total resources available can be allotted to each of these items. That is planning, and if we have got the arranged priorities, certain commodities will have a lower priority than the others.

As I said, charcoal and timber and stones have got the lowest priority. They can wait. But then my hon. friends will say that in the Adivasi area, charcoal is the only thing they can produce, it is needed in Bombay, for instance, where the housewife is in need of it, why do you hold it back? Similarly, Tendu leaves are required for the purpose of making bidis, which is a cottage industry, and if that is held back, so many people will suffer. We know these are good arguments, but then, taking an over-all picture of the total requirements of society, we have got to see what place each item occupies. If you analyse it properly, you will find that the priorities which have been arranged according to preferential tariffs are reasonable. It is rationalised.

Even so, the outstandings are not much. For instance, some of the friends from Andhra Pradesh are very

keen about the movement of rice. During the period January, 1962 to 20th February, 1963, 15,002 broad gauge and 7,157 metre gauge wagons were loaded with rice from Vijayawada division. As on 20-2-1963, demands for only 80 wagons were pending on the metre gauge. On the broad gauge, the outstanding registrations on this date were for 1,345 wagons. It cannot, however, be said that this figure represents stocks awaiting despatch by rail. During the first 20 days of February, 1963, against a total supply of 1,943 wagons on the broad gauge, 871 broad gauge wagons only were loaded, demands for 1,072 wagons were cancelled. The House will kindly remember that there is so much of inflated registration, what we call ghost registration, in order to make profit out of the registration. These are not the real tests. These cancellations will show that there is a large number of registrations which are not genuine, which do not require the wagons immediately. It is the railways' constant endeavour to clear the outstanding of rice and paddy from Vijayawada division as expeditiously as possible.

Then again, take the question of jaggery from Anakapalle. Shri M. S. Murthy mentioned about it. During the period 1st December, 1962, to 15th February, 1963, against a supply of 1,390 wagons for the loading of jaggery, only 369 wagons were loaded, and as many as 1021 registrations were withdrawn or cancelled. All this goes to show that the real test is not the number of registrations, but the effective registrations which require wagons, and they are certainly much less than the figures would show.

Then I come to coal for the tobacco industry in Andhra Pradesh. This is very vital. Against an allotment of 4,587 wagons made by the Coal Controller, for the four months November, 1962 to February, 1963, the railways moved up to 20th February, 1963, 4,631 wagons, which is more than the allotment.

It is not merely in the South. Let me come to the North, where the

question of coal for brick kilns is there. The movement of coal is arranged according to the bulk programme given by the Coal Controller. This programme is based on targets fixed from time to time in consultation with the Ministry of Mines and Fuel and the Planning Commission, having regard to the needs of the users and the inter-priorities for the various consumers, including brick-kilns. During the eight months, July, 1962 to February, 1963, up to the 23rd, after meeting the requirements of the steel plants and washeries satisfactorily, the railways were able to transport coal for other consumers in excess of the target; the actual daily average movement being 3,817 wagons, against the target of 3,766 up to December, 1962 and 3,816 from January, 1963. This improved position enabled the railways to allot 244 wagons for brick-burning coal for the down country during January, 1963, an increase of 112 over similar allotments during January, 1962.

Therefore, the general complaint that there is wagon shortage does not arise out of any demand for the movement of essential commodities, but only for low-priority commodities. It will go as and when the position becomes easy.

About the electrification programme, I may say that there has been no delay in the scheme of electrification of Tambaram-Villupuram line. Contract for the supply of substations and switching stations has been placed; contracts for transformers have been placed with HEL, Bhopal and for remote control equipment with ITI Bangalore. We import them a little earlier by placing orders on foreign countries but we are short of foreign exchange and we have got to locate indigenous capacity. We have done it and if in this process we have taken a little more time, I am sure the House will not mind. Overhead equipment worth Rs. 1.04 crores has been ordered. Out of the 20 AC electric locos required for this section, we have placed order for 18 on Japan at a cost of 1.45 crores and the re-

[Shri S. V. Ramaswamy]

maining two are being manufactured as prototypes by the Chittaranjan Works. Power supply has been assured by the Madras State Electricity Board. The P & T Department have promised to complete their associated work. Because if these overhead telephone and telegraph wires are there, when you introduce 25 KVs, there will be disturbance for these wires by induction and the telegraph and telephone wires cannot function well. So, they have to lay underground wires. The loco manufacturers have demanded 24 months for delivery and by December 1964 we hope we shall be able to get these locos. I do hope that this line will be put through by the end of 1964, or the beginning of 1965, right up to Villupuram.

About the conversion from DC to AC in the Madras Tambaram line, it is difficult. The equipment is entirely different and the change is to be done under traffic conditions. There is intense density of traffic. When there is some time, say at mid-night or during one or two hours that one gets, they are putting the necessary things. The process will necessarily be slow. During these few hours they get they have to change the things and put new things for the 25 KV AC traction. We must also get the necessary EMU coaches. After all works are completed by certain date—we call it a D-date, there will be an almost over-night change over from DC to AC. In a city like Madras this has got to be done smoothly and without causing inconvenience to the public. Then 25 KV motorcoach equipment has to be procured. The ICF Madras are building these coaches. But the motors could not be produced here. The HEL are unable to manufacture these as they do not want to diversify their activities and so it seems that global tenders will have to be invited. Sir, I am sorry that I have exceeded my time limit.

**Dr. L. M. Singhvi** (Jodhpur): The hon. Deputy Minister has taken longer

than the Minister, himself, has promised to take.

**Shri Swaran Singh**: I will take less time.

**Shri S. V. Ramaswamy**: As I explained this is a difficult process and we hope to complete the conversion work by March 1965.

**Shri Bade** (Khargaon): The point is that your policy in regard to loading is: "load or leave". That policy should not be strictly followed. I know it. I have observed it. You should give more time. . . (Interruptions).

**Shri S. V. Ramaswamy**: Whenever there is any difficulty you may write to us.

**Dr. L. M. Singhvi**: This is chronic now.

**Shri S. V. Ramaswamy**: We will find out a chronic remedy.

**Shri C. K. Bhattacharyya** (Raigarh): It may be worse than the disease itself.

**Shri Swaran Singh**: We will find an effective remedy.

**Shri S. V. Ramaswamy**: I stand corrected, Sir.

I shall not now take long time, Sir. A memorandum was submitted to the Public Accounts Committee on the question of economy on the Railways. About the statistical volume not being published, I say that it is a question of economy. We have given all the necessary information in the compendious. The full amount Report—260 copies of it—has been sent to Lok Sabha Secretariat and copies of the annual Report and 15 copies of the Statistical Supplement are available in the Library.

I shall refer to the Bangalore under-bridge. We are not here to apportion the blame. With the co-operation of

the Corporation we are taking steps to see that traffic is not obstructed nor does it become dangerous to those who use that. I hope that this would be straightened out with the co-operation of the Corporation.

Dr. Singhvi suggested that spikes may be put up on the roofs to prevent people travelling on the roofs. Firstly it would obstruct the railway staff who service the trains, apart from the cost involved in it. Incidentally, we have also passed orders that the train should be stopped if all people had not got down. We cannot take to providing spikes on all the 30,000 coaches simply because an accident took place in one or two places. Even so people who want to defy can still go to the roof and find some other way like the hata-yogis and sit on the spikes, if they want to. It is not a thing by which we can really maintain law and order. We should educate people to obey the law and behave in a disciplined manner so that they need not submit themselves to these risks.

**Mr. Deputy-Speaker:** Shri Mahida.

**Shri Bade:** Are we to give our names or to wait?

**Mr. Deputy-Speaker:** I have called Shri Mahida.

**Shri Narendra Singh Mahida:** Mr. Deputy-Speaker, I rise to speak on my cut motions Nos. 42, 44, 47 and 49. There is ample scope for economy in the Railways. Economy measures should be examined and introduced without detriment to efficient operation. When we are preparing a nation for a bigger cause, I wish that the Government should economise. More especially the railways are one of the largest Government departments and there is ample opportunity for economy. I am glad that the railways are attaining self-sufficiency in many respects. Instead of trying to import things needed for our railways, we should try to make them here and thus save foreign exchange.

I have been rather disappointed at the amount of depreciation which has been provided; it is about Rs. 10 crores, which is a very modest amount, considering the depreciation that should be considered in respect of our old tracks. I wish the Railway Minister provides more depreciation amounts so as to replace our old tracks in times to come.

I also congratulate particularly the Western Railway, compared to other railways in our country. I find that there are less accidents in the Western Railway, and the affairs are well-managed. I wish the Railway Minister conveys my greetings to the Western Railway.

I am also glad about the working of the Railway Staff College at Baroda which is a very worthy institution. It is a matter of pride for us in our country that this is one of the largest institutions in Asia.

I have a suggestion for improvement in the ladies' compartments. I know that various ladies' compartments in mail and express trains practically go empty for fear probably that ladies are not properly protected. If these compartments are not occupied by ladies, I think the other passengers should be allowed to travel in those compartments if the ladies have no objection. When we are having overcrowding in various express and mail trains these compartments should not be allowed to go empty practically. In the ladies' compartments, an experiment has been made in regard to safety chains, by putting up press buttons. It is a welcome thing, because I find the ladies have not got that much strength to reach high up to pull the safety chain, and therefore, the press button system should be introduced.

I find that in the New Delhi railway station, when we go by the air-conditioned express from Delhi to Bombay, the luggage counter has not got enough luggage clerks. There is only one clerk and there is a long queue.

[Shri Narendra Singh Mahida]

Even for the 4 O'clock train, to get my turn I have to wait for 20 to 25 minutes in the queue at the luggage counter, and I have been able to get into the train just two or three minutes before the train's departure, because of long waiting at the luggage counter. I request the hon. Minister to see that in the air-condition express luggage counter at the New Delhi station more luggage clerks are provided. This is a complaint by all and we have to rush since we cannot get the luggage booked in time. This necessity should be examined and adequate facilities provided.

Then, the three-tier sleeping coaches are most inconvenient. I do not know why this three-tier system is not being scrapped. The Minister should examine this; **two-tier coaches** are more welcome; these three-tier coaches which were necessary for army purposes probably, should be done away with.

**Shri Bade:** Three tiers will bring tears in our eyes.

**Shri Mahida:** We must then examine special facilities for tourists. Foreign tourists have very high standards, and ample opportunity should be given for their comfort. Normally, if the foreign tourists travel in our third class compartments, I am sure they will not visit our country again. Anyway, tourist traffic is increasing in India, and we must make special attempts to see that tourists are made comfortable and well-provided for.

To avoid overcrowding, I propose that extra shuttle trains in between local stations should be run so as to avoid rush in the mail and express trains. I do not know why the railways have not thought about it. I remember in the former BB&CI Railway, when there was not enough accommodation in the narrow gauge coaches, they used to provide benches in the goods wagons. So, in times of dire necessity, something like that ought to be done. I do not mind

travelling in the goods train provided I get a seat and I get sitting accommodation. As I said last time, perhaps, compared to the cinema management, the running of the railways is not as good. The cinema-house management is better than the running of the railways. In this respect of accommodation, when you go to a cinema, if you purchase a ticket, you are assured of a seat. But in the railways we are not assured of a seat. Even in a goods wagon, if a seat is reserved, we have no objection to travel. The point is, if we have not got enough coaches, this necessity must be examined so as to avoid accidents and other troubles.

**Shri Bade:** Like naughty students we are asked to stand to purchase tickets!

**Shri Narendra Singh Mahida:** I request the Minister to hear all the criticisms about the railway compartments in the railways. It is a common site to see passengers grumbling on account of the lack of sitting accommodation. Probably, even if we do not get a seat, we will have to stand, say, between Delhi and Mathura, and we will also grumble. It is human nature. In order to avoid these things and discomfort, we must proceed very earnestly to solve this overcrowding.

I also find that co-operative societies at various stations are not patronised by the railway officials. This is an old complaint. There are various instances about which I have already informed the Railway Minister, and the railways should see that the railway co-operative societies get the first preference.

Yesterday, in regard to Demand No. 1, I had spoken about porters. I fail still to understand that when the Government has been trying to assist and encourage various unions, why there is not a single union for porters and why nothing has been done for them, or to organise a union for them. No medical facilities are being offered



to them; no facilities for provident fund have been provided for them. I request that the Government must consider them as semi-railway servants at least and organise them into unions. I find that once the railways become the owners, they behave like bureaucrats. They do not take notice of workers like porters. I emphatically request the Railway Minister to think about the question of comforts, and betterment for all the porters. I humbly pray that the Railway Minister before long should think about these problems in respect of the porters.

When normalcy is restored, I request the Railway Minister to resume the concessions which have been offered to students and various other organisations. I also feel that there is ample scope for research work in improving our railway tracks, signals and improvement to railway coaches also. I pay my humble tribute to the Railway Minister that in spite of the pressure on the railways they have on the whole done a good job in this time of emergency, and I am sure the railways will rise to this challenge placed before us by the Chinese aggression.

I also wish to pay my tribute to the North Eastern Railway workers who have done very well during the hostilities on the Assam border. I wish every Member of the House joins with me in conveying our tribute to the railway workers on the Assam border,

**श्री बड़े :** माननीय उपाध्यक्ष महोदय, मैं ने डिमांड नम्बर ६ पर कट-मोशन नम्बर २० मूव किया है। रेलवे में इस कारण बहुत असंतोष है कि रेलवे बोर्ड के निर्णय कर्मचारियों के एक वर्ग के बारे में एक प्रकार के होते हैं और दूसरे वर्ग के बारे में दूसरी प्रकार के होते हैं। नार्दन रेलवे में दिल्ली और उस के आस पास जूनियर आउटडोर क्लार्क्स हैं, जिन को कि टिकट-कलेक्टर की जगहों पर लिया गया है। लेकिन उन को जो एम्प्लॉयमेंट

ग्रेड दिया जाता है, वह एम्प्लॉयमेंट की डेंट से दिया जाता है। उन लोगों ने रेलवे मंत्रालय और माननीय मंत्री जी के पास बहुत दफा रिप्रेजेंट किया है। यह एक, दो या चार व्यक्तियों का केस नहीं है, बल्कि यह तो एक पूरे वर्ग का केस है। जब उन लोगों को एम्प्लॉय किया जाता है, तब से उन को ग्रेड दिया जाता है और जब उन की एम्प्लॉयमेंट हुई थी, तब से ग्रेड नहीं दिया जाता है। इस प्रकार जो लोग उन के ऊपर रहते हैं, वे सीनियर हो जाते हैं। एम्प्लॉयमेंट के दिन से ग्रेड देने का अर्थ तो यह हो जाता है कि मानों वे उस दिन एम्प्लॉय किये गये थे। इसलिए पूरे जितने टिकट कलेक्टर हैं, उनमें असंतोष फैला हुआ है। उन्होंने बहुत बार रेलवे बोर्ड के दरवाजे खटखटाये हैं, लेकिन अभी तक कुछ भी नहीं हुआ है। रेलवे बोर्ड ने जहांगीर बादशाह या मुगल बादशाहों जैसा ही फैसला कर दिया है। उनकी तरफ तुरन्त..

**डा० मा० श्री० अग्ने (नागपुर) :** क्या जहांगीर बादशाह ऐसा आर्डर पास किया करता था ?

**श्री बड़े :** मैं रेलवे बोर्ड की बात कर रहा हूँ। माननीय मंत्री जी मुगल बादशाह या जहांगीर बादशाह नहीं हैं, वह तो पापुलर मिनिस्टर हैं।

जहां तक सिक्योरिटी आन दी रेलवेज का ताल्लुक है उसके बारे में जो एक घटना मेरे नोट्स में आयी थी, उसको मैंने माननीय मंत्री जी को लिख कर भेज दिया था, लेकिन अभी तक उसका कुछ भी निर्णय नहीं हुआ है। घटना इस प्रकार थी कि गंगापुर स्टेशन से एक सी० आई० डी० का अफसर बैठ गया। वह रेलवे पुलिस का एक ऊंचा आफिसर था। उसके पास टिकट नहीं था। रामेश गुप्ता नाम के कंडक्टर ने जब उससे टिकट मांगा तो उसने अपना आईडेंटिटी कार्ड दिखा दिया। उसने पूरे तरीके से पी हुई थी। उसकी

[श्री बड़े]

रामेश गुप्ता के साथ कहा सुनी हुई। वे दोनों मेरे पास आए। तब उसने कहा मैं कम्पलीटली सरेंडर करता हूँ। मैंने पंचनामा कराना चाहा। उसने पंचनामा फाड़ दिया। वहाँ एक महिला बैठी हुई थी। उसके साथ भी उसने अनुचित व्यवहार करने की कोशिश की...

**श्री कछवाय (देवास) :** उनका नाम क्या है ?

**श्री बड़े :** मैं नाम लेना नहीं चाहता था लेकिन अब चूँकि आपने पूछ लिया है, इस बास्ते में बता देता हूँ। उसका नाम स्वर्ण सिंह था। इसके बारे में मैंने मन्त्री जी को पत्र भी भेजा है। इसकी चर्चा अखबारों में भी हुई है। उसके बाद मैंने रतलाम का जो यह रामेश गुप्ता नामक कन्डक्टर था, उससे पूछा कि क्या उसने रिपोर्ट की है और अगर नहीं की है तो मैं करूँगा। मैंने की भी। मैं चाहता हूँ कि इस तरह की बातें जो होती हैं, ये नहीं होनी चाहिये और इस तरह माननीय मन्त्री जी का तुरन्त ध्यान जाना चाहिये। जब आफिसर ही इस प्रकार का व्यवहार करेंगे, तो पैसंजर्ज की सिक्योरिटी कैसे होगी।

ये जो नए रेलवे कम्पार्टमेंट्स हैं, इन में कारीडोर बाहर रहता है। ये कम्पार्टमेंट गर्मियों में इस प्रकार तपते हैं, जैसे ईंट का भट्टा तपता है। गर्मी की वजह से जो बड़े बड़े पैसे वाले होते हैं या बड़े बड़े अफसर होते हैं, वे बर्फ के डेले मंगा कर रख लेते हैं जिसका नतीजा यह होता है कि इधर से उधर चारों तरफ पानी ही पानी हो जाता है। मैं चाहता हूँ कि ये जो डिब्बे हैं, कोई आप ऐसा प्रबन्ध करें, जिससे ये गर्मियों में तपे नहीं।

मैं ग्वालियर गया था। रास्ते में एक स्टेशन पर जब मैंने पानी मांगा तो मुझे बताया गया कि गिलास नहीं है। जब मैंने इसका कारण पूछा तो मुझे बताया गया कि गिलास चोरी हो गए हैं। जब मैंने पूछा कि

दूसरे क्यों नहीं रखते तो मुझे उस आदमी न बताया कि पैसे तो मेरी तनख्वाह में से काट लिये गए हैं, लेकिन दूसरे गिलास अभी तक मंगाये नहीं गए हैं। दोनों गिलासों के पैसे काट लिये गये थे। तीन चार स्टेशन छोड़ कर जब फिर मैंने पूछा कि गिलास कहाँ हैं तो बताया गया कि स्टेशन मास्टर के यहाँ चले गए हैं, प्राइवेट यूज में आते हैं। उसने मुझे यह भी कहा कि उसका नाम न लिया जाए क्योंकि उसकी नौकरी चली जाएगी। ये जो छोटी छोटी बातें हैं, ये बहुत तकलीफदेह साबित होती हैं। इनकी तरफ खास तौर से आपका ध्यान जाना चाहिये।

अब मैं भीड़ भाड़ के बारे में कुछ कहना चाहता हूँ। एक जगह पर मैंने टिकट कलेक्टर और कंडक्टर से कहा कि यदि तीसरे दर्जे के डिब्बे में इतनी भीड़ हो गई है कि अन्दर खड़े भी नहीं हुआ जा सकता है तो फस्ट क्लास का डिब्बा खाली पड़ा है, इनको उस डिब्बे में बिठा दो और जब नेकस्ट स्टेशन आए और भीड़ कम हो जाए तो वहाँ से निकाल कर इन को तीसरे दर्जे के डिब्बे में भेज देना। उसने मुझे कहा कि मैं ऐसा नहीं कर सकता हूँ। मैं कानून से बंधा हुआ हूँ। मैं चाहता हूँ कि इस तरह की जो चीजें हैं, इनकी तरफ भी आपका ध्यान जाना चाहिये।

**Dr. L. M. Singhvi:** This would start patronage by the ticket collectors for certain chosen passengers.

**श्री बड़े :** यह बात ठीक है। लेकिन पैसंजर्ज की तकलीफ को भी देखा जाना चाहिये। वहाँ बहुत भारी मुश्किल होती है। हम को तो फस्ट क्लास का पास मिला हुआ है। लेकिन मैंने थर्ड क्लास में सफर किया है और मुझे मालूम है कि कौसी मुश्किल होती है। पेशाब और टट्टी तक जाना मुश्किल हो जाता है। औरतों का चढ़ना मुश्किल हो जाता है। और जब लगेज साथ होता है तब तो जो मुसीबत

हो सकती है, उसका आप बड़ी आसानी से भन्दाबा लगा सकते हैं।

अब मैं सबबन ट्रेज के बारे में कुछ कहना चाहता हूँ। बम्बई में मैंने देखा है कि वहां इतनी भीड़ होती है कि कुछ ठिकाना ही नहीं। वहां पर मैंने देखा है कि जो रवड़ रहता है जिताको पकड़ कर खड़े लांग होते हैं, वह एक प्रकार से पनिसमेंट अफ हंगिंग होती है। दो तीन चार ती डीज उठाकर पकड़ कर खड़े रहते हैं और लेडीज इत्यादि को दोनों हाथ ऊपर करके तब तक खड़े रहना पड़ता है जब तक दूसरा स्टेशन नहीं आ जाता है और भीड़ कम नहीं हो जाती है। इसका एक इलाज हो सकता है जिनका अगर आजमाया जाए तो भीड़ कम हो सकती है। बम्बई और उसके आस पास जो अफिलिस हैं, उनके आफिस आवर्ज अगर बना कर दिये जाँ तो सुबह दस से बारह बजे तक और शाम को पांच छः बजे तक जो बड़ा भारी भीड़ रहती है, वह कम हो सकती है। उन पर चढ़ने और उतरने में ही आदमी का भुत्ता बन जाता है। जिन के पांच कम-जोर होते हैं, उनका जब रवड़ को पकड़ कर खड़ा होना पड़ता है, तो यह उनके लिए फार्म को सजा हंतो है। मुझे जैना व्यक्ति जो जवान नहीं है, उनको तो और भी ज्यादा तकलीफ होती है। अगर मेरी सजेशन मान ली जाए तो उससे बम्बई की भीड़ भाड़ की समस्या बहुत हद तक हल हो जाएगी।

कल मैंने कहा था कि हमारे मध्य प्रदेश में रेलें नहीं हैं। माननीय मंत्री जो ने अपना जवाब देते हुए कहा है कि इसका वहां रेलवे लाइन नहीं हो सकती है। मैं मानता हूँ कि इसका संकट काल है और नई रेलवे लाइने नहीं खूब सकती हैं। लेकिन डिफेंस प्वाइंट आफ व्यू से भी ईस्ट से स्ट खारेज तक जाने के लिए

गेहद खंडवा लाइन की सख्त जरूरत है। इसका तो कम से कम आप कर ही सकते हैं। वहां पर माननीय लाल बहादुर शास्त्री जी आए थे, उन्होंने रबों करन का हुक्म भी दे दिया था। लेकिन अभी तक सर्वे हुमा है या नहीं, मैं नहीं जानता हूँ। मैं चाहता हूँ कि आप पुरानी रट न लगाते जो और इस लाइन के बारे में गर्भरता से विचार करें। अगर इसका आप तीसरे प्लान में नहीं कर सकते हैं तो कम से कम चौथे प्लान में तो इसको रख लीजिये।

अन्त में मैं इतना ही कहना चाहता हूँ कि सीनियोरिटी का जो झाड़ा है, टिकिट कैंकटर्ज की, उसकी तरफ विशेष रूप से ध्यान दिया जाए। रेलवे बोर्ड ने १९६१ में एक आर्डर पास किया और १९६२ में दूसरा पास कर दिया। उसको आप रिवाइज करें और यह जो असन्तोष उनमें फैला हुआ है, इसका दूर करें।

**Shrimati Lakshmikanthamma** (Khammam): Mr. Deputy Speaker, Sir, I support the rest of the demands on the Railways. The Railway Ministry and the railway workers really deserve our praise and the congratulations because of the tremendous task undertaken by them and the heavy burden borne by them during the emergency.

One outstanding feature this year has been that in spite of the emergency the railway fares have not been increased. Of course, freight charges have been increased which are justified under the present circumstances. Even here, an exemption has been made in respect of vegetables, milk and newspapers. An additional revenue of Rs. 19 crores is expected on this account. There will be an additional goods traffic to the extent of 17 million tons this year. There has been a significant improvement in the rail transport position in respect of the coal movement. During the present emergency, even at a short

[Shrimati Lakshmikanthamma]

notice, they have been able to bear a very heavy burden and on the North East Frontier Railway an additional transport performance to the order of 65 per cent over the normal transport was realised. It is really very gratifying to note that such a tremendous burden has been borne by them in moving men and material.

The other day, Shri Basumatari and other friends from Assam said that priority should be given to Assam. We all agree with that. Nobody disagrees with that. Even people from other States feel that priority should be given to Assam in the development of railways and this need has been proved. The Pakistan Joint Steamer Workers' strike and the Chinese invasion have proved how important it is to have the link between Assam and other parts of the country. We know how important it is. A considerable progress has also been achieved in this respect. The need for increased rail capacity for Assam has been receiving greater attention by the Railways. The rail-cum-road bridge over the Bhahamputra river—the only major river in the country—which had not been bridged previously was completed ahead of schedule.

Sir, I also feel that the workers in industries and in railways have been with patriotic spirit working day and night to increase the production in the country. Because of some foreign exchange difficulties and others the railways have had to increase the manufacture of the rolling-stock from the Chittaranjan Works, Telco and Perambur Integral Coach Factory. The progress has been very satisfactory even in the manufacture of electrical and signalling equipment. Along with these burdens that are increasing day by day, I request that the question of safety has also to be looked into. I hope that God will be kind enough to us so that in future such accidents on the railways will be averted. In the Kunzru Committee's report it is said that 75 per cent of these acci-

dents are due to human failure. I feel the educative aspect will also help us to a great extent in averting such accidents. It is said that generally it is during the early hours of the morning that most of the accidents take place. I wonder whether it will not be worthwhile if all the trains running between midnight and 5.0 A.M. are made to halt at the outer signal of a station for a minute. It will make the drivers to be alert before going ahead. Provision of speed recorders as recommended by the Kunzru Committee will also further ensure safety on the railways.

Sir, there is a saying in Telugu which means that even a mother will not give what the child wants unless the child asks for it.

**Sardar Swaran Singh:** There are similar sayings in almost all our languages.

**Shrimati Lakshmikanthamma:** What I say is, priority should be given to the demands of Assam and after that our demands may also be considered. I do not think it will be wrong on our part to repeat those demands here. On the other hand, it is part of our duty that we should go on repeating our demands or requests to the Ministry until they are granted; otherwise, there is no purpose of our coming here.

The hon. Members coming from Andhra have, for several years, been asking, in the previous Parliament as well as the present one, for a separate zone. I think they are justified in their demand. Because of the heavy traffic and the rapid industrialisation of Andhra, I think their demand deserves sympathetic consideration of the Minister. I hope the hon. Minister will also consider that demand favourably, in view of the statement that he made that the Railway Ministry has not hesitated in forming new zones for reasons of operational or organisational efficiency and also for

providing improved services to the users. I would suggest that this new zone can be formed with Hyderabad as the headquarters. When this new zone is formed I would request that the marshalling yard at Tondiarpet be put under this new zone.

Regarding new lines several proposals have already been put forward. Sir, Kothagudem is in my constituency. It is part of my constituency. It is a coal bearing area. In the Third Five Year Plan Rs. 25 crores have been allotted for this purpose and year by year the local production is increasing. It is very essential that this industrial place should be linked with the other parts. Therefore, provision of a broad gauge line from Kothagudem to Vishakhapatnam should be considered by the Government. So also they should also consider the line from Ongole to Hyderabad via, Nagarjunasagar.

**Mr. Deputy-Speaker:** All these points have been urged. You are only repeating those things.

**Shrimati Lakshmikanthamma:** The people whom I represent must know that I have also put forward their demands.

**Mr. Deputy-Speaker:** No repetitions here.

**Shrimati Lakshmikanthamma:** There is one more line about which the Government has to consider and that is a line from Nandyal to Katpadi.

I would also request that a railway workshops should be started at Guntakal. Except the train to Bombay, there is no other through train starting from Hyderabad; only bogies are attached. There is no straight train to Calcutta. When passengers from Hyderabad try to enter the through trains they find that they are already full and there is no accommodation. Therefore, more trains should be run to link this capital with other important cities.

I want to say a word about ceiling fans in trains. I know instances where children and even adults have got their fingers cut because the fans are very close and not fully covered. It

is very dangerous to leave them like that and I suggest that these fans should be closely covered.

Regarding over-crowding, I want to suggest that if purposeless travel which is indulged in by many is avoided much of the over-crowding will disappear.

**Mr. Deputy-Speaker:** The railway Ministry cannot do anything for that.

**Shrimati Lakshmikanthamma:** Sir, that is all that I have to say and, as I said, I support the rest of the Demands.

**Dr. L. M. Singhvi:** Mr. Deputy-Speaker, Sir, I rise to associate myself with the expression of appreciation for the work the Ministry of Railways has done under the able leadership of Sardar Swaran Singh during the last year. I think the Minister, any Minister for that matter, should consider himself fortunate when he receives praises from a Member of the Opposition, and more so a Railway Minister before whom the task is truly gigantic. I should like, in this respect, to pay a tribute to the built-in goodwill which he exudes and the balance and consideration which he has shown both in his speeches and actions in dealing with various complaints from various public quarters. I should also like to say that in spite of him the Railway Administration has a great deal of ground to cover, great improvements to effect, greater co-ordination to achieve and greater economy and austerity to enforce. That is why I have had to resort to the seemingly extreme expedient of moving certain cut motions.

Before I go on to discuss the various cut motions that I have moved, I should like to suggest to the Railway Minister that he should consider afresh the feasibility of recasting the Railway Administration into a statutory public sector corporation rather than running it as a departmental undertaking. We are not fully aware of all the pros and cons of this particular matter, but I should very much like a fuller examination and a fresh examination of the matter to be un-

[Dr. L. M. Singhvi]

dertaken by the Ministry and I would like him to tell us whether it might not be better if the railways are run as a public sector undertaking and not as a departmental undertaking.

**Shri S. V. Ramaswamy:** As a corporation?

**Dr. L. M. Singhvi:** Yes, as a corporation; that is what I mean. This could, I think, bring about greater efficiency and this would not necessarily entail any loss of control by the Parliament.

Sir, I should like to preface my observations by saying that a bird's eye view of transport in this country leads us to the irresistible conclusion that the railways must continue to carry on the responsibility of the bulk of our transport. That indeed throws an amount of very great responsibility on the Railway Minister, particularly in the time of emergency, because I think that locomotives and our transport efficiency is almost as important as our weapons are. Transport efficiency means greater mobility and therefore greater military strength and striking power. I, therefore, suggest that a really close review of the needs of transport both in times of peace and as a consequence of the emergency situation that has overtaken us should be undertaken. I hope it is being done, but we would like to be told by the Railway Minister the specific steps he has taken to estimate our total transport requirements in the situation of our being drawn further and further in war and in a situation when we would have to move our defence personnel and ammunition with a much greater speed than has been possible hitherto.

I should think that the need for co-ordination should really be placed very high in the scheme of Railway Administration. Co-ordination there is; but not enough—I think this is undeniable. But I think that unless greater co-ordination is achieved the operational efficiency of the railways

can never reach that optimum which is the desire of us all.

I should like to say in this respect that bureaucratic tendencies continue to get the pride of place, that bureaucratic tendencies continue to reign supreme in the functioning of the railway administration, as indeed with the entire administration in this country. There must be an effort made, particularly because this is a public utility concern particularly because the Railway Minister has stated that a lot of common man's money, taxpayer's money, has gone into the Railways, to curb this bureaucratic tendency and to bring about greater and greater efficiency. If I were to go into particulars, it would be unnecessarily taking the time of the House, but I feel that this general question must be gone into with all the particularity that it deserves and merits. Also, greater speed and safety are objects which should be sought to be achieved by the railways in greater measure. This is also a matter of general statement fully borne out by facts. But I think the Railway Minister would be able to tell us about the specific steps that are being taken to make improvement in these matters and that this is engaging his constant attention.

It is my view that an unsatisfactory wagon—user position continues to obtain. I think this is a view which is shared by a large number of those who know. I should like in this respect to advert to an observation made by the Kunzru Committee, which I have quoted in one of my articles on the subject.

“Wagon shortage is a symptom of a disease. It is not disease in itself. When a trader asks for five wagons to load the traffic and the railway provides only one, it does not mean that the other four wagons are non-existent. It indicates that there is a hold-up somewhere or that wagons are not moving smoothly and swiftly to their loading points.”

I think there is a great deal of seasonal fluctuation and of sporadic placement of empties which is responsible for a considerable amount of avoidable waste in the matter of optimum use of wagons.

I should now like to refer to some of the matters that I have raised in the cut motions. The first relates to the need for economy measures. This has been emphasized again and again and, indeed, it can never be over-emphasized, but I find no sizable response to this reiteration of the need for economy measures in the administration as a whole. In this respect, I could not in fairness single out the railway administration, but I find its response in this respect is lackadaisical and light-hearted. I should very much like the Railway Ministry to blaze a new trail in responding to the need for economy and austerity in a greater measure and show greater sense of urgency for this particular problem.

**Mr. Deputy-Speaker:** The hon. Member should now conclude.

**Dr. L. M. Singhvi:** Sir, I am the only spokesman on behalf of my Group. So, I should be given a little more time.

**Mr. Deputy-Speaker:** Every hon. Member will get ten minutes irrespective of the group to which he belongs.

**Dr. L. M. Singhvi:** I should like, in this respect, to say that the recruitment policy has tended in certain cases to deny certain regions their accustomed share. I do not stand for any regionalism, but I do feel that if regionalism is practised by some people, it only gives rise to regionalism in other quarters. I have a number of complaints with me, with which I shall not weary the House, which disclose that in the matter of recruitment all is not well. I should very much like the Railway Minister to see that in this respect the machinery is streamlined and rigorous measures are

taken to ensure that equal opportunities of employment are afforded to all.

I should like to refer to the inferior quality of coal which is also responsible largely for the unpunctuality of trains. Then I should like to refer to the inadequacy of labour welfare measures which have been introduced, at the same time, applauding the fact that a greater sense of appreciation of labour difficulties seem to be drawn upon the railway administration.

I should like to mention that there has been neglect in the matter of wagon allotment to certain regions. In this respect, I should like to particularise my allegation very briefly. The Jodhpur Railways, the region from which I come, used to occupy a very important place. It was one of the really efficient railway systems at one time. After integration, the Wagon holdings for Jodhpur has decreased from 4,000 to a mere 1,700 and, out of this also, a lot of wagons are allotted for gypsum and for other railway and miscellaneous Government requirements. I would very much like the Minister to look into this matter and see that the wagon holding for this particular region is improved, so that the backwardness that has become a chronic obstruction in this region may be removed or reduced.

I should, in the end, like to express my disappointment over the statement that the Railway Minister has made regarding the non-availability of resources for construction of new lines. It has dampened our hopes and it denies some of our expectations. I would nevertheless express the hope that when the time is opportune the administration will look into the matter and may respond to the very reasonable and legitimate demands of some backward regions, particularly the Jodhpur region from which I hail.

श्री रा० स० तिवारी (बज्रहो):  
उपाध्यक्ष जी, रेलवे के अनुदानों पर चर्चा  
तीन चार दिनों से चल रही है और

[श्री रा० स० तिवारी]

बाद ही पास हो गया है। यह तो नहीं कहा जा सकता कि रेलवे ने कुछ नहीं किया। रेलवे डिपार्टमेंट ने कोई तरक्की नहीं की। रेलवे ने जो तीसरी योजना में तरक्की की है वह बहुत अच्छी है। मशान में सवारी के डब्बे अच्छे बनने लग हैं और उनकी तरक्की १६ डिब्बों से १५६ तक पहुंच गयी है। इसी तरह से डीजन गाड़ियों की तरक्की हुई है जिनसे बहुत ईंधन बचा है। उतना ही डीजन आइल खर्च करके ट्रकों से जितना माल ढोया जाता उसकी अपेक्षा ढील गाड़ियों ने बहुत ज्यादा माल ढोया है। जब दस लाख टन माल ढोया गया है। तो यह काफी तरक्की है।

लेकिन कोयले की कमी को रेलवे पूरा नहीं कर सकी। कोयला दिन प्रति दिन महंगा होता जा रहा है। उसका कारण यह नहीं है कि खदानों में से कोयला नहीं निकलता बल्कि उसका कारण यह है कि रेलवे को कोयले की लाई में कमी है। जितने गन कोयले के लिए चाहिए उतने नहीं मिल पाते, इसलिए कोयले की कमी की वजह से बहुत से कारखाने बन्द हो रहे हैं। मेरा निवेदन है कि रेलवे द्वारा अधिक कोयला ढोने का प्रयत्न किया जाए ताकि राष्ट्र की अर्थिक स्वातंत्र्य कारखानों का उत्पादन कम न होने पाए।

तिरुची कोयला लाइन जो ३६ मील तिरुची से बनायी गयी है, वह लाइन मेरे खाल में कुछ उचित ग से नहीं बनी। तिरुची में ६०० वर्गमील में अधिक कोयला निकलने वाला है और और उतना सँ हो गया है और निकला भी है। उस कोयले का ढाने के लिए और रेलवे लाइन तिरुची से रीवा, सतलुजा, छारपुर और ललितपुर स्टेशन पर मिलायी जाती तो मैं समझता

हूँ कि सौ मील रेलवे के फामले की बचत हो जाती लम्बाई में और माल भी जदी पहुंचता। लेकिन यह जो वाया कटनी लाइन बनाने का प्रोजेक्ट है वह ठीक नहीं है। इससे एक तो गति तेज नहीं होगी, दूसरे पैसा भी इसमें ज्यादा लगेगा। अगर नई लाइन बनाने का विचार है तो उस एरिया को भी कवर करना चाहिए जहां रेलवे नहीं है। यह बंडेलखंड व बंडेलखंड छोटे-छोटे राज्यों का एरिया है वहां पहले इन राज्यों की वजह से रेलवे नहीं बन पायी और आज भी वहां रेलवे बनाने का प्रोजेक्ट घोसा मानूम होता है। जो सबै हुआ है वह इस तरफ का हुआ है और उधर का भी हुआ है। मैं चाहता हूँ कि इस ओर से लाइन डालने का प्रोजेक्ट मंजूर किया जाए तो ज्यादा अच्छा होगा।

श्रीमन, मानिकपुर-झांसी के बीच में एक ऐसा लाइन है जिसका कि बंगाल लाइन कहते हैं। इस पर कभी कोई तबज्जह नहीं दी जाती है। लेकिन अब इस लाइन की तरफ तबज्जह देना इसलिए जरूरी हो गया है कि एक तो उधर भूपाल राजनी होगयी है और इधर दिल्ली के लिए काफी आवागमन में वृद्धि हो गयी है। वहां पर वही पुराने ढाँकी रेलवे लाइन बनी हुई है। पुलों की आयु भी पूरी हो चुकी है जिसमें बड़े इंजन चल नहीं सकते, कर्नेडियन इंजन उसमें जा नहीं सकते हैं जिससे मेल-एक्सप्रेस गाड़ियाँ चलाई नहीं जा सकती।

14 hrs.

बाबा और घाटी नदी के ऊपर जोब्रिज बने हुए हैं वे बहुत पुराने हो चुके हैं। उन्हें बने सौ साल से ज्यादा हो गये हैं। उन पुलों की मरम्मत करने की मजदूरी हुए आज चार साल हो गये



है लेकिन वह अभी तक बन नहीं पा रहे हैं। इसलिए मेरा निवेदन है कि उन पर मरम्मत आदि का काम पूरा किया जाय। इसके अतिरिक्त इस पर एक स्पेशल गाड़ी इलाहाबाद टु झांसी तथा भोपाल कर दी जाय ताकि इस ३००—४०० मील के ऐरिया के यात्री लोग जल्दी से और आसानी से अपने गंतव्य स्थानों तक पहुंच जाया करे।

यह मुझाब मैंने गत वर्ष भी दिया था और मैं पुनः उसे दुहराता हूँ कि रेलवे लाइनों के बनाये जाने या बढ़ाये जाने पर जब भी विचार किया जाय, तो उन स्थानों में रेलों का ज्यादा प्रसार किया जाय यहां पर कि आजकल रेलवे लाइन्स बनी नहीं ई है और राष्ट्र की आर संपत्ति भूगर्भ में छिपी पड़ी है।

उदाहरण के लिए मैं आपको बतलाऊ कि खजाराहो एक ऐसा टम्पुल है जोकि इंडिया में ही नहीं वरन संसार में प्रसिद्ध है। वहां हवाई जहाज से यातायात की व्यवस्था आप करते हैं, वहां पर स्थानीय बहुत से उपाय करते हैं। वहां से आपको फोरेन एक्मर्चेंट की आमदनी भी काफी होने लगी है लेकिन उस मंदिर तक पहुंचने के लिए कोई रेलवे लाइन नहीं बन रही है। यह वह ऐरिया है जहां अबरक तथा अन्य बहुत सारे खनिज पदार्थ मौजूद है। पन्ना में हीरा पैदा होता है। वहां लांहा, पत्थर और लकड़ी के जंगल भी बहुत हैं। खनिज पादार्थों का वहां भंडार भरा पड़ा है। वहां उत्पादन अधिक होने के अतिरिक्त हिन्दु-स्थान की वह एक मशहूर जगह भी है। इसलिए मेरा निवेदन है कि वहां एक छोटी सी ही सही लेकिन एक रेलवे लाइन बनानी चाहिए। मानिकपुर, झांसी लाइन के बीच महोवा और हरपालपुर के स्टेशन पड़ते हैं। इन स्टेशनों से खजाराहो तक रेलवे लाइन बनाने में ज्यादा से ज्यादा

३५-३६ तथा ६० मील लाइन डालनी पड़ेगी। इससे अधिक फासला वहां से नहीं है। वह एक ऐतिहासिक और महत्वपूर्ण स्थान है और वहां पर यदि आप लाइन बिछा सकें और रेल चला सकें तो मैं समझता हूँ कि यह बहुत उचित बात होगी।

दूसरी चीज मैं वह निवेदन करना चाहता हूँ कि अभी १० महीने हुए मैं रेलगाड़ी से जबलपुर से कटनी आ रहा था। रास्ते में रेल में काफी गड़बड़ियां होने लगी हैं। कुछ लोग चीच आदि चीज डिब्बे में आकर यात्रियों को बेचते और नीलाम करते हैं और वे सीधे सादे ग्रामीण लोगों को ठगते हैं और जबरदस्ती उन्हें डरा धमका कर उनसे रुपया ऐंठ लेते हैं। इस सम्बन्ध में मैं आपको एक घटना बतलाना चाहता हूँ कि एक जगह में मैंने चूँकि रिजरवेशन नहीं किया था इसलिए मैं भी थर्ड क्लास के डिब्बे में बै। हुआ था। उस अवसर पर डिब्बे में चार, पांच आदमी आये, कुछ गांधी षोपी लगाये थे और कुछ पुलिस की बरदी पहने थे। आते ही वे सीधे सादे यात्रियों को धमक कर पूछने लगे कि वे बतलायें कि किस किस के पास कितना कितना रुपया मौजूद है और जो जो बतलाता गया उसके रुपये लेकर वह अपनी जेबों में डालते गये। इस तरह से उन्होंने १५, २० आदमियों से कोई २००—२५० पये वसूल किये। इस पर जब मैंने हल्ला किया और चिल्ला कर कहा कि आप लोग यह क्या डकैती कर रहे हैं और मैंने जंजीर खींची, वैसे ही गाड़ी खड़ी भी न होने पायी थी कि वे सब डिब्बे में से निकल कर भाग गये। गाड़ी खड़ी होते ही कंडक्टर भी वहां आ गया। पुलिसमैन कोई वहां रहता नहीं है। मैंने कंडक्टर से सब किस्सा बतलाया तो वह कहने लगा कि साहब हम क्या करें, मुश्किल है, अगर हम

[श्री रा० स० तिवारी]

कुछ कहते हैं तो अपनी जान खतरे ~ पड़ती है। . . .

श्री यशपाल सिंह (कैराना): गांधी पीपी वालों का काम होगा।

श्री रा० स० तिवारी: इसलिए मेरा निवेदन है कि जब रेल चले तो उसमें ४—५ बंदूक धारी पुलिस के सिपाही अवश्य रहने चाहिए ताकि स तरह की गी और शरारत करने वाले बदमाशों को मोके पर ही पकड़ा जा सके और यह जो सामान बेचने के बहाने ठगी और लोगों को डरा धमका कर पैसा ले लिया जाता है, यह बदमाशी खत्म हो जाय।

एक और प्रार्थना मेरी यह है कि ऐसे स्थानों जिनको कि लेकर नवीन प्रदेश बनाये गये हैं, जैसे कि पहले जो विन्ध्य प्रदेश था अब वह प्रदेश मध्य प्रदेश में शामिल होगया है लेकिन उस पुराने विन्ध्य प्रदेश का जो उत्थान होना चाहिए वह अभी तक नहीं हो सका है। वहां रेलवे लाइन नहीं बन सकी है। सतना—रीवा की रेलवे लाइन बनायी जाने की मंजूरी भी पहले हो गई थी लेकिन उसको भी कैंसिल कर दिया गया है। इसलिए मेरा निवेदन है कि उस प्रदेश की और रेलवे मंत्रालय सहानुभूतिपूर्वक विचार करे ताकि वहां की उन्नति हो सके। धन्यवाद।

Shri Birendra Bahadur Singh (Rajnandgaon): Mr. Deputy-Speaker, Sir, I am very grateful to you for giving me an opportunity to speak. At the outset I would like to congratulate the Railway Board and the hon. Minister in charge of a Railways for a distinct and marked improvement and all-round progress that has been shown during this year. I hope, this will continue in the future also.

There are only a few suggestions that I want to make. I have already

addressed a letter to the hon. Minister of Railways on the 18th February and I hope that whatever proposals are made therein will be duly considered. One of the main points that I have stated therein is that there is a feeling in Doongargarh on the South Eastern Railway that the locoshed at Doongargarh is to be removed in view of the extension of the railway towards Bhilai and other things. Time after time somehow or the other this rumour starts. Doongargarh loco shed has been there for well over 60 or 70 years and practically the whole of the town, the municipality and the people round about it in the villages live because of the importance of this loco shed. Last time, I remember—if I remember aright—the hon. Railway Minister had made a statement that the loco shed would not be removed. Similarly, a statement was made by the General Manager of the South Eastern Railway, Shri Khandelwal. But subsequently rumours again started growing. Therefore my request is that there must be a categorical statement issued in the papers that the loco shed at Doongargarh would not be removed so that once for all this talk which is going on would be finished. I hope the hon. Minister will kindly consider my request and say in a similar way, as he had said last year, that the loco shed would continue.

The other point is that most of the revenue that we derive is from the third class passengers. Apart from the big junctions and stations, like, Bhopal, Calcutta, Bombay, Madras and whatever other big stations are, amenities for third class passengers should also be provided at middle class and smaller stations. Again, I have to say that on the South Eastern Railway and, in particular, at the Doongargarh and a few other stations, amenities provided for third class passengers have not been adequate. Time after time it has been happening that they say that they would be making the third class waiting hall or waiting

room, but up till now nothing has been done although the matter has been hanging for nearly five or six years. Therefore my suggestion is that more attention should be paid to these roadside, medium and smaller stations from the point of third class passengers, where there are more third class passengers than at the bigger stations. At the bigger stations there are so many advantages for the third class passengers. That is not so in the case of middleclass and third class stations.

Then, a word about the Railway Protection Force. The hon. Member from Khajuraho has mentioned one incident. So far as pilferage and other things that are there in the Railways are concerned, it might be said that during the time of the Watch and Ward the working was efficient. My feeling somehow or the other is—I may be wrong—but there is a lack of co-ordination between the RPF and the local police force. Once or twice I also came to know that the Railway Superintendent of Police in the Raipur area had complained that there was no co-ordination. There are several places where this looting and stopping of train, whether they may be dacoits or non-dacoits, whoever they may be, has become a common occurrence. There should be necessary co-ordination between the railway protection force and the local police force. I regret to say that there is not sufficient co-ordination now and this should be improved upon. The whole object of the Railway Protection Force will be frustrated if there is not adequate co-ordination. We are already paying to the tune of Rs. 2½ lakhs and there is great need to have necessary co-ordination with the State police force.

The next point to which I wish to refer is this. We come across very cheap types of advertisements in the railway platforms in the stations. There are advertisements depicting what kind of cloth a woman must

wear, what kind of underwear should be worn and all this kind of thing which are found in the railway platforms. I have seen such advertisements in the New Delhi railway platform. This kind of advertisement should be stopped forthwith.

Speaking about Madhya Pradesh as I have said before, there is no through train for the south to Bhopal. If you cannot have a through train because of difficulties, my only suggestion is this. If you adjust the timing of the trains, for example, the timing of the Jarsuguda-Nagpur passenger, it would solve this problem. If the Jarsuguda-Nagpur passenger could leave Jarsuguda earlier and reach Nagpur at about 6.30 in the morning, the passengers there can avail of the 15 No. Grand Trunk Express. Passengers coming from Raipur and other areas could take advantage of this. So, I would make this request to the authorities. If this Jarsuguda-Nagpur passenger could leave Jarsuguda earlier and arrive at Nagpur at 6-30 A.M., I feel that that would solve the problem of all these passengers.

Some speakers had already referred to the importance of military strategy. You have this broad gauge section practically in the heart of India and metre gauge section is on the frontier. What I say is this. Today we have not got direct connection between Delhi to Bangalore and towards the south. We should have a metre-gauge line to Satyamangalam and Chamarajnagar. This will solve not only the problem of traffic but also of goods and everything. There can be a through train from Delhi, via Ajmer, Kandwa etc. straight upto Satyamangalam and Chamarajnagar. There should be this metre-gauge connection from Delhi to all these places and there should be connection towards the west as well as towards the east. Therefore, construction of a line like this will connect the whole of India. Therefore, I request that a through train should be run from Delhi straight to Bangalore, Satyamangalam, etc. right up to Madura and other places.

**Mr. Deputy-Speaker:** The hon. member's time is up.

**Shri Birendra Bahadur Singh:** One more point and I will finish. Double lines are being given between Drug and Gondia. Some lands have been taken up from the villagers and, although three or four years have passed, the people have not received any compensation. I do not know where the papers are lying; but I hope the hon. Railway Minister will kindly see to this that the persons concerned get the compensation without delay and in time.

**Dr. Sarojini Mahishi (Dharwar North):** Mr. Deputy-Speaker, Sir, it is with great pleasure that I rise to associate myself in extending a vote of thanks for the work done by the Ministry of Railways during the current year. A review of the performance during the current year will clearly indicate that in spite of heavy difficulties and odds, the Railway Ministry has been able to carry out satisfactory work. I do remember that our Railway Minister used to get up always with a heavy heart to make his statement in regard to the unfortunate accidents in the country.

Sir, the railway budget that has been placed before the House envisages some increase in the freight charges. It envisages some increase in the present surcharge to the extent of 5 per cent. In cases where a 5 per cent surcharge already operates, this will mean an effective increase of 4.75 per cent in freight rates. In other cases which are exempted from the present surcharge, the increase will be 5 per cent. As regards the parcel charges, there will be a levy. There is also an increase in regard to parcel charges. There will be a levy of 10 naya paise per rupee except in the case of milk, vegetables and newspapers. The total income of all these put together, the goods as also the parcels, will be to the tune of something like Rs. 19 crores, that is, Rs. 17 crores from the freight charges and Rs. 2 crores from

the parcels. The increase in the freight charges will clearly reflect upon the price of the other articles, in spite of the fact that we wish to see that the price level is held in check. Therefore, I urge the Railway Ministry to reconsider this point. When our exports increase, our foreign exchange is on the increase. The Import and Export Policy Committee had recommended a 25 per cent remission upon the goods that will be on board the ship and in cases where it is necessary, greater remission should be given. So also, the Freight Structure Enquiry Committee has recommended to the effect that there should be encouragement for export.

Therefore, Sir, taking into consideration the effect of this levy on the general price level and also taking into consideration the fact that encouragement of export is essential for earning foreign exchange, under these circumstances, I hope the Railway Ministry will reconsider this aspect.

**Shri S. V. Ramaswamy:** There are new concessions for export.

**Dr. Sarojini Mahishi:** Thank you. The Ministry has been able to achieve the target in moving the goods to the extent of 13.2 million tons during the year, especially in the period of emergency, in the period of 10 months in 1962-63. Now, the figure of 15 million tons can easily be reached.

In the border areas, the Railway administration has been able to render very important services and the Railway administration has risen up to the occasion and at the same time seeing that passenger amenities and passenger services do not suffer. That is indeed, Sir, an appreciable thing.

I wish to say that the Railway administration should also pay a little more attention to the labour welfare schemes and also towards the construction of new railway lines for encouraging exports. About exports, I had already made a mention. Our ex-

ports bring us a lot of foreign exchange, especially the iron ore and the manganese ore in my State. A broad gauge line is to be constructed from Guntakkal to Hospet and a line from Hospet up to Hubli should also be taken up. I hope the same will be taken into consideration and I also hope the new line from Hubli to Karwar will also be considered. I hope the survey work will be started on this line. Survey work has already been started on Hassan-Mangalore line. This is also quite necessary in order to see that our iron ore gets easily moved. Exporting the iron ore through Karwar port would be more economical than to carry the iron ore to Madras or Bombay.

As regards passenger amenities to be given, I wish to bring some points to the notice of the hon. Railway Minister. The passenger amenities in the southern lines especially should be given more attention. The organised labour and the travelling public have time and again brought to the attention of the Railway Ministry about shortage of water supply, the shortage of adequate quality coal and other things due to which there is lot of delay in the movement of trains in the Hubli-Sholapur line. Shortage of water supply has resulted in delay in the movement of trains. Delays have occurred in their movement for hours together for want of water. A suggestion has been made by the expert authorities that the steam pumps that are working in wells at miles No. 111|13 and No. 111|23 should be replaced by high-power electric pumps so that water can be raised to higher level and proper and adequate water supply could be achieved until new wells are sunk in the area. Therefore, if provision for adequate water supply is made at Gadag, it will be of great help in running the trains in time and this will also give better amenities and better facilities to the working people there, in that area.

Another point that I would like to appreciate here is, the Railway Ad-

ministration has been kind enough to consider the demands of the E.L.R. employees in that area and they have been given weekly rest with payment. At the same time, those servants who were working prior to 22nd June, 1956 especially in the engineering section, have not been absorbed in the service in spite of the fact that it was proved that the fault did not lie with them. I hope the administration will take this into consideration. As far as the implementation of the recommendations of the Central Pay Commission is concerned, I hope the Administration and the Ministry will immediately implement them.

The Uniforms Committee, some years ago, made a recommendation that uniforms should be given to the employees working in the engineering section, especially class IV employees and also the brakesmen and the running staff. The same has not been implemented. Class IV employees in the engineering section are working without uniform. It is quite essential. I wish to bring it to the notice of the Ministry that immediate action should be taken in this matter.

Another important matter is this—the Railway Ministry started and recognised the training of workers and education of workers. In pursuance of that, on 17th July, 1962, at Perambur in Madras, a training course was inaugurated by the Deputy Minister of Labour and it was also visited subsequently by the Deputy Minister for Railways. It was very much appreciated also. Subsequently, the same has not been recognised. Those workers who have had the opportunity of getting that education at that particular course, when they wanted to open new courses in their own parts and wanted to start new camps for training and education of workers, the same has not been recognised.

**Shri S. V. Ramaswamy:** They want it during working hours.

**Dr. Sarojini Mahishi:** With a view to giving better amenities to these

[Dr. Sarojini Mahishi]

people, I hope this thing will be immediately taken into consideration.

Another point that I would like to bring to the notice of the Ministry is this. In those States where the education of children, especially secondary education of children, is free for the low income groups, getting an income of less than Rs. 900 or Rs. 1200,—it may differ from State to State—the same facility is not extended to the children attending the Railway schools. Except primary education which is free, in the Railway Secondary schools, children are required to pay fees and also admission to the children is not given during all periods of the year, which is quite necessary for the children of the employees of the Railways.

I would like to mention in this connection that the railway servants who are getting less than Rs. 1000 are required to pay a particular house rent. I think it was appreciated much that there would not be any rise in the house rent of those railway servants who were getting less than Rs. 1000. Since a few years, I find that the rise in the house rent has been from 70 per cent to cent per cent. I hope the same difficulty will be removed and proper facilities would be given to the low income people who are serving in the Railways.

I hope that the few amenities that I have brought to the notice of the Railway Ministry will be given without resorting to any red-tapism. Immediate action on these lines is quite essential. With a word of appreciation, again, for the tremendous service done by the Ministry, I thank you for giving me this opportunity.

**श्री कल्याण :** उपाध्यक्ष महोदय, रेल में मरुत करते समय मेरे अनुभव में जो तीन चार घटनाएँ आई हैं, उन को मैं माननीय मंत्री जी के नोटिस में लाना चाहता हूँ। इस

तरह की घटनाएँ आम तौर पर तीसरे दर्जे के मुसाफिरों के साथ होती हैं और उन्हीं को सब प्रकार की कठिनाइयों का सामना करना पड़ता है। मैं चाहता हूँ कि इन की पुनरावृत्ति न हो, इस ओर माननीय मंत्री जी ध्यान दें।

मैं पंजाब मेल में बैठ कर विदिशा गया था। रास्ते में एक व्यक्ति तीसरे क्लास के डिब्बे में घुसा और उस ने एक व्यक्ति का विस्तर उठा लिया और चलती गाड़ी में ले कर भागा। कुछ लोगों ने जंजीर खींची और विस्तर उस व्यक्ति से छीन लिया और उस के साथ मारपीट की। वहाँ कुछ पुलिस के अधिकारी आए और उन्हीं ने बजाय इस के कि उनको बे गिरफ्तार करते, छोड़ दिया। जब हमने पता लगाया तो मालूम हुआ कि इस व्यक्ति का तो धंधा ही यह है और इस प्रकार के दो चार कांड पहले भी हो चुके हैं। यह व्यक्ति तो पुलिस अधिकारियों से मिला हुआ है और जब पकड़ा जाता है तो छूट जाता है।

दूसरा किस्सा मैं आप को बताता हूँ। मैं धूलिया गया था। जब मैं वहाँ से लौटा तो जिस तीसरे क्लास के डिब्बे में बैठा हुआ था उस में एक बुजुर्ग आदमी भी आ कर बैठ गया। उस के साथ उस की पत्नी और उस की एक जवान लड़की थी। हरदा से दो व्यक्ति उस डिब्बे में सवार हुए। उन्हीं ने उस बुजुर्ग से कहा कि पांच सौ रुपये दे दो। चूँकि मैं पास बैठा था, मैं उन की सारी बात सुन रहा था। मैं ने दखल देना उचित नहीं समझा क्योंकि मैं ने सोचा कि इन की कोई पुरानी आपसी बात होगी। मुझे इस से क्या लेना देना। इस के जवाब में उस बुजुर्ग आदमी ने कहा कि कैसे दे दूँ, मैं तो तुम्हें जानता भी नहीं कि तुम कौन लोग हो। जब उस ने इस प्रकार की बात कही तो मैं ने भी उस में थोड़ी रुचि

लेनी शुरू की। जब बुजुर्ग ने देने से इन्कार कर दिया तो उन गुण्डों ने कहा कि अगर रुपये नहीं दे सकते हो तो अपनी लड़की हमारे हवाले कर दो। ये शब्द सुन कर मुझे बड़ा दुख हुआ और मैं बे उन गुण्डों से पूछा कि क्या बात है। उन्होंने ने कहा कि कुछ नहीं, यह हमारा घरेलू मामला है। बुजुर्ग आदमी ने इस पर कहा कि उस का उन के साथ कोई सम्बन्ध नहीं है, वह उन को जानता भी नहीं है, पहचानता भी नहीं है और उस ो मालूम भी नहीं है कि वे कौन लोग हैं। वे मेरे साथ जोर जबरदस्ती कर रहे हैं। इस के बाद इटारसी के पास उब व्यक्तियों ने चाकू निकाल लिये। इस पर लोग इकट्ठे हुए और कुछ हायापाई कर के उन को बाहर कर दिया। मैं ने कंडक्टर को बुलाया और रिपोर्ट की और उस से पूछा कि वास्तव में यह क्या चीज है? बाद में मुझे पता चला कि ये दोनों पुलिस द्वारा छोड़े गए व्यक्ति हैं। इस प्रकार की घटनायें जो थर्ड क्लास के पैसंजर के साथ होती हैं, इन से बे बहुत परेशान हैं। इन को रोका जाना चाहिये। गरीब लोगों के साथ इस प्रकार का व्यवहार, इस प्रकार की हरकतें, इस प्रकार से उन को इज्जत पर हमला बोलना, मारपीट करना, कहां तक उचित है, इस को आप भी समझ सकते हैं। मैं चाहता हूं कि सरकार का इस ओर तुरन्त ध्यान जाना चाहिए।

एक और घटना का मैं जिक्र करना चाहता हूं। मैं भोपाल से बैठा। उसी डिब्बे में उज्जैन से एक मिल मजदूर भी बैठा। जैसे ही वह बैठा वैसे ही उस को जब से ३५० रुपये जोकि उस ने मिल से कर्ब लिए थे अपनी बच्ची की शादी करने के लिए, निकाल लिये गये, उस की जब काट दी गई। इस की रिपोर्ट भी कराई गई लेकिन कुछ न हुआ। बेचारा हाथ मलता रह गया और अपने घर वापिस आ गया। इस तरह की घटनाओं से जो असन्तोष फैलता है, इस

प्रकार से गरीबों के साथ जो अत्याचार होते हैं जिन को हमारी सरकार ने थर्ड क्लास करार दिया है, जो मजदूर मजदूरी करते हैं, उन के साथ जब ऐसी हरकतें होती हैं, तो दुख होता है। सरकार का ध्यान तुरन्त इस ओर जाना चाहिए। अभी तक सरकार ने कोई विशेष ध्यान इस तरह की चीजों की ओर नहीं दिया है। माननीय मंत्री जी ने अपने भाषण में कहा कि वह फर्स्ट क्लास के जो पैसंजर हैं, उन को और सहूलियतें देंगे। फर्स्ट क्लास के पैसंजर को तो और सहूलियतें देने का आप का इरादा है लेकिन थर्ड क्लास के पैसंजर के साथ क्या बीतती है, इस की ओर भी क्या आप का ध्यान गया है।

मैं एक और घटना आप के सामने रखना चाहता हूं। मैं ४-३-६३ को भोपाल गया। आगरा से एक सज्जन बैठे। उन को छोड़ने के लिए दो चार व्यक्ति आए। वहां पर एक व्यक्ति अपनी पत्नी को ले कर पहले से ही बैठा हुआ था। उस के साथ मारपीट कर के और उस को हटा कर अपने मेहमान को उस की जगह उन्होंने ने बिठा दिया। यह कहां तक उचित है, इस को आप देखें। इस प्रकार की घटनाओं की जब शिकायत की जाती है तो इन की कोई सुनवाई नहीं होती है। इस का क्या मतलब है? इन की सुनवाई होनी चाहिये। मैं चाहता हूं कि एक व्यक्ति इस प्रकार का गाड़ियों के साथ जाना चाहिये कि जो, पैसंजर जब ज्यादा हो जायें, तो उनको व्यवस्थित रूप से बिठाये। ऐसा भी देखा गया है कि कई पैसंजर बहुत ज्यादा जगह घेर कर बैठ जाते हैं जिस का नतीजा यह होता है कि दूसरे जो पैसंजर होते हैं, उन को असुविधा होती है। यह व्यक्ति जो गाड़ी के साथ होगा, उन को व्यवस्थित ढंग से बिठा सकता है। इस से जो कई प्रकार के शगड़े जनता में होते हैं, वे बन्द हो सकते हैं।

## [श्री कछवाय]

भोपाल से गाड़ी अहमदाबाद जाती है या भोपाल से नागदा जाती है। उज्जैन और भोपाल के बीच में जो नए स्टेशन बने हैं, उन में टिकट की व्यवस्था नहीं है। मैं ने कल भी बताया था कि लोग स्टेशन पर आते हैं लेकिन उन को टिकट नहीं मिलती है। गाड़ी बड़ी धीमी रफ्तार से चलती है, बड़ी मद्धम गति से चलती है और चलती गाड़ी में पैसंजर बैठ जाते हैं जिस का नतीजा यह होता है कि अनेकों को चोटें लग जाती हैं। हमारी सरकार को रेलवे विभाग से जितनी इनकम होती है, मैं समझता हूं कि शायद ही कोई ऐसा विभाग होगा जिस से इतनी इनकम होती होगी। जब उन की इतनी इनकम है तो रेलवे में खास कर तीसरे दर्जे के लोगों को जो कठिनाइयां हैं उन की ओर उस का ध्यान जाना चाहिए।

गाड़ियों में जब भीड़ होती है और उस में जब लोग अन्धाधुन्ध घुसते हैं, और जिस प्रकार उन में अगड़े होते हैं, चोटें लगती हैं, उस का परिणाम बहुत बुरा होता है। डब्बों के अन्दर ठीक से व्यवस्था न होने के कारण लोगों को नुकसान पहुंचता है, भेड़ के अन्दर गरीब लोगों की चोरियां होती हैं, वे जो कुछ भी पास ले कर चलते हैं, वह सब कुछ चोरी हो जाता है, उन को धीस दी जाती है। इस प्रकार की जो हरकतें हैं उन्हें बन्द किया जाना चाहिए। मेरा विश्वास है कि हमारे रेलवे मंत्री इस बात पर ध्यान देंगे।

आज रेलवे गोदामों के अन्दर अनेक प्रकार की चोरियां होती हैं, पार्सलों के अन्दर से माल की चोरी हो जाती है। जब पिछली बार मैं ने एक प्रश्न पूछा इस सम्बन्ध में कि क्या इस प्रकार की चोरियां अधिकांश वेस्टर्न रेलवे पर होती हैं तो रेलवे मंत्री जी ने कहा कि हां होती हैं। जब मैं ने पूछा कि इन चोरियों के अन्दर क्या रेलवे कर्मचारियों

का भी हाथ होता है तो उन्होंने ने कहा कि गोदामों में जो चोरियां होती हैं उन में उन लोगों का भी हाथ होता है और रेलवे विभाग उन के खिलाफ कड़ी कार्रवाई कर रहा है। मैं मंत्री जी से निवेदन करना चाहता हूं कि जो लोग ऐसा करते हैं उन को इतना कड़ा दंड देना चाहिये जिस से कि उस दंड को देख कर भविष्य में किसी कर्मचारी का साहस न हो कि जो जनता का माल है, जो उस की रकम है, उस की चोरी न करें।

आज हमारे यहां वैगन की भी कमी है जिस के कारण व्यापारियों को बड़ी तबलीफ होती है जिन का माल बाहर से आता है। इस सम्बन्ध में मैं ने कल भी प्रकाश डाला था, और आज पुनः उस को दोहराना चाहता हूं, कि जब तक व्यापारी लोग रिश्वत का सा नहीं देते तब तक उन को बहुत तंग किया जाता है। उन से कहा जाता है कि तुम शाम को पांच बजे के बाद वैगन को खाली करना। यह ऐसे समय के लिए कहा जाता है जिस समय कि सारे मजदूरों की छुट्टी हो जाती है, वे अपने घर चले जाते हैं। व्यापारी जब आते हैं तो उन से कहा जाता है कि खाली करो। मैं ने उन व्यापारियों को अपनी आंखों से वैगनों को खाली करते देखा है। उन को आर्डर दिया जाता है कि एक घंटे के अन्दर खाली करो। अगर उस समय कोई उन लोगों को रिश्वत दे दे तो उस को एक घंटे के बजाय दो घंटे का और कभी कभी पांच घंटे का भी समय दे दिया जाता है। यहां पर सवाल यह है कि इस के लिए कुछ किया जाना चाहिए। यह मैं किसी कानूनी किताब में पढ़ कर नहीं बतला रहा हूं। मैं ने जो कुछ अपनी आंखों से देखा है उस अनुभव को बतला रहा हूं। हमारे रेलवे मंत्री महोदय को इन हरकतों की ओर विशेष रूप से ध्यान देना चाहिए।

Shri C. K. Bhattacharyya: I shall take a few minutes to draw the



attention of the Ministry to a very important matter, and this matter relates to the introduction of circular railway around Calcutta. This has been in the stage of project for long. Recently it has come out in the papers that the Metropolitan Planning Organisation has taken it up but it will not be put into action unless the Ministry looks at it sympathetically. The city of Calcutta is breaking down under the weight of its population, particularly after the coming in of refugees from East Bengal. The existing transport services are quite insufficient to carry the people to the destinations, particularly during the peak hours when people go to offices and when people come home from their offices. The State Transport Corporation has applied for bringing in fifty more buses, but that is being held up at Delhi on the ground of lack of foreign exchange. So the only hope for the people of Calcutta is the introduction of the circular railway. This will not cost the Ministry anything. The railway lines are already there; only the junctions are required to be made and trains are required to be moved. The lines around Calcutta are already there and they are being used for moving goods traffic. What we want and what has been suggested by the experts is that the same lines may be used for moving passenger traffic, so that people living in the suburbs may come to the city at a very convenient time and without overcrowding the trams and buses. To that matter I draw the attention of the Ministry and request that along with the metropolitan planning organisation they will also try to have it expedited.

Another thing with which I have reason to deal is the policy adopted by the Railways regarding co-operative societies. Wagons are allotted to individual businessmen; wagons are allotted to a community of businessmen, their chamber or societies. But surprisingly enough, wagons are not

allotted to co-operative societies. Recently one co-operative society in my constituency found itself in difficulty. It had produced jute and had contracted with some firms in Calcutta to carry over the jute to the firms in a stipulated time. But they could not do so because they did not get the wagons. Merchants were getting combines of merchants were getting wagons, but not this co-operative society. Then they approached me and I approached three Ministries here, namely, the Railway Ministry, the Agriculture Ministry and the Ministry of Co-operation. Somehow, with the movement of these three Ministries, ultimately it was possible for that co-operative society to get the wagons it required. For that my thanks are due to all these Ministries. So, what I suggest now is that this policy of the Railways should be modified. Co-operative societies should be given at least the same facilities as are given to individual businessmen and combines of businessmen.

**Shri S. V. Ramaswamy:** First come, first served. That is the principle.

**Shri C. K. Bhattacharyya:** The Deputy Minister is saying that the policy is: first come, first served. That is a very salutary proposition. I at once pay my tribute for the same and accept it. But in regard to the co-operative society even this salutary proposition is not followed. The first-come first-served proposition is allowed to be followed in the case of individual businessmen. But co-operative societies are not given even when they come first. That is my grievance and I draw the attention of the Ministry to the same.

The hon. the Railway Minister has been saturated with praises and congratulations and, I believe, these are not mere conventional offering—not even offerings to his persuasive manner and mellifluous tongue, which may be useful in his other sphere of activity. These are sincerely made to him, and we expect the submissions

[Shri C. K. Bhattacharyya]

we make to him to be looked upon in that spirit of sympathy.

**Shri P. Venkatasubbaiah (Adoni):** Mr. Deputy-Speaker, I am very happy to say that the Railway Minister had announced in this House that he is keeping an open mind so far as the bifurcation of railway zones is concerned. Coming as we do from the Central and Southern Zones of the Railways, we are very happy about the declaration that has been made by the Railway Minister. From every section of this House congratulations have been showered on the Railway Minister and his two able Deputies and the Railway Board for running the railway administration efficiently and profitably.

The railway administration is one of the biggest of the public utility concerns in our country bringing within its jurisdiction the entire country. Lakhs and lakhs of people, several workshops and several administrations have to be efficiently managed by them so that the minimum facilities that are required are provided to the passengers and for the transportation of the goods that are being sent.

We are very happy that the passenger fares have not been increased. We are glad to that extent, but on the parcel traffic and goods traffic the levies have been increased. In this connection I would only like to bring to the notice of the hon. Minister that in the years to come the goods traffic carried by the railways is likely to be challenged by the road transport system in this country. The hon. Minister may be knowing that several States have undertaken nationalisation of bus transport in their States, with the result that the bus operators are converting their buses into fleets of lorries and are coming forward to serve the public by taking their goods from place to place. In this connection, the Railway Administration should try to meet the challenge and

also endeavour to see that sufficient confidence and efficiency is created in the Administration and the people should feel that the goods that they send will reach in time and intact. As a matter of fact, there have been several complaints that the goods traffic was not handled properly and in a manner which would inspire confidence. I can say that now slowly the Railway Administration is coming up to the expectations of the people, and they must strive more to see that the efficiency and confidence are kept up.

I have been stressing several times regarding the construction of an overbridge in my constituency, namely Adoni. Adoni is one of the biggest commercial centres not only in that region but for the entire Andhra Pradesh State and other places. It is nearer to Mysore on one side and it forms a commercial centre. And there is heavy passenger traffic which is being inconvenienced by the non-construction of the railway bridge. Several representations have been made by me and by the people of that place, and the Railway Minister was kind enough to tell me that the surveys had been conducted, but he has qualified it with the condition that the State Government should come forward to bear the expenditure for laying the approach roads etc. While agreeing to the suggestion of the Railway Minister, I would put forward a suggestion to him that the discretion or the priority to take up the railway overbridges should be left with the Railway Minister and not with the State Government. The Railway Ministry should fix the priority and then intimate to the State Government asking them whether they would come forward with the necessary contribution. If that discretion or the fixing of priorities is left to the State Government which is not concerned with the Railway Administration or the difficulties of the Railway Administration, then I feel that it will not serve any purpose. I would like to stress this point in this connection.

Regarding the laying of new railway lines, our plea has been that the more under-developed and economically backward areas should be served by the laying of new railway lines. The laying of new railway lines not only brings certain amenities to the passengers or the goods but it also brings in its wake prosperity and also industrial development. Places where there are mineral resources yet untapped and where there is forest wealth should be kept in view for laying new railway lines.

In my area of Rayalaseema where there is abundant mineral and forest wealth, several times it has been urged upon the Government both by the people of that area and by the State Government to lay additional railway lines which had been surveyed a long time back. I would only request the hon. Minister to keep in view such areas and at the proper time see that these areas also are served. I do not say that at this time of emergency such things should be given priority over other important things like laying of new railway lines in Assam and other border areas, but I only want that he should bear in mind that these areas also should be served.

A welfare State should not look only to the economics or the remuneration that it could get from these areas, but it should also look at it from the welfare point of view, and areas which have been neglected should also be served. That should be the criterion for laying of new railway lines and not merely the revenues which they would fetch from those areas.

Another thing that I would like to bring to the notice of the hon. Minister is that private catering should be improved. In the Central Railway, from Hyderabad to Kurnool, there is a private caterer at Mahboobnagar. I have been seeing for years that the very same man is doing the catering there and he has almost monopolised the business there, and the catering that he does and the food that is serv-

ed are hopelessly bad. When we travel in the morning from Hyderabad to Kurnool, the lunch station comes at Mahboobnagar, and we get very bad food there. I feel that either that private catering should be replaced by departmental catering or some other individual who will serve more efficiently should be chosen.

The last point that I would bring to your notice is this. I do not plead on a regional or parochial basis, but care should be taken that the recruitment of railway personnel should as far as possible be made on a regional basis, of course, keeping in view the eligibility, the efficiency etc. If that is done, there will not be any heart-burning from other regions that the regions have been properly represented.

**Shri M. L. Jadhav (Malegaon):** I rise to make a few suggestions with regard to the Indian Railways. The first thing that I would like to submit is about the railway crossings. On the Bombay-Agra road, between Nasik and Bombay I feel that daily there are about 2500 cars that pass by the road, and there are about two to three railway crossings where these cars have to stop for about half an hour. There is huge traffic and that traffic has been assessed. A survey was made by the PWD as well as by the police and as a result of the survey it has been ascertained that more than 2000 cars pass by that road, and these cars are required to stop whenever a train is coming either from the up side or from the down side. Therefore, it is very necessary that these crossings should be covered with overbridges. The construction of the overbridges has been pressed a number of times. I feel the Railway Ministry should look to these matters and should take the help of the State Government and see that these railway crossings are covered by overbridges.

My second point is about the overcrowding in the local trains in the Bombay suburbs. I feel that Bombay

[Shri M. L. Jadhav]

is a city having a population of more than 42 lakhs, and it is a city where passengers, railway officials, government servants and other members of the public are required to attend offices and where they go for other work. I would like to suggest that if possible an underground railway may be constructed in Bombay. It is a bare necessity. In peak hours I find that there are a number of accidents because of overcrowding. If the overcrowding is to be met, I feel that for a city like Bombay, the construction of the underground railway is a necessity, and I request that it may be undertaken.

14.49 hrs.

[MR. DEPUTY SPEAKER in the Chair].

Further, I would like to submit one thing in regard to the coal ash that is sold; I would submit that it should be sold to the co-operative societies of brick-makers. In a number of cases I find that the persons who are engaged in the trade of brick-making, if they demand coal ash from the various depots, find difficult to obtain it in sufficient quantity for their business. Therefore, I request the Railway Ministry to consider the case of the co-operative societies of brick-makers more sympathetically and give the required quota of coal ash to them when that particular quota from a depot is sold.

Finally, I would like to make a small suggestion about one station, Ugaon, on the Central Railway. That locality is an irrigated tract. I find that onions, vegetables, foodgrains, jaggery etc. are required to be sent to Bombay and other places. This station has not got a platform either for passengers or for goods. I would request that Ugaon station should be covered with a goods shed and there should be at least a platform for loading and unloading of goods. That will serve the local need.

I congratulate the Railway Ministry on its performance and hope that my suggestions will be given due consideration.

**Shri Swaran Singh:** Mr. Speaker, Sir, we are now coming to the end of a very long debate on a subject which is of very great interest to hon. Members of this House. In fact, it is of very great interest to the vast number of people of our country, as this service is being utilised to a very large extent by a very large number of persons who have necessarily to use this facility. As a matter of fact, some of the figures concerning our railways are more or less astronomical. Roughly, 1/100th of our total population use railway trains as passengers—we carry anywhere from 45 to 50 lakh passengers a day. Again, the number of trains run is very large. We are, on the average, now running about 9,000 trains a day, of which about 5,000 are passenger trains and 4,000 are goods trains. We have as many as 6,600 railway stations scattered all over the country. The figure of the number of railway employees has been mentioned more than once; it is about 11½ lakhs. It is, therefore, natural that, in a subject like this, there should be widespread interest.

I feel grateful to hon. Members because they have been generous enough to say words of appreciation, even though the improvements that have been made are not such startling improvements. This only shows the strength of democracy in sustaining those who are engaged in the arduous task of serving the community. I would like to assure hon. Members that the generous words that they have used about me are taken by me in all humility as being addressed to the 11½ lakhs of railwaymen whose co-operative effort and whose willing co-operation, are responsible for adding to the transport effort.

There is one aspect which I would like to place before this hon. House.

It is true that the administration and the 11½ lakh railway employees carry the main burden of this transport effort, but the most important link in all this is the user himself. I have no doubt in my mind that our transport effort can be significantly improved if the co-operation from the user is available in an increasing measure. Whether it is the railway passenger or the user of goods services, the active co-operation of the railway user is a very important factor, and the Railway Administration do not underestimate the importance of this.

For instance, take goods traffic. Small things can help in a very big way. Quick loading and unloading can save considerable time, and if a wagon lying idle in a yard, or a siding, is quickly loaded and quickly unloaded, its turn-round can be significantly improved. Some hon. Members have made reference to the inconvenience caused to users in the matter of quick unloading. We introduced that practice in certain sections. There was initial adverse reaction, which was not unnatural; we get accustomed to a particular way of life, and any alteration, even though it may be for the good, it is not generally accepted. But we noticed that, soon thereafter, the traders and other users of that transport arrangement co-operated with the administration, and it has helped very much in the overall transport effort. I would like to assure the users that this was introduced, not with a view to earn demurrage, as was uncharitably mentioned by certain critics. I would like to say frankly that it is extremely loath some for the railways to earn demurrage. If the rule regarding levy of demurrage is there, it is more to enforce quick loading or rapid unloading rather than to earn any sums of money. It is there only to create a sense of urgency amongst the users and I for one would be extremely happy if I could report to the House that the earnings on the score of demurrage are zero.

Not only that. It has to be seen that railway trains, whether goods or passenger, run all the 24 hours. There is no such thing as a break in this service, or a holiday of any type. People work in rotation. Sometimes even individual hardships are caused, as was highlighted on the floor of the House when certain Station Masters and Assistant Station Masters have to put in long hours of duty. Still, the wheels continue moving all the 24 hours. Therefore, it is very necessary that our patrons, the users also realise that, while using the transport system of the railways in a country like India, which is developing, it is necessary to spare the strains which they can avoid.

#### 15 hrs.

I would like to make special reference in this connection to Sunday loading. Sunday loading, both in coal and in general goods is a matter of high importance. I know that in the general set-up in which we are working, people are entitled to have rest, weekly or fortnightly rest or whatever the arrangement that might be made, but I am sure that suitable arrangements can be made by staggering these holidays, and it can be ensured that the work of loading and unloading is not stopped or showed down on Sundays or on holidays. This is of importance, because any shortfall of wagon loading or unloading on a Sunday or a holiday, when we have got such a large number of holidays in a year, mounts up to a significant percentage. Therefore, it is necessary that this fact should be fully appreciated by the railway users, and it will be in their interests and in the interests of the country if they organise themselves fully for arranging quick loading and unloading. They should not create the difficulty which the railway administration is facing, of keeping the wagons unused either at the loading point or at the terminal end when these are taken to their points of destination.

[Shri Swaran Singh]

Again, hon. Members of the House were quite rightly unhappy that the standard of maintenance of cleanliness is not high. I agree that we should take all possible steps to see that the users, with all their habits, call them failings if you like, act in a particular manner. The climate of our country is such that in certain parts of the country, dust nuisance is inevitable, and it is for this reason that railways have been insisting on the use of cleaners who are available at all important stations. It has been the experience of the railway administration that quite often even their services are not fully utilised. In fact, they are not encouraged to undertake cleaning at intervals. At the starting point, at the intermediate stations and at other places, cleanliness, in the form of wiping out the dust or removing whatever bits might have been thrown, is necessary, but ultimately the standard of cleanliness will depend to a very large extent upon the users. This is a thing which is growing, and there is growing consciousness among the railway users, as among the other sections of our community, this factor is of considerable importance.

It might amuse you to hear of an incident that happened to me when I was travelling on one of the foreign railways. I ate something, and I put the refuse in the very paper wrapper in which it had been served, and when I looked round, the surroundings were so clean that I did not have the heart to place it anywhere in that coach. I also looked out, and even outside, on the roads and countryside, the standard of cleanliness was so high that I did not have the heart to throw it out, as it would make the clean surroundings ugly. Therefore, there is such a thing as the individual desire to remain clean, and to a very large extent the general attitude will go a long way in improving matters.

**Mr. Speaker:** What did he do then? He did not tell us.

**Shri Swaran Singh:** I put it in my pocket, and at the railway station I put it in the letter box.

**Mr. Speaker:** This was the most interesting part!

**Shri Swaran Singh:** I know that I cannot expect my patrons to be that meticulous because the surroundings are such that, even if you display a board asking people not to commit nuisance, that becomes an invitation for people to commit nuisance, that is my experience. They feel it is a place which perhaps is normally used for that purpose, and they can do it with impunity.

These are the facts of life, and we have to take a practical view, and cannot talk from a high pedestal. We have to live with these problems, grapple with these problems, to persevere and find the necessary answers.

You would recollect, as I do, that 15 or 20 years ago none of us could imagine that people would stand in queues for purchasing tickets at railway stations. As a young man, I have functioned as a volunteer for other passengers who were old, both men and women, and I have been in the milling crowd trying to reach the window to get a ticket. At that time, none of us could imagine that people would automatically follow this normal discipline and stand in a queue at the booking stations or at the cinema houses and the like, but that is now there and is growing.

So, there are so many other changes that are taking place all over. All this does create a hope in our mind that, with the strengthening and tightening of the administration and with the willing co-operation of the users, and the growing sense of self-improvement which is bound to come as our country progresses the picture will become definitely more rosy.

While on this, I would like to give one other aspect of our railways which

perhaps is known to many, but is not always remembered. There are two important features of our railway system. This is today one of the few railways in the world—I am using this expression purposely—which are paying. Many railways in the world today cannot claim the same position of being paying railways. Our traffic rates, whether of goods or of passengers, are also fairly on the low side. It is not as if by increasing our revenues, we are placing a solvent picture before the world. The second important thing is that the Railways are an expanding organisation. Many railway organisations in the world today are in the process of decay because of the highly advanced stage reached by these countries. There are other means of transport like inland waterways, the road systems etc., and all those systems are also fully developed.

**Shri Koya** (Kozhikode): What about the amenities?

**Shri Swaran Singh**: I know that my record on that is not very good. I was placing these two aspects before the House to indicate that the railway system is full of confidence and full of future. That is, it is both paying and expanding. As Dr. Singhvi rightly pointed out, for years to come we will have to depend upon railways as the main means of transport in view of the long distances involved in our country and in view of the location of certain important materials which are concentrated in certain parts. Coal is the obvious thing that comes to one's mind. All our coal, or the major part of it, is located in that area of 200x200 miles, within the corners of the four States of Bengal, Bihar, Orissa and Madhya Pradesh. That is to be moved to long distances like Punjab, Gujarat and States in the South. We have got some coal and lignite in Andhra Pradesh and Madras. Even taking that into consideration, still large quantities of coal will always continue to move over long distances. Besides, the other raw materials for fertiliser

plants, cement factories, etc. will continue to depend upon the railway system. Therefore, it is necessary that a system like ours should have some inherent strength and it is from this angle that I would like to view the present picture of the Indian Railways. Considerable thought has been given and continues to be given to make it an organisation of strength. It has been the endeavour of the railways to make our country self-sufficient in the matter of railway equipment. To a certain extent, the railway organisation has to depend upon the general strength of the industrial economy of the country. Large quantities of rails are needed, but the railways cannot be expected to organise a steel plant. So, for the rails, steel plates and other essential steel needed for the railways, they depend upon the economy of the country as a whole. They depend upon the steel plants for servicing the steel requirements. There are three essential things on the manufacturing side: wagons, locomotives and coaches. We are not importing any wagons from abroad; we are sufficiently organised now to export wagons, if there is demand. A small proportion of certain components is still imported, but essentially the manufacture can generally be said to be within our own compass.

Our Perambur coach factory is one of the best in the world. I happened to go to the factory of the collaborators in Europe when I was not a Railway Minister—about seven or eight years ago. That is in Schleiren near Zurich. They told me that the Perambur factory, when ready, would be much better than even their own factory. I was not very much interested in this factory then, but even then I did go round the Schleiren factory. Several years later when I visited the Perambur factory I was reminded of this and I was greatly impressed by the lay-out of our own factory which was definitely a better layout and a better show compared to the factory of the

[Shri Swaran Singh]

collaborators themselves. Some of the coaches are being manufactured even in the private sector. We are not importing any steam locomotives, either broad-gauge or metre-gauge. Chittaranjan has already started the manufacture of electric locos. The diesel loco workshop at Varanasi is getting ready. So the Railways can depend upon indigenous sources for almost all their requirements, which is an inherent source of strength.

On the manpower side also, in a huge organisation, it is difficult to assert that there is no hanky-panky anywhere. He would be a bold person who can assert so. But I feel that on the whole the mechanism has been so devised as should inspire confidence.

**Shri Bade:** Why is the percentage of coal consumption increasing? Are you starting collieries for the railways also?

**Shri Swaran Singh:** We have no special collieries. Some years ago, railways did own some collieries but they were transferred to the National Coal Development Corporation when it was set up. The Coal Controller nominates our sources, and we get from there.

**Shri Bade:** You get inferior quality coal.

**Shri Swaran Singh:** I was coming to that, if Mr. Bade could bear with me for a little while. There is a great deal of force in it.

I was saying that the general attitude has been to make the channels of recruitment as fair as possible. For the reason there are four Railway Service Commissions for recruiting the Class III staff. Even for lower level recruitments we insist on issue of the necessary advertisements or notices so that recruitment is not made in a surreptitious manner. For the higher level recruitment there is the Union Public Service Commission. We do attach importance to the regional

considerations also. It is for that reason that we have a rule that a person who has to complete has to give certain priorities: whether he opts for Jodhpur or Bikaner or Guntakkal division, etc. This helps to a certain extent in diversifying the sources of recruitment. We attach considerable importance to training at all levels. We have got a large number of training institutions and we insist on refresher courses and the like. If we can manage the men and materials properly, I am sure that the Railway system will continue to grow from strength to strength, and will rise up to the expectations of the hon. Members here.

I have to say a few words about coal. It is known to this House quite well. For the steel plants, we should remember that coal is not a heating material but a raw materials which is necessary for the production of steel. So, the steel plants have priority over high grade coal compared to railways or thermal plants or other factories which use coal for heating purposes only. Historically, most of our railways were based upon the availability of high grade coal because at that time there were no steel plants on other users of high grade coal. With the commissioning of steel plants a situation developed where metallurgical coal of low ash content was switched over as raw material for steel plants and the railways and others had to take their lower priority in the matter of the available coal. Therefore, the railways are not getting as good coal as they would like. But I am not complaining against anyone. That is inherent in this situation. There is one way of improving the quality, and that is by washing it. During the current plan period Government is proposing, to have washeries both in Bihar and I think in Madhya Pradesh, where coal will be washed, so that the ash content can be lowered and better quality coal can be used.



As I said yesterday, there may be openings progressively for dieselisation or electrification, even at a somewhat larger scale, depending upon the availability of power and the availability of diesel oil from indigenous sources.

As hon. Members had made mention about Kandla port, I looked into that matter. I think the rail movement at the moment is more or less keeping pace with the arrivals at the port but we must remember that the pattern of traffic there may change; because of the Gujarat refineries, our import at Kandla port, particularly of petroleum products, might decrease, but in view of the developing economy, in the stage in which we find ourselves, it is likely that the total quantum of traffic on that section is likely to increase. It is for this reason that we have accepted the necessity of having a broad gauge line from Jhund to Kandla. The actual phasing or the actual stage of execution, naturally will depend upon the availability of overall resources and the changing pattern of traffic. There is a token provision in the current budget also through which approval in principle is sought for this new broad gauge line.

Some hon. Members have mentioned the desirability of discontinuing the second class in our passenger coaches. I think there is a class of people who cannot afford first class and who want to travel in a slightly better coach than third class. For this reason, we have taken a decision that second class will continue. There was a time when we were hesitating a little, but now we have taken this decision firmly, and it will be our intention to improve that service also in quality and quantity. We are taking steps accordingly.

**Dr. M. S. Aney:** Are you retaining Inter-class also?

**Shri Swaran Singh:** What used to be called inter-class formerly is 2916 (Ai) LSD.—6.

second class; it has been so for several years now.

**Shri S. M. Banerjee:** And the former second class is now the first class.

**Shri Swaran Singh:** It is true that our present first class is the successor in interest to the former second class. Therefore, those who used to travel in the somewhat luxurious first class of the older times, when they start comparing the present first class with that former luxury, they will find that the present first class does not come up to their expectations. Even the fare that is charged is nearer the fare that was charged for the original second class, as compared to the original first class. But in spite of that, we are trying to give as much comfort to the users as is permissible within the limits of our costs and resources.

The question of overbridges and level crossings has been raised again. This is a matter which has been agitating the House for quite some time. The position with regard to the overbridges is quite simple. In all fairness, the railways should do the bridge and the civil authorities—whether it is the corporation, or the municipality, or district board or the State Government—should do the approach road. Apart from the fact that this is an essential amenity for the road user, the fact remains that the railway cannot be involved in undertaking works which mostly are outside their own limits and which involve other problems of acquisition and the like. That is a position which is well understood by the State Governments, and Railway's offer to cooperate is being made good use of and at many important places overbridges are coming up.

With regard to level crossings, there has been some improvement over the position as reported last year. I had written to all the State Governments, and some of them have already agreed upon the formula to share the ex-

[Shri Swaran Singh]

penditure on the basis of 50:50 of the cost involved—and steps are being taken to provide manned level crossings at all those places. Some of the States have not yet indicated their consent, but I am hoping to persuade them.

**Shri Thirumala Rao (Kakinada):** If I may intervene for a minute, to seek a clarification, there are certain overbridges that have been sanctioned for implementation in the year 1963, but I hear that they are being stopped on account of the emergency. Everything was settled and work was started, but I hear complaints from my constituency that the work on a bridge, which had been started, is being stopped on account of the emergency. That is in Samalkote. It has been hanging fire for 25 years and luckily I got a written assurance from the General Manager, Southern Railway, that work would be started. It started, but then I have got a letter from the local MLA that the work has been stopped.

**Shri Swaran Singh:** My initial reaction is that the work should not stop.

**Mr. Speaker:** The Minister had crossed all those bridges and come to level crossings. The hon. Member has come just now and has drawn him back to the bridges.

**Shri Swaran Singh:** Normally, it is not the policy to stop the construction of these overbridges. If the hon. Member tells me the name of the bridge separately I will certainly look into it.

I am extremely thankful to the hon. Members for appreciating the work of the railways. I would like to assure them that this will only make me more humble, and will impel me to even greater effort and will also be a source of great inspiration and encouragement to the 11½ lakhs of railwaymen.

**Dr. L. M. Singhvi:** I would like to have the reaction of the Minister to the idea of running the railways as a public sector corporation rather than as a departmental undertaking, the matter which I raised in my speech.

**Shri Swaran Singh:** I will reply to it briefly. The railway in a sense is a statutory body, because there is a separate Act for this, and even while running the other State undertakings, we are not quite sure whether the normal company law is the right statutory provision in regard to them. As a sort of experiment we are running some of our industrial undertakings according to the normal company law pattern, but even there, you are aware of the situation that there are separate statutes for certain types of activity like the DVC, State Bank, etc. There is a Railway Act and a Railway Board Act. One can have a look at these. If there are particular aspects that require any change, one can examine them.

**Shri Heda (Nizamabad):** I would like to put just one question. According to the recent rule, if anybody who has purchased a first class ticket wants to cancel his journey, he has to forfeit the entire amount, and it is very hard on those persons who purchase the ticket by paying cash. Only they suffer. Officers or Ministers or Members of Parliament do not suffer at all.

**Shri Swaran Singh:** I do not think the entire amount is forfeited, unless of course he waits till the last minute. If the person cancels the journey within a reasonable time and not at the last minute, then he loses only a certain part of it. This action had to be taken, because there was a widespread complaint voiced on the floor of the House also, that there are ghost reservations, and at the last minute, either those tickets are passed on to somebody else, or the journey is cancelled. So we thought this will be some deterrent: that a certain part

of it should be charged from them by way of penalty, if they decide to cancel the journey.

**Shri Heda:** It is the whole amount that has to be forfeited.

**Mr. Speaker:** Order, order. Can I put the cut motions together, or is there any cut motion to be put separately?

**Dr. L. M. Singhvi:** I beg leave of the House to withdraw all my cut motions.

**Mr. Speaker:** Does the hon. Member have leave of the House to withdraw all his cut motions?

**Some Hon. Members:** Yes.

The cut motions were, by leave, withdrawn.

**Mr. Speaker:** I shall now put all the other cut motions to the House.

The cut motions were put and negatived.

**Mr. Speaker:** The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Demands Nos. 2 to 16 and 18."

The motion was adopted.

[The Demands for Grants which were adopted by the House are reproduced below—Ed.]

#### DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 2,90,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Miscellaneous Expenditure'."

#### DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 31,01,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Payments to Worked Lines and Others'."

#### DEMAND No. 4—WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 42,79,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Administration'."

#### DEMAND No. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 137,81,81,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Repairs and Maintenance'."

#### DEMAND No. 6—WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 85,37,14,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operating Staff'."

#### DEMAND No. 7—WORKING EXPENSES—OPERATION (FUEL)

"That a sum not exceeding Rs. 92,10,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND No. 8—WORKING EXPENSES—  
OPERATION OTHER THAN STAFF AND FUEL**

"That a sum not exceeding Rs. 28,87,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND No. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs. 32,02,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No. 10—WORKING EXPENSES—  
LABOUR WELFARE**

"That a sum not exceeding Rs. 13,65,98,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Labour Welfare'."

**DEMAND No. 11—WORKING EXPENSES—  
APPROPRIATION TO DEPRECIATION  
RESERVE FUND**

"That a sum not exceeding Rs. 80,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND No. 12—PAYMENTS TO GENERAL REVENUES**

"That a sum not exceeding Rs. 93,10,86,000 be granted to the President to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1964, in respect of 'Payments to General Revenues'."

**DEMAND No. 13—OPEN LINE WORKS  
(REVENUE)**

"That a sum not exceeding Rs. 12,49,50,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works (Revenue)'."

**DEMAND No. 14—CONSTRUCTION OF  
NEW LINES**

"That a sum not exceeding Rs. 65,63,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Construction of New Lines'."

**DEMAND No. 15—OPEN LINE WORKS—  
ADDITIONS AND REPLACEMENTS**

"That a sum not exceeding Rs. 433,12,94,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works—Additions and Replacements'."

**DEMAND No. 16—OPEN LINE WORKS—  
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 25,98,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works—Development Fund'."

**DEMAND No. 18—APPROPRIATION TO  
DEVELOPMENT FUND**

"That a sum not exceeding Rs. 31,00,42,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Appropriation to Development Fund'."

15.30 hrs.

# COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

## FOURTEENTH REPORT

**Mr. Speaker:** Now we take up Private Members' Business. Shri Hem Raj to move the motion.

**Shri Hem Raj (Kangra):** Sir, I beg to move:

"That this House agrees with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th March, 1963."

**Mr. Speaker:** The question is

"That this House agrees with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th March, 1963."

**Shri Hari Vishnu Kamath (Hoshangabad):** Mr. Speaker, Sir, I rise to oppose para 5 of this Report.

"The Committee suggests that not more than four Bills should be allowed to be given notice of by a Member during a session."

Sir, I invite your attention to Rule 294 of the Rules of Procedure. The Committee in making the suggestion has exceeded its powers.

**Mr. Speaker:** Rule 294?

**Shri Hari Vishnu Kamath:** Yes—Committee on Private Members' Bills and Resolutions. In my humble judgment, I feel, the Committee has gone far beyond the powers conferred

thereon under this Rule. The functions of the Committee are defined under this Rule—to examine every Bill, to examine all private members' Bills, to recommend the time, to examine every private members' Bill which is opposed in the House, and all that. I need not read out all those functions that are assigned to the Committee under this Rule.

Now, the suggestion that is made by the Committee in para 5 will, in effect, erode the powers, the rights, of private members conferred by Rule 65. Rule 65 reads as follows:

"Any member, other than a Minister, desiring to move for leave to introduce a Bill, shall give notice of his intention, and shall, together with the notice, submit a copy of the Bill . . . " etc. etc.

The rights of members, the rights conferred by the existing rules of procedure, should on no account be whittled down or sought to be curtailed by a committee's recommendation. It may be that the committee may recommend that a particular Bill, of which notice has been given, might not be introduced or might not be moved for leave to introduce. But the giving of a notice of a Bill is a right which should on no account be curtailed and a member should be free, at liberty, to give notice of as many Bills as he likes. Sir, if I am permitted to say with all respect, this will be a serious erosion of the rights conferred by the existing rules of procedure upon private members in this House. Especially in a long budget session where there are more than, I believe, six days—sometimes more even—allotted for private members' Bills, it is wholly improper, it is wholly incorrect for any committee to make—and my hon. colleagues will agree—a recommendation which seeks to curtail the rights of members to give notice of Bills.

**Dr. L. M. Singhvi (Jodhpur):** Sir, while the jurisdiction and the competence of the committee, in my humble

[Dr. L. M. Singhvi]

opinion, would depend on Rule 294 under which the Speaker may assign a particular function to the Committee, we do not know whether this was also the function assigned to the committee by you. At any rate, there is this objection to the curtailment of an existing right. I think, before we can decide on this, we should very much like to know from you, Sir, whether this was a function assigned by you to the Committee and whether it is in pursuance of that assignment that the committee has proceeded to make this recommendation.

**Shri S. M. Banerjee (Kanpur):** Sir, I was also present in that meeting—and I am also one of the members of this Committee. Now, when we were discussing about the allotment of time for Bills, this question was raised by the Chairman, that is, by the Deputy Speaker. It was said that many members who table the Bills are not present in the House with the result that certain important Bills are not given proper priority.

You may remember, Sir, that even in the matter of non-official resolutions, what the previous practice was, we used to table hundreds of non-official resolutions and it was our sheer luck whether they were balloted or not. Now, the present practice is, the members have to give their names, say, for example, I—S. M. Banerjee—give my name for balloting and my name is balloted along with others and if my name secures priority, that is, my name is first, then I am asked to move the resolution.

Now, in the case of Bills, supposing I have tabled 10 Bills and my name is first in all the ten motions, then I am given only once chance. So, the Committee thought, almost unanimously, that there should be some restriction on this. If the restriction on this is going to be removed; I would humbly request that the restriction on non-official resolutions should also be removed.

**Shri C. K. Bhattacharyya:** I have followed the recommendation of the Committee and the speeches that have been made by members. It was never the intention of the Committee to curtail the rights of members. The Committee has made a suggestion in order to economise the time of the House and also to economise the energy of the officers of the Lok Sabha Secretariat. That is the conclusion I draw from the recommendations of the Committee. By giving notice of a large number of Bills, some of which may be on the off-chance—may not come up on the agenda—the distribution of the time of the House is not properly looked after. I think, allowing a member to give notice of four Bills in a session would be enough. How many Bills would a member want to move in a session and carry the House with him? My impression is that the Committee had no intention to curtail the rights of Members of the House. It is a suggestion only for economy.

**Shri Hem Raj:** Sir, when the suggestion was made, it was never the intention of the Committee to limit the rights of members for moving more than four Bills. But it thought that there are three sessions in a year and even if one member is given an option of moving four Bills in a session, it means that within a year he can move twelve Bills. In any case, it was never the intention to limit the rights of members. What was thought that a suggestion may be made in this regard as in the case of resolutions. Sir, during this emergency period, your goodself also requested the members to give some constructive suggestions in order to save the time of the Parliament. So, this is one of the suggestions that has been made by the Committee that, if the members so like, the House may take a decision that it would be sufficient for each member to move four Bills in a session. It has never tried to limit the rights of members of the House.

**Mr. Speaker:** That should be enough.

**Shri Bade (Khargaon):** My learned friend said that their intention was not like that; it has been done with good intentions. But this sort of curtailment is found nowhere in any other Parliament. The Committee has not got the power to curtail the rights of members.

**Mr. Speaker:** I have followed the hon. Member. The first question put to me by Mr. Singhvi was whether under Rule 294, I had given that direction. I have not given any direction to the Committee so far as that is concerned under sub-rule (2).

Then the second thing is the objection taken by Mr. Kamath that the members have a right to give notice of any number of Bills under Rule 294. That is correct so far as it reads . . .

**Shri Hari Vishnu Kamath:** Rule 65.

**Mr. Speaker:** This is correct. I have no intention, nor had the Committee any such desire, to curtail their rights of giving notices of Bills. Perhaps, it is only for the sake of convenience. Normally, they do not have the opportunities and only a few members monopolise the whole thing. Probably, others do not get the opportunity. Then, in practical experience, the Members do not get any chance of moving more than four Bills in a session. It is hardly that they are lucky to get a chance of moving more than four Bills in a session. Even if one hon. Member gets a chance of moving them, he does not get the chance to get them through or to proceed with them. Therefore, the only intention was that unnecessarily the time of the Secretariat, as was said by our hon. friend there, might not be spent on that. We can change the words here and we can ask the hon. Members themselves to exercise restraint on themselves. Instead of saying: "No hon. Member shall be entitled to give notice of . . ."

**Shri Hari Vishnu Kamath:** Let it be amended that way. It cannot be accepted in this form.

**Mr. Speaker:** That is what I am putting to the House. We can make that amendment saying that hon. Members are requested to exercise restraint on themselves so that they would not give notice of more than four Bills in a session. Would that be all right? There is no restriction then on the rights of any hon. Member.

**Shri Hem Raj:** There is only voluntary restriction then.

**Mr. Speaker:** Shall I put the motion with the modification?

**Shri Hari Vishnu Kamath:** Sir, I am not personally interested; I have not introduced more than one Bill so far in the whole year. But I am concerned about the rights of Members.

**Dr. L. M. Singhvi:** Sir, this is a direction from you which we shall always try to practise. But I do not think it is necessary to put it in that way. It does not look nice.

**Mr. Speaker:** That does not place any restriction on any hon. Member.

**Shri Hari Vishnu Kamath:** You need not request, Sir. We can say: "The Committee requests. Members . . ." Why should you?

**Mr. Speaker:** We will say, "The Committee requests . . ." So, with this modification the question is put that the Report of the Committee be agreed to.

The question is:

"That this House agrees with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 7th March, 1963, as modified."

*The motion was adopted.*

**Mr. Speaker:** So the modified report of the Committee is agreed to. Now we take up the Bills.

15.43 hrs.

**CHILD MARRIAGE RESTRAINT  
(AMENDMENT) BILL—contd.**

**Mr. Speaker:** The House will take up further consideration of the following motion moved by Shri D. C. Sharma on the 22nd February, 1963:—

“That the Bill further to amend the Child Marriage Restraint Act, 1929, be circulated for the purpose of eliciting opinion thereon by the 31st October, 1963.”

Shri D. C. Sharma may continue his speech.

**Shri D. C. Sharma (Gurdaspur):** Mr. Speaker, Sir, I am asking for something very innocuous and harmless from the Members of the Lok Sabha. I request them to permit me, through the Lok Sabha, to circulate this Bill so that public opinion on it is invited. I feel that public opinion, when it is solicited, will be very much in favour of this Bill.

Sir, you will ask me why I have brought up this Bill in this House. Sir, the Child Marriage Restraint Act was passed in 1929. We are now in 1963. So many social changes have taken place during the last 34 years. So much of social transformation has gone on in my country during the last 34 years that the time has come when in conformity with the spirit of the age, in accordance with the exigencies of our social circumstances and in conformity with the necessities of our planning, we should raise the limit of age for child marriage. In 1929 we put the limit of 18 years for a male child and 16 for a female child. Obviously, Sir, there is very little difference between the ages of the two, and that does not make for, what may be called, eugenic marriages. I request this

House to raise the age limit of a male child to 21 and of a female child to 18. I say this for the following reasons. I am not going to talk about a male child because I think so far as our religions go they have prescribed the age of marriage for a young man to be 25. I am not asking for 25, I am asking only for 21.

**An Hon. Member:** What is the logic in it?

**Shri D. C. Sharma:** There is no logic in it, but there is a social necessity for it.

I am submitting very respectfully, Sir, that so far as the age of the girl is concerned it has got to be stepped up for the following reasons. In the first place, our girls are taking more and more to education and as education advances the age limit also advances. I know that there is not so much of literacy or education up to this time amongst girls, but I think as time passes the girls will attain parity with boys so far as education is concerned. Sir, the more the number of educated women, the greater is the need to raise this age limit for marriage.

My second point is, when this Bill was passed we had very few, what I call, working women. By working women I do not mean women working in factories but women who take to careers, who become members of the Indian Administration Service, Indian Foreign Service, who become members of other services and who also try to earn their living on their own. This tendency on the part of our girls and our women becoming earning members of the society is growing every day.

15.47 hrs.

[DR. SAROJINI MAHISHI in the Chair]

As soon as this tendency starts showing itself, I think the age limit has got to be raised. Sir,



**An Hon. Member:** Say, Madam.

**Shri D. C. Sharma:** I tell you, the Chair has no sex; it does not matter who occupies the Chair.

**An Hon. Member:** You are right.

**Shri D. C. Sharma:** Thirdly, Sir, we are living in an era where industrialisation in India is advancing very fast. If you compare the agricultural communities with industrial communities all over the world, you will find that so far as the agricultural communities are concerned their age-limit is very low whereas the age-limit of industrial communities is automatically raised. India is in the process of industrialising itself. We are trying to attain self-sufficiency in every sector of our public and national needs. In view of this, when this process itself is going on very fast, I think we should also raise the age-limit for child marriage.

One of the most disquieting facts in India is the rise in population. What has happened to our First Five Year Plan, the Second Five Year Plan and the Third Five Year Plan? In the Third Five Year Plan we budgeted for a particular rise in population. But what has happened? The rise in population has been much greater than was anticipated by our wonderful statistical organisation, which is more often in the wrong than in the right.

**Dr. M. S. Aney (Nagpur):** What difference is it going to make by raising the age-limit by two years?

**Shrimati Lakshmikanthamma (Khammam):** What about war with China?

**Shri D. C. Sharma:** I am coming to that. There is a steadily accelerated growth in the rate of population from 11.19 in 1921-31 to 14.23 per cent in 1931-42 15.34 per cent in 1941-51 and 21.49 per cent in the past decade. If we go on multiplying at this rate, I believe there will be an increase of about 94 million in our population by

1971. This rate is very alarming. If we go on multiplying at this rate, our plans will not be enough to increase our standard of living and we shall not be able to increase our *per capita* income, our national income and all that. It has been asked: why should we reduce our population?

**Shri Bhagwat Jha Azad (Bhagalpur):** What is the contribution of the hon. Member?

**Shri D. C. Sharma:** The "hon. Member" is a widower for the last 29 years. So, what do you expect from him?

I was submitting very respectfully that so far as the increase of population is concerned, vis-à-vis our standard of living, I can assure you that even if we go on increasing at the normal rate, there will be no difficulty and we will have enough manpower and other kinds of power to fight the Chinese. So, I do not think we should be afraid on that score in any way.

Therefore, in my opinion, everything points in the direction of raising the age-limit. I am sure this Bill will have the unanimous support of not only the male members but also the female members of this House. It is inherent in the exigencies of the situation that we should try to raise the age-limit. I feel that this Bill should be sent for eliciting public opinion. After that, I will again come to the House for the passing of this Bill.

**Mr. Chairman:** Motion moved:

"That the Bill further to amend the Child Marriage Restraint Act, 1929 be circulated for the purpose of eliciting opinion thereon by the 31st October, 1963."

**Shri S. M. Banerjee (Kanpur):** Mr. Chairman. I have gone through the provisions of the Bill, and I congratulate the hon. mover, Shri D. C. Sharma, for bringing forward this Bill. Though he is a widower for the

[Shri S. M. Banerjee]

last 25 years, he has agreed to touch upon this most important point of our social life. Now the question arises whether the child marriage which was prevalent in our country had served any purpose and whether it is still necessary. There is a fight going on now in the country between negotiated marriage and love marriage. In the olden days, senior members of this House who are much older will bear me out, there were not so many cases of divorce as today. Is it due to the faulty marriage system or social aspects or economic depression or things like that? Or is it due to the changing over from the old to the new system? That is the main question for us to consider now. Shri Sharma has stated clearly in the Statement of Objects and Reasons:

"If we are to survive as a virile, robust and progressive nation, and if we are to raise the standard of living of the masses, we must protect the health of the youth and check the growth of population and both these objectives can be achieved by raising the age for marriage."

He has stated in his speech that the correct age of marriage should be 25. There is no such age-limit, so far as the question of marriage is concerned, at least in our country. Today a man can marry only if the UPSC or the Railway Service Commission takes a sympathetic attitude regarding his service. Otherwise, he cannot marry, irrespective of whether he is 25 or 35, the son of a rich man or a poor man. So, the question to be considered is not the age-limit for marriage, whether it should be 25 or more, but the physical development of the person concerned. A man may be quite mature at 20. So, I do not know why the age-limit should be 25, 21 or 23. Really speaking, in a way, one can say that 25 should be the age when a man should get married. Then he is quite conscious of the responsibilities that he is about to take up, and he

follows the mantras which are recited at the time of marriage and he takes up the responsibility of looking after the girl. So, from that point of view, the age-limit of 25 is correct.

Then he goes on to say:

"Fertility is highest between the ages of 15 and 25 and therefore raising the age of marriage will go a long way to solve our economic, health, medical, mental, moral and other problems."

I do not know whether he is advocating family planning, which is entirely a different matter altogether. Also, I do not know whether he has taken any medical advice on the question whether fertility is at its highest between the ages of 15 and 25 or whether it starts before 15. In any case by this amendment he seeks to substitute the words "twenty-on" and "eighteen" for the words "eighteen" and "fifteen" respectively. He also wants to omit the words "above eighteen years of age and" and insert the words "years of age" after the word "twenty-one".

I am against the system of child marriage. It should be abolished. It is one of the worst evils of our country. Still we can see many families in the rural areas where a child is married when he is fast asleep and does not know what is taking place. When he wakes up he finds that his wife is six inches taller than himself. There is a popular song in the rural areas, in the villages "छोटे से बलमा". The girls attain maturity quite early. So, she is quite mature at the time of marriage. But the boy remains a boy. Naturally, it is a popular song throughout the country, at least in Bihar and Uttar Pradesh "छोटे से बलमा". It means that he remains a play mate throughout his life and he does not take any responsibilities. So, I am in favour of circulating this Bill. I would like Government to consider all aspects of this Bill and, if necessary, bring a Bill of their own so that this evil can be eradicated from our country at an early date.

**Shrimati Renuka Ray (Malda):** Madam, first I should like to congratulate Shri Sharma for bringing this Bill, because I feel it is already overdue. It is a good thing that he has thought of bringing forward now. He has put forward a very innocuous suggestion that the Bill be circulated for eliciting public opinion. I am sure, Government can have no objection to it.

I remember those days in 1929 when Child Marriage Restraint Act was passed and how there was tremendous agitation amongst the orthodox elements in the country against it. To-day things have vastly changed. Tremendous progress has been made and the conditions that obtain even in the rural areas of those days are now very different. Shri Sharma talked about the condition of women in cities and towns where they are earning members of society now and take up many careers. But even in the rural areas where perhaps in some places one still sees child marriage vast changes are coming about. Changes having come about in this way there seems to me that no objection can be raised to it, that is, against raising the age from 15 to 18 for girls and from 18 to 21 for boys.

16 hrs.

As the hon. Mover of the Bill has pointed out in the statement of objects and reasons, the raising of the age of marriage will go a long way to solve our economic, health, medical, mental, moral and other problems. He has put it in a nutshell. There is no doubt that we shall be able to cope with all these problems. He has spoken about the population problem. I remember, in 1929 when this subject of family planning was first mooted at the "All India Women's Conference," the women who brought it up were almost considered beyond the pale that they should bring up such a subject. But today, we know, whatever be the reason—it is economic reasons mainly—there is a great difference and it is a part and parcel of the programme in our plans of development.

We want things to happen so that families are of such a size that those have to bear the responsibility are able to look after their children and that the mother's health is not spoilt on account of it. All these reasons make it all the more necessary that the girls' age be raised from 15 to 18. At 18, from the health point of view, she is in a better position to bear the responsibility of motherhood and she is better educated also. She will be able to cope with the bringing up of the citizens of the future.

Apart from that, the hard and pressing problem, the economic problem, of the growth of population which is almost on a point of defeating our plans will also be met, somewhat. Therefore I can see no reason whatsoever for the Government not to agree to this. I feel that if the hon. Member had even suggested that this be sent to a Select Committee, the Bill could have come back from the Select Committee and be enacted quicker. But, in any case, as he has moved that it be sent for eliciting public opinion, I do hope that the Government will find it possible to accept this and to see that this measure, which is a very healthy one and is in consonance with the ideals and objectives of the society of today, is taken up and enacted eventually.

With these words, I again congratulate the author of this Bill and hope it will be enacted soon.

**Dr. M. S. Aney:** Mr. Chairman, I also want to join other hon friends and sisters in congratulating Shri Sharma on bringing forth this Bill before this House. I am entirely in agreement with him about the principle of the Bill. But I want to point out one thing.

Most of the persons think that the reform that has taken place has taken place on account of legislation that was brought forward, that is, the Sharda Act, otherwise child marriage would have gone on even upto this time. That is what they think.

[Dr. M. S. Aney]

merely pity the pathetic faith that they have got in social legislation for bringing about social reform. Things are changing; environments are changing and those changes bring about changes in the customs of the people also. Customs have been changed considerably and legislation is coming later on to give it legal validity. That is what has taken place in the case of the Sharda Act. I am sure, even in this case the same thing will take place. People will welcome it in these days.

I particularly support this motion for one reason. At this time fortunately thousands of boys and girls of marriageable age suggested in this Bill are studying in colleges and universities and they will get an opportunity now to express their own opinion. I very much wish the university authorities would take care to ask those boys and girls to express their opinion on the Bill. I have no doubt that they will give their opinion in favour of it. The hon. Mover will have the satisfaction of having carried a measure with the consent of those who are most vitally interested in this Bill.

With these few words, I support this measure.

**Dr. L. M. Singhi** (Jodhpur): Madam Chairman, while I am in sympathy with the underlying objectives of this Bill brought forward by Shri Sharma, I regret that I cannot endorse the idea of bringing about this social reform by means of a legislative enactment. As Dr. Aney rightly said, vain is the hope that you will bring about social revolution by mere legislation. Indeed Shri Sharma who is known to us all and is respected by all of us as a very prolific legislator has brought forward this Bill, only to canvass the idea and he wishes that this Bill may be circulated for eliciting public opinion. This House, after all, is the mirror of public opinion and is entitled truly to reflect that public opinion. Our know-

ledge of public affairs entitles us to say that child marriage restraint measures, so far as the existing legislation is concerned, have not brought forth a complete or even substantial compliance with its provisions. We know if for certain that even today and in spite of the Child Marriage Restraint Act there is a large number of child marriages performed with impunity. Indeed one would have to be completely blindfolded not to appreciate this fact of life as it is lived in our country. I think that the Child Marriage Restraint Act which is already on the Statute Book is itself being observed quite often only in its breach and is violated freely and with impunity. Such being the case, there is indeed no warrant today for us to take one more forward step without making sure that our feet are firmly planted on the ground. Before we may introduce and enact any such legislation, before we would be entitled to circulate such a Bill for eliciting public opinion, we must make sure for ourselves that the Child Marriage Restraint Act which is on the Statute Book is being complied with by and large in this country.

As a matter of fact, I know it from personal knowledge, as most hon. Members know from their own personal knowledge, that in the countryside child marriages continue to be the rule. At least in some parts of the country child marriages go unabated in the same measure as they used to and the Sharda Act has not made any difference whatever. I would, therefore, counsel a sort of legislative cell-bacy before we can try to endeavour to secure a control of our demographic problem. I would like to counsel abstinence of which we were talking about a little while ago when the Report of the Private Members' Bills Committee was brought before us, rather than sponsor ideas which are impractical and impracticable ab-initio. I feel that prescribing mere legislative norms to secure social reform is a very poor method indeed.

You might make law the scarecrow and the terror but you will not make it a perch of actual human custom or social practice by mere legislation. Our endeavour should be to see that we introduce legislation progressively. I am in favour of even trying to secure social reform by legislation, but such social legislation must necessarily conform to the realities of life as it is lived. I feel, Madam, that this measure, although it is a well-meaning measure, does not have any foundation in reality. It does not conform to the facts as they obtain in our country. Therefore, I feel that it is not opportune at this time for us to circulate this Bill for eliciting public opinion, for, in doing so, we will be accused of not even knowing this elementary fact of our social life in this country and we would be rendering ourselves open to the allegation that we do not realise that even the first step in this direction has not been firmly and fully taken.

**Shri P. R. Chakraverti (Dhanbad):** Madam, while endorsing the suggestion of Professor Sharma for circulation of this Bill, I have to make a few observations. Professor Sharma, a very learned professor, is supposed to be an authority on all aspects of the question. He has raised a point in his statement of objects, I feel he is treading on uncertain grounds. He has suggested that this Bill is being introduced with the obvious purpose of checking the growth of population. This a subject which has been highlighted by the Minister of Planning and the Vice-Chairman of the Planning Commission, Shri Nanda, in his statement in Bombay. He pointedly remarked that we have over-fulfilled one target, namely, that of population. With respect to the other shortfalls the senior ministers in the cabinet such as Mr. Krishnamachari have made their own observations. But, here, a question has been mooted by Professor Sharma which is not expected to find its own solution from the circulation of the bill or from its final adoption. We have to rely on certain other factors in supporting

this Bill. That raises a vital question affecting our social structure as it obtains today.

When the question of early marriage was taken up and a decision was arrived at it was a few decades earlier. Society had been undergoing a form of transition. Indeed we have passed those decades and we have come to a stage where we can sit together and discuss how far the present social structure has to be moulded and re-oriented in another form which fits in with our economic, social and political pattern. And there, we have to think whether the age-limit that has been fixed earlier has to be readjusted in the context of the present structure of our society.

So, I would not emphasise on the issue which has been sought to be emphasised by Professor Sharma. Rather, I would say from the sociological aspect of the question that we have to gather opinion on the Bill and that deserves careful consideration. I am sure the Government will agree to circulate it.

**Mr. Chairman:** The time allotted for this particular Bill is one hour. May I know how much time the hon. Deputy Minister wants to take for giving his reply?

**The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Co-operation (Shri Bibudhendra Mishra):** Fifteen minutes.

**Shri C. K. Bhattacharyya (Raiganj):** This is an important Bill. We want to make some observations and we may kindly be granted this opportunity.

**Mr. Chairman:** Shri Heda.

**श्री बाल्मीकी (खुर्जा) :** समापति महोदय, मुझे भी थोड़ा समय मिलना चाहिये

**श्री हेडा (निजामाबाद) :** अध्यक्ष महोदया, इस विधेयक का समर्थन करते हुए मैं इस विषय के दो चार पहलुओं का जिक्र करना चाहता हूँ ।

## [श्री हेरा]

सब से पहली बात यह है कि जो जान-कारी देश को मिलनी चाहिए आज के इस वैज्ञानिक युग में, वह उपलब्ध नहीं है। हमारे सामने जिस प्रकार के आंकड़े उपलब्ध होने चाहियें वे हमें हासिल नहीं हैं? अगर यह मालूम होता कि हमारे यहां जो भी विवाह होते हैं उन की औसत उम्र क्या है, अर्थात् कितनी उम्र के लड़कों और कितनी उम्र की लड़कियों के विवाह होते हैं और कितनी संख्या में होते हैं, फलां उम्र के लड़कों और फलां उम्र की लड़कियों के विवाहों की तादाद इतनी है, इस प्रकार के कोई स्टैटिस्टिक्स होते तो इस विषय पर सोचने में हमें काफी मदद मिलती। इसी प्रकार आज जो इस प्रकार के विवाह होते हैं जिन को बाल विवाह, प्रौढ़ विवाह या वृद्ध विवाह कहा जा सकता है, उन का सन्तति नियमन पर क्या प्रभाव होता है, यदि इस के भी आंकड़े कुछ होते तो उन से हमें बड़ा फायदा होता।

इस में कोई शक नहीं कि जैसा वैज्ञानिकों ने कहा है कि विवाह के समय लड़के और लड़की जितने ही प्रौढ़ होंगे उतना ही अच्छा परिणाम होगा, उस पर सन्देह करने की आवश्यकता नहीं है। प्रौढ़ विवाह अगर होंगे तो सन्तति नियमन होगा, सन्तानें सुदृढ़ होंगी। इसी तरह से जो बाल विवाह होते हैं उन से जो सन्तानें होती हैं उन के अन्दर बाल मृत्युओं की संख्या बढ़ती है। लेकिन बच्चों के मरने की संख्या कितनी है अगर इस प्रकार के भी आंकड़े कुछ हम को मिलते तो मैं समझता हूं कि उस से हमारा बड़ा लाभ होता। मैं आशा करता था कि जब श्री दी० चं० शर्मा यह विषयक पेश कर रहे थे तब शायद वे इस प्रकार की चीज को सामने लायेंगे और हमें अपने मालूमात से और जो उन्होंने इस विषय का जो अध्ययन किया है उस से लाभ पहुंचायेंगे लेकिन मैं समझता हूं कि वे भी मजबूर थे

और उन के हाथ भी कोई ऐसी चीज नहीं लगी।

दूसरी बात मैं यह कहना चाहता हूं, जिस का जिक्र कुछ अंशों में डा० सिंघवी ने भी किया है, कि बाल विवाह के ऐक्ट से जो हमारा लाभ हुआ है वह इस लिये नहीं हुआ कि हम ने यह ऐक्ट पास किया है, बल्कि इस कारण हुआ कि हम ने इस का काफी प्रचार किया। इस कुरीति के उन्मूलन के लिये जो प्रचार हुआ उस से हम को काफी लाभ पहुंचा है। आज हम देखते हैं कि देहातों में बहुत सी जगहों में बाल विवाह होते हैं लेकिन उन के खिलाफ कोई ऐक्शन नहीं लिया जाता।

**श्री बाल्मीकी :** वहां विवाह बड़ी आसानी से हो जाता है और उस की रिपोर्ट तक नहीं की जाती। जब तक रिपोर्ट ही नहीं की जाती तब ऐक्शन कैसे लिया जा सकता है?

**श्री हेरा :** मैं उसी का उल्लेख कर रहा हूं जिस पर श्री बाल्मीकी बड़े जोर से ध्यान दिला रहे हैं। मेरा कहना यह है कि जब कानून पास होता है और उस पर अमल कराने की कोशिश नहीं होती तो उस से फिजा कुछ बराबर होती है। जब ऐसा असर कायम हो जाता है कि कानून सिर्फ किताबों में ही है, अमल करने के लिये नहीं तो जो कानून की प्रतिष्ठा होती है वह कम होती है, और यदि उस की प्रतिष्ठा कम हो जाय तो कानून चाहे जितना भी कड़ा किया जाय, उस से कोई लाभ नहीं होगा। लाभ जा होगा वह एक तरफ त कानून को कड़ा करने से होगा और दूसरी तरफ प्रचार करने से होगा। अगर लोग प्रचार का काम हाथ में ले लें तो मैं समझता हूं कि इस कानून को खास तौर पर सामने रखने की आवश्यकता नहीं है।

साथ ही साथ अगर हम इस बात की कोशिश करें कि जितनी संख्या में खड़े स्कूल

बाते हैं उतनी ही संख्या में लड़कियाँ स्कूल जाने लगे, तो भी मैं समझता हूँ कि इस कानून की आवश्यकता कम हो जायेगी। प्रायः होता यह है कि चार, छः, आठ साल तक की लड़की तो स्कूल जाती हुई दिखलाई देती है, हालाँकि उन की संख्या भी लड़कों के बराबर नहीं होती है, लेकिन जैसे ही लड़की थोड़ी बड़ी होती है, मैं देहातों के सम्बन्ध में कह रहा हूँ, उसे स्कूल से हटा लिया जाता है। मैं वहाँ की बात कह रहा हूँ जहाँ पर कि जागृति ज्यादा नहीं है, वहाँ पर जहाँ लड़की थोड़ी बड़ी हुई उसे स्कूल से निवाले लिया जाता है और उस को बाल विवाह का शिकार बना दिया जाता है। इस लिये मैं समझता हूँ कि इस कानून को पास करने के साथ साथ एक तरफ तो स्टैटिस्टिकल डेटा मालूम करना चाहिये कि किस उम्र के कितने विवाह होते हैं और उन का परिणाम क्या होता है। बाल मृत्यु के सम्बन्ध में, दूसरी तरफ हमें लड़कियों के शिक्षण पर जोर देना चाहिये। हम सामाजिक कुरीतियों को दूर करने के लिये कुछ अपना प्रचार भी बढ़ायें तो मैं समझता हूँ कि श्री शर्मा के दिल व दिमाग में जो भ्रष्टा उद्देश्य है इस बिल को पास कराने में, वह ज्यादा आसानी से कामयाब होगा। इन शब्दों के साथ मैं विषयक का समर्थन करता हूँ।

**श्री बाल्मीकी :** सभापति महोदय, आप केवल कागज देख कर सदस्यों को बुला रही हैं, कुछ आँखों से भी काम लीजिये।

**Shrimati Yashoda Reddy (Kurnool):**  
Madam, I thank you very much for the opportunity that has been given to me today to speak on this Bill. At the very outset, I would like to congratulate Mr. Sharma for having brought this legislation. I was listening with rapt attention to Dr. L. M. Singhvi who so very eloquently opposed this motion. No doubt there is reason in what he says. We have changed the Child Marriage Act as it is now, but it is a fact that in spite of the Act having been there, any

number of child marriages are taking place. I am not denying it. Even two or three months back, I have witnessed one. I could not help it. That does not mean to say that because we failed to a certain extent in a measure, we should not bring forward this Bill. I think it is the fault not only of the Government, but even of ourselves who are supposed to be the leaders of public opinion, and people who are to mould public opinion. We are not able to control it. It is our fault. In our environments, still people are going in for child marriage. That is the fault of the people who are educated. That is not so much the fault of the law, but of the social reformers and social workers. They should also take the blame.

One of the main objects, Shri D. C. Sharma has said, is the control of population. I would like to say one thing here. Certainly, this population problem in India has become a headache for every one. All our plans, whatever has been done, falls short of the demand because of too much of population. One of the Americans coming to India said about the Indian population and the people of India that the people are born like rats, they live like rats and they die like rats. This is the opinion he expressed about the population of India. Certainly it is most shameful. I feel it is a disgrace for the people to be said that they are born like rats, they live like rats and they die like rats. Certainly, we should control the population. This may not be the only way of controlling it. But, it may go a long way.

Another thing that I would like to say is this. Apart from legislation itself, today, we see that there is a sort of natural instinct developing itself, that girls and boys are getting married at a later stage. They are not marrying very early as they used to do in early days, because of education, because of employment facilities. In the western countries, people do not get married till they are financially or economically settled. In India, people have not yet got that

[Shrimati Yashoda Reddy]

consciousness that they should not get married till they have economic independence. What happens, due to a variety of reasons, may be even for want of employment, they get married. May be sometimes, it so happens that people are still getting married at a younger age.

I agree with Shri D. C. Sharma that this Bill should be circulated for public opinion. I do not think the Government will object to it. Moreover, as Dr. L. M. Singhvi said, if the public are not willing, if there is not enough public opinion, certainly they will oppose it. We will find it out. Why should we oppose this? Here, not only we frame laws according to public opinion, but we have also to create public opinion. Parliament acts both ways. Not only do we pass laws according to public opinion, we also create public opinion. All that we are asking today is, let us find out the public opinion. If it is accepted, we will have it as law. We should not object at this stage.

One thing, I would like to tell the Government. When we raise this age of marriage, apart from other things, the Government should take more and more care to give better facilities for the education and better facilities for the employment of both women and men. For want of facilities for education, many people in the villages and in smaller towns get married. Both because of economic factors as well as for want of facilities, they are not being educated. If the Government takes care to see that all the children go to the school and also gives them economic facilities, certainly the age of marriage will go up. I agree with the Mover that it should be circulated for public opinion. Thank you very much.

**श्री कृष्णराय (दवाख) :** समापधि महोदया, यह जो शर्मा जी ने बिल रखा है उसका मैं हृदय से स्वागत करता हूँ। इस सम्बन्ध में मैं दो चार बातों की ओर सदन का ध्यान दिलाना चाहता हूँ।

इस बिल के अन्दर जो बात रखी गयी है, जो प्रस्ताव रखा गया है उसमें यह संशोधन रखा है कि लड़के की विवाह की उम्र २१ साल होनी चाहिए। मेरा निवेदन है कि जो कानून पहले से बना हुआ है उसका सारे देश में बराबर पालन नहीं हो रहा है। इसलिए मैं चाहता हूँ कि इस बिल को पास करने के पहले हम सारे देश की जनता की राय ले लें। यह बहुत आवश्यक है। यह कानून जिस जनता पर लागू किया जाने वाला है उस जनता की राय ले लेना हमारे लिए पहली बात होनी चाहिए।

इस सम्बन्ध में अनेक स्थानों पर देखा गया है, और इस तरह की बातें मेरे अपने अनुभव में भी आयी हैं, राजस्थान, उत्तर प्रदेश और मध्य प्रदेश के बहुत से इलाकों में ऐसा होता है कि लड़की की शादी आठ, नौ या दस साल की उम्र में कर दी जाती है। उन से जो सन्तानें होती हैं उनमें शक्ति नहीं होती, वे दुर्बल होती हैं। उनसे हम क्या आशा कर सकते हैं कि वे भविष्य में देश के भार को अपने कंधों पर उठा सकेंगी। यह बात अच्छी है कि लड़की की उम्र विवाह के समय १८ साल की होनी चाहिए। पर इस के साथ साथ मैं एक बात और कहना चाहता हूँ। मेरा अपना निजी मत है कि है लड़की की शादी की उम्र १५ साल कर देनी चाहिए। जब सारे देश में हम राय लेंगे तो हमको पता चलेगा कि देश की जनता क्या चाहती है। इस विषय में सारे समाज को शिक्षण देने के लिए काफी समय चाहिए और इसमें काफी कठिनाइयों का सामना करना पड़ेगा। देश की अधिकांश जनता देहाती है। इन लोगों में से अधिकांश में बाल विवाह होते हैं। और कहीं कहीं तो ऐसा भी देखा जाता है कि पुरुष ५० साल का होता है और वह १०-१२ साल की लड़की से विवाह कर लेता है। इस पर विशेष ध्यान देना चाहिए। हमारे पार्लियामेंट के मेम्बरों को अपने अपने क्षेत्र में जाकर इस बारे में लोगों को शिक्षण देना चाहिए।



और इस प्रकार की चीजों के विरुद्ध प्रचार करना चाहिए ।

कुछ लोग कम उम्र की शादी पर रोक लगाना चाहते हैं और इस को अनुचित समझते हैं, तो दूसरे लोग इस प्रकार की शादियाँ कराने के लिए रिश्वत देते हैं, यानेदार को रिश्वत देते हैं, किसी नेता टाइप के व्यक्ति को रिश्वत देते हैं या किसी वकील को पैसा देते हैं और कहते हैं कि तुम इस विवाह को करवा दो । मेरे सामने ऐसे केसेज आए हैं ।

तो मैं इस बिल के सम्बन्ध में इतना ही कहना चाहता हूँ कि इस को पास करने के पहले हमारे देश की जनता की राय लेना अत्यन्त आवश्यक है और जनता की राय लेने के बाद ही अगला कदम उठाना चाहिए । अगर हम जनता की राय नहीं लेंगे तो उसका कोई परिणाम होने वाला नहीं है । जो पुराना कानून है उस पर आज तक देश में कितने कम आदमी चलते हैं । जो पुराना कानून बना हुआ है उसका पालन देश की जनता नहीं करती, तो जो हम नया कानून बनाने चले हैं उसका पालन देश की जनता कहां तक करेगी यह विचारने की बात है । हमें इसमें शंका है कि देश की जनता इस कानून का पालन करेगी ।

इसलिए मैं बड़े अदब के साथ शसन से निवेदन करना चाहता हूँ कि जिस ढंग से भी हो सके इस सम्बन्ध में सारे देश की जनता की राय ली जानी चाहिए । इसका प्रचार होना चाहिए और देहातों के एक एक व्यक्ति से मिलकर उसकी राय जाननी चाहिए, उसके बाद इस कानून को पास करना चाहिए । इन शब्दों के साथ मैं समाप्त करता हूँ ।

**Shrimati Jyotsna Chanda (Cachar):** First of all, I congratulate the hon. Mover for having brought forward this Bill in the right time. I hope Government will have no objection to 2916 (A) LSD.—7.

have this Bill circulated for eliciting opinion thereon.

I would like to submit a few points regarding the objects and reasons which have been stated in this Bill. I would like to say that the dowry system is still persistent in our country, and marriages which are contracted by negotiations by the parents or guardians help the dowry system. And due to economic reasons and social stigma, and also because of early marriages, girls are not sent to colleges or schools for education, which hinders the education of women to go forward.

Increase in population has become a great problem in our country. Early marriages with no planned parenthood is increasing improvident maternity.

The question of health of the youth has also been taken care of by this measure. Also this is a question of the health of the future generation of our country.

With these words, I support the motion and request Government to agree to the circulation of this Bill for eliciting public opinion.

**Shrimati Renu Chakravartty (Barackpore):** I welcome this Bill from this point of view that it was only in 1929 that we passed the Child Marriage Restraint Act after a very great deal of agitation and it is now 1963, quite a long period during which general public opinion has been created against child marriage. It is also true, as many hon. Members have stated, that in the villages we still find—not only in Rajasthan but in my State, West Bengal, such child marriages. In my State, I have seen that absolute children are still married. During my last election tour, I was shocked to find a baby in arms who had a vermilion mark right on her forehead, which is the sign of marriage. The child could hardly walk. *Gauri dan* of such types I have seen in villages.

[Shrimati Renu Chakravartty]

Members of this House are aware of the fact even the Child Marriage Restraint Act of 1929 sponsored by Dr. Gaur has not always been put into effect. Nevertheless, it is also a fact that the number of child marriages has been reduced. In urban areas, it has definitely been reduced; in villages also, it has been reduced.

The second great difficulty in our country is, of course, this that a child of 12 is passed off as a child of 15. Who is going to prove it otherwise? As a matter of fact, even when we pass a Bill or enact a law saying that the girl should be at least 18, a girl of 15 will be passed off as a girl of 18. Therefore, even from the practical point of view, I say it is better that we pass it in principle, the correct principle, that the age should be 18. Of course, we also know that when we pass so many laws, there are people who violate it. There are people who go in for black-marketing and other things. In this matter also, we may find, and we will find, that there will be many breaches of the law. But let us put the level at a more correct age than 15. A girl of 15 is really a child and she is not able to bear all the responsibilities of marriage. Therefore, I think it is absolutely right that we should legislate for 18. If we legislate for 18, may be in many cases girls will be married who will be really 15 years of age.

The other point I want to make is this. I am quite clear that only by passing a law, we will not be able to implement it. But that is true of all social laws, whether it is the law against untouchability or it is the marriage laws or it is the inheritance laws. All these matters are matters which will have to be implemented also by public opinion.

I have always looked upon legislation as part and parcel of a process of rousing public opinion. The two have to go together. Law by itself is not effective; public opinion by itself

is not effective. So the two have to go hand in hand. Therefore, I think it is no argument to say that just because we want that public opinion should be roused, we should not have a law. We should have a law and we should also try to rouse public opinion.

There has also been this question of control of population. I feel that controlling of population is not such a simple thing. Just by raising the age-limit for marriage, we are not going to do very much. There are two things without which no country in the world has been able to control population. We may have many many plans, but the two basic things are: a more educated people and a higher standard of living. As soon as you have a higher standard of living and an educated people, automatically the population goes down.

Therefore, this is a much deeper matter and I think it is too exaggerated a claim to say that if we raise the age of marriage, we will immediately bring about a change in the population. Nevertheless, I feel that from the health point of view, it is right that we should raise the age of marriage.

If we pass this, Government as well as ourselves have to be quite clear in our minds that the education of girls has to be implemented up to the age of 18. Normally, in the villages, girls do not go even up to the tenth or eleventh class till they are about 17 or 18, and long before that they are married off. Our social customs are so strict and rigid that they do not study up to the eighth or ninth standard.

With the cut in the Budget, the axe has fallen first on education in many of the States. Where we had free girls education up to the eighth or tenth class it is going to be cut now. This is an aspect which goes side by side. So, in spite of all the difficulties, it is

time we legislated for a higher age limit for the marriage of girls.

**Shri C. K. Bhattacharyya** (Raiganj): Some of my friends in this House have taken objection to the Bill on the ground that this should not be taken up before sufficient public opinion is created in the country. While I agree with them on the conclusion, I do not agree with them on the argument. The circulation of the Bill itself is a measure to create public opinion in this country. It is for that purpose that the circulation of the Bill is proposed. In fact, the proposal for circulation is more easily acceptable to us, because it does not commit ourselves to the principle of the Bill. Even those who are not in agreement with the principle of the Bill may agree to the proposal to have it circulated. When a Bill is sent to the Select Committee, the House is committed to the principle, but in the matter of circulation, there is no such commitment. Therefore, the Government is left free not to oppose the circulation of the Bill. Particularly, the Bill involves sociological, economic and various other questions that some Members have raised.

16-37 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

Regarding the age suggested by the Mover of the Bill, I would say that in India the age of majority differs for different purposes. On a previous occasion I drew the attention of the Government to this that there should be one common age of majority for all purposes. For the purpose of the Cinematograph Act the age of majority is 18, for the purpose of voting it is 21 and so on. So, there should be one common age of majority for all statutory purposes in this country. And the age that the Mover of the Bill wants to fix as marriageable might be at least the majority age for boys. For the girls, of course, the age is 18.

Shri Sharma was stating that if possible he would suggest 25 but that he could not find any basis. I might provide him with a basis. In the *Susruta* of Ayurveda, the rule is that a boy should not be married before 25.

ऊनषोडशवर्षायामप्राप्तपंचविंशतिः ।

यद्याधत्ते पुमान् गर्भं मातृकुक्षौ विपद्यत ॥

That is, a boy who has not attained the age of 25 should not be given in marriage. Therefore, my hon. friend will perhaps thank me for providing him a basis for raising the age to 25 even according to the Indian tradition. That is more necessary because some of the ceremonies that the boys and girls have to go through in marriage are not understandable to each other unless they are sufficiently of age. Particularly, in the case of the Hindu marriages, when the *saptapadi* is made, the rule is that the bridegroom has to say to the bride: "let your heart be devoted to what I do, from this day you and I are one." All these mantras are there, but unless they are sufficiently of age, neither the bridegroom nor the bride will be able to follow the ceremonies that they themselves go through.

Coming to the times of the old legislators, the usual impression is that they were very conservative. My idea is opposite. Our social legislators were more sensible, reasonable persons and they have provided for all the contingencies. They have said that a girl should not be given in marriage and she may remain in her father's house all her life unless a properly accomplished bridegroom is found. That is the rule.

कामम् आभरणम् तिष्ठेत गृहे कन्या ऋतुमत्यपि,  
न चैवैना प्रयच्छेत्तु गुणहोनाय कर्हिचित्

They did not say that the girl should be given in marriage to somebody. Even in the case of a girl who has attained the age of marriage and arrangement for whose marriage is

[Shri C. K. Bhattacharyya]

not made, she is given the option to choose a husband for herself. The rule is that after having attained the age, she should wait for three years for her father or her elder brother to select a suitable bridegroom for her.

विन्देत सदृशम् पतिम्

If they do not do so the girl is given the option to choose a suitable husband. The social legislators who made these rules must have been very broad-minded persons and sensible persons. In later adaptations of this rule we have narrowed down their application. So, let it not be taken that there is no support for Shri D. C. Sharma's proposal to raise the marriageable age. These are our own traditions: that the boy and the girl must be of sufficient age before they are brought into nuptial tie.

Of course the problem is there; the problem of marriage itself. I believe that the social atmosphere should be created in a way that the marriage may be settled before it grows into a problem. Usually after the marriage grows into a problem it is very difficult to settle the marriage, marriage should be settled before it grows into a problem. That is, I believe, the tendency of the western countries.

There is some suggestion that the social reform should go hand in hand and I thank you, Madam, for making that suggestion. In fact that was so in our country. Vidyasagar and Raja Ram Mohan Roy came up to resist this system of early marriage I believe the circulation of the Bill as proposed by Shri Sharma will create the social atmosphere and bring about the reformers who will take it up and go to the people to seek for their verdict upon it.

Mr. Chairman: Dr. Sarojini Mahishi.

श्री बाल्मीकी (खुर्जा) : सभानेत्री जी, माननीय सदस्या ने आप को बुलाया और अब आप ने उन को बुलाया है। अब हमारा क्या होगा ?

सभापति महोदय : यह प्रतिदान है।

Dr. Sarojini Mahishi (Dharwar North): Madam, thank you for giving me an opportunity to express my views upon this subject. The Child Marriage Restraint Act was introduced in 1929. Prior to that there was no piece of legislation on this. Referring to our vedic culture and heritage, I may say that the child marriage was not in existence during those days. We find great authors contributing to Rigvedic hymns: Gosha, Vishwavara, Appala and Surya who were considered as Brahmovadhinis. They got full education and opportunity to educate themselves. Subsequently even during the upanishad period and the Mahabharata and Ramayana period, the ladies got opportunity to get full education and develop their personality. It is only subsequently that child marriage came into existence. It may be due to certain political reasons or external aggression or due to some such thing. The result of that was that child marriage came into existence. From statistics we find that child marriage was increasing year by year and the result was that widows and widowers were also increasing in number year by year.

That can be made out if statistics right from even 1910 on-wards are referred to.

Shri Balmiki: It is not that the number of child marriages is increasing. That is totally wrong. Now this number is sufficiently decreasing.

Dr. Sarojini Mahishi: I am expressing my opinion. During this period we find that the child marriages were resorted to by the parents perhaps in order to shake off their responsibility as early as possible. Some of the Smritis writers went to the extent of saying that if a girl is married at the age of 8, she would be liberating 14 generations of forefathers of both the bridegrooms and the bride from hell to heaven, and if she married at the age of 10 to 12, the genera-

tions transferred from hell to heaven would be less.

Therefore, I do not know whether that was an initiative on the part of the parents to go in for child marriages and to give away the girl as if she were a chattel. That was termed as 'Dana' and not as a particular agreement or any thing of the kind. It was termed as Dhan unlike any other laws where in you find it is a sort of a contract. According to Manu, it is one of the samskar as; it was an inseparable tie that sprang up between the parties to the marriage. Subsequently, the result was that the two parties who came to know that they were married perhaps realised that they may not be in favour of continuing their relations or the relations could not be continued under different circumstances also. Therefore, the great social reformers found that it was quite essential to bring in this piece of legislation, such as the Caste Disabilities Removal Act, the Child Marriage Restraint Act, etc. The great social reformers like Raja Ram Mohan Roy, Easwar Chandra Vidyasagar, Tilak and Mahatma Gandhi and others were in favour of this particular piece of legislation. But the sorrowful part of this particular legislation is that these pieces of social legislation are never implemented with all seriousness and those who try to violate the sections of particular social legislation are never punished in all seriousness. That is the fate of all pieces of social legislation. Why is this so? The social legislation should also serve as a means to educate the people along with other means which are there to educate the people. Therefore, this legislation, in order that it can be implemented successfully, needs enlightenment on the part of the people also, whose co-operation is quite essential.

Therefore, it is now high time; more than 30 years have passed Since the passing of that measure. There are a number of social changes, economic changes and cultural changes that are

creeping into society. The values are also changing very fast. Therefore, it is quite essential that the age of marriage of the girl should now be raised up to 18 and that of the boy be raised up to 21. This is the age of majority; this is according to the law of the age of majority in our country. Therefore, though it is late, I am glad that this Bill has been brought before the House, and I congratulate the hon. Member for bringing this particular Bill before the House. I hope the Bill will circulated for eliciting public opinion.

**श्री बाल्मीकी :** सभानेत्री जी, अभी तक जो भाषण सदन में हुए हैं, उन को सुन कर मुझे आश्चर्य ही हुआ है। इस मुल्क में कोई सुधार का काम कामयाब हो या न हो, उस को कानून का रूप देने का जो तरीका है, वह मुझे पसन्द नहीं है। इस का कारण यह है कि जो भी सुधार हो—चाहे वह बाल-विवाह का निषेध हो और चाहे कुछ और हो—, उस की जड़ जनता के बीच में हानी चाहिए। जहाँ तक बाल-विवाह का सम्बन्ध है, उस की हानियों को देश ने पहचाना है और बाल-विवाह को रोकने के लिए १९२६ का जो पुराना कानून शारदा ऐक्ट पास किया गया था, उस का प्रभाव देश में हुआ है। जिस क्षेत्र से मैं आता हूँ, वहाँ पर ज्यादातर बाल-विवाह होते थे और मैं आज इस सदन में यह कहने के लिए तैयार हूँ कि अब वहाँ पर बाल-विवाह न के बराबर होते हैं।

आज इस प्रकार की स्थिति और इस प्रकार का प्रभाव हमारे मस्तिष्क पर है कि संतति निरोध होना चाहिये। लेकिन जिस प्रकार से यह संतति निरोध करने की कोशिश की जा रही है, वह एक प्रवचना है, वह एक मेनिया है। यह मेनिया हमारे मस्तिष्क में समा गया है। मैं इसको नहीं मानता हूँ। मैं चाहता हूँ कि देश के अन्दर संयम से लोग काम लें, यम-नियम, ब्रह्मचर्य आदि के जो नियम ऋषि-मुनियों ने बना दिये हैं, उनका पूर्ण

## [श्री बाल्मीकी]

पालन करें। लेकिन आज तो जीवन के अन्दर उद्ध्वलता और चांचल्य के ही दर्शन होते हैं। ये प्रवृत्तियां बढ़ रही हैं।

हमें देखना होगा कि किन स्थितियों के अन्दर यह बाल-विवाह हमारे देश में हुआ करते थे। जब हमारे देश के ऊपर आक्रान्ताओं के आक्रमण होते थे, हमारी नारियां पर हाथ उठाये जाते थे उनका अपहरण किया जाता था जो कौमार्य की रक्षा की दृष्टि से छोटी उम्र में शादियां कर दी जाती थीं। लेकिन उसके बाद शारदा एक्ट बना जो कि एक बुद्धिमत्तापूर्ण कदम था। उसका देश के अन्दर प्रभाव हुआ। पढ़े लिखे में तथा सम्य लोगों में इसका बड़ा प्रभाव पड़ा और उन्होंने इस कानून का पालन किया। मैं मानता हूं कि कम उम्र के बच्चों की और साथ ही साथ बूढ़ों की भी शादियां नहीं होनी चाहिये। यह भी आवश्यक है कि इस तथ्य को नहीं भुलाना है कि—

भद्रा वधूर्भवति यत्सुवेशाः स्वयं सा  
बनुते जने चेत सम्य युवा—स्त्री अपने मनोनुकूल प्रिय पात्र युवक को पति स्वीकार करती है। यह धारणा हमारे यहां रही है। जब हम किसी बात पर विचार करने बैठे हैं, तो केवल पढ़े लिखे आदमियों के बारे में ही विचार करते हैं, जो कि मुट्ठी भर ही हैं। उन का ही विचार अगर किया जाए तो देश में कोई सुधार नहीं हो सकता है। हमको हजारों जो मजदूर हैं, किसान हैं, बे पढ़े लिखे हैं, सर्वहारा हैं, उपेक्षित हैं, उन का भी विचार करना चाहिए। उन पर जिस प्रकार से आप चाहते हैं, आप के कानून लागू नहीं हो सकते हैं, आप के कानून आयद नहीं हो सकते हैं। शारदा कानून के अन्दर लड़की की उम्र १५ वर्ष थी और लड़के की १८ वर्ष थी। वह ठीक है। वह वृद्धिसंगत है। आज लोग स्वयं समझ रहे हैं और उन में कुछ इस प्रकार की भावना जाग्रत हो रही है कि आज के प्रगतिशील युग में छोटी उम्र में शादी नहीं

होनी चाहिये। यह ठीक है। लोग यह भी समझ रहे हैं कि अगर उन के अधिक बच्चे हो जायेंगे तो उन का पालन करना आज की कठिन आर्थिक परिस्थितियों में उन के लिए मुश्किल हो जाएगा। आज पंद्रह वर्ष से कम उम्र की शादियां होती भी हैं तो बहुत कम होती हैं। इस उम्र से कम उम्र की शादियां होती हैं तो बड़ा पर गौने का प्रचलन होता है, और यह गौना कहीं सात साल के बाद, कहीं ग्यारह साल के बाद, कहीं पांच साल के बाद और कहीं तीन साल के बाद विभिन्न स्थितियों में होता है। इस से मैं समझता हूं कि माननीय शर्मा जो का जो मंशा है वह पूरा हो जाता है। इस बिल को राय जानने के लिए भेजा जाए इस की कोई आवश्यकता मैं नहीं देखता हूं। मैं समझता हूं कि इस मोशन पर जोर देने की आवश्यकता नहीं होनी चाहिये। हमें चाहिये कि अगर हम इस तरह का कोई सोशल रिफार्म लाना चाहते हैं तो इस के पक्ष में प्रचार करें, जनमत के आधार पर ऐसा वातावरण तैयार करें, कि इस उम्र से कम उम्र की शादियां न हों।

आप देखें कितनी इलोपिंग की घटनाएँ होती हैं, कितनी किडनीपिंग की घटनाएँ होती हैं। इन को रोकने में हम अपने आप को असमर्थ पा रहे हैं। मैं अभी जब आ रहा था तो दिल्ली के एक अत्यन्त सौंदर्यमय केन्द्र के एक कोने में खड़ा हो गया। वहाँ से लड़कियाँ लड़के निकल रहे थे। वे अर्ध निसीलत अर्ध प्रक्षिप्त आँखों के द्वारा एक दूसरों से नेत्र लड़ाते हुए दूसरों पर नेत्र फेंकते हुए चले जा रहे थे। उन की उम्र चौदह साल से कम ही थी। जहाँ तक सैक्स का सम्बंध है, रिसर्च बताता है कि गर्भ में बैठे हुआ जो बच्चा होता है, उस के अन्दर भी सैक्स है, और उसके अन्दर भी सैक्स के गुण हैं। इस तरह से कच्ची उम्र में सैक्स की उभरती भावनाओं को संयम से रोकने की आवश्यकता है। आज चारों तरफ हम चंचलता ही चंचलता के दर्शन करते हैं। मैं एक वैदिक मंत्र कह कर अपना

भाषण खत्म कर दूंगा जिस में नवयुवता को लिये वेद भगवान का आदेश है :

अथः पश्यस्व मोपरि सन्तर्गं पादकौ हर ।  
मातेकश पलकौ दृशन् स्त्री हि ब्रह्मा बभूविथ ॥

तुम नीचे देख कर चलो, ऊपर नहीं, पैरों को संकुचित रख कर मिला कर चलो । इस प्रकार के दस्त्र पहन कर चलो कि तुम्हारे कश (घोष्ठ भाग) और प्लक (कटि के ऊपरी भाग) को कोई देखने न पावे ।

आज के युग में आप देखते हैं कि किस प्रकार से सौंदर्यता के प्रदर्शन में अदलीलता अर्द्धनग्नता अंग प्रत्यंग का फड़कना, नेत्र आदि की भाव भंगिमायें दिखाई देती हैं । इस वास्ते जो इस प्रकार की चीजें हैं उनके विरुद्ध जोरदार प्रचार करने की आवश्यकता है ।

दो दिन की बात है। एक नारी मेरे पास होती हुई आई । उस ने बताया कि उस के पति ने जो यहां दिल्ली में एक प्रोफेसर है, अपनी ही शिष्या एक लड़की से शादी कर ली है । उस के तीन बच्चे हैं । वह औरत मारी मारी रोती फिर रही है । उस को न्याय देने वाला नहीं है । इस प्रकार की यह अनेकली घटना नहीं हैं, और भी अनेकों घटनायें होती हैं । इन की ओर भी समाज और सरकार का ध्यान जाना चाहिये ।

मैंने देखा है कि जहां चाइल्ड मैरेज हुई है, उन के जो बच्चे हैं, वे ज्यादा स्वस्थ हैं और जिन की पैंतीस साल की उम्र में मैरेज हुई है, उन के जो बच्चा हुआ है, वह केवल तीन पाउंड का हुआ दो घंटे जीवित रह सका । डाक्टर लोग बताते हैं कि उन के बच्चे बड़े स्वस्थ या अस्वस्थ होते हैं । इस पर भी आप को विचार करना चाहिये ।

मैं इस बिल का विरोध करता हूं । जो सुधार हो, वह धीमे धीमे जनता की राय से आना चाहिये । सुधार देश में हो रहे हैं, भावनायें देश में उदित हो रही हैं । आर्य समाज जैसी अनेक संस्थायें इस प्रकार के सुधारवादी

कार्य कर रही हैं । हमारे प्रोफेसर, जो हमारे मित्र हैं, वह विधुर हैं । हमारे देश में कहावत है, कि विधुर बवारों से ज्यादा सँवस के मामले में खबर रखते हैं । लेकिन उन की राय जरा बेहतर होती है । उन की राय की कद्र करता हूं । लेकिन हमारे विचारों में संयम का होना बहुत आवश्यक है । सदभावना का होना बहुत आवश्यक है । आज देश में जोरदार प्रचार होना चाहिये ताकि इस बिल के फल से जो भावना है उस की पूर्ति हो सके । अशिक्षित समाज के अन्दर, वे-पढ़े लिखे लोगों के अन्दर इस का प्रचार होना चाहिये और देश के आर्थिक ढांचे को देखते हुए, देश के सामाजिक ढांचे को देखते हुए, देश की सामाजिक स्थिति को देखते हुए हमें चलना है । ऐसी स्थिति में मैं नहीं समझता कि इस बिल को राय जानने के लिए भेजने की कोई आवश्यकता है । मैं समझता हूं कि लोगों में जा कर जोरदार इस बारे में प्रचार करने की आवश्यकता है । यह काम तब अपने आप पूरा हो जायगा । मैं इस बिल का विरोधी हूं और मैं नहीं समझता हूं कि सुधार के काम में हमें टांग अड़ाने की आवश्यकता महसूस होनी चाहिये ।

**श्री यशपाल सिंह (कैराना) :** सभानेत्री जी, मैं शर्मा जी को अपनी तरफ से बहुत बहुत मुबारकवाद पेश करता हूं कि उन्होंने समाज सुधार का यह सुन्दर बिल यहां उपस्थित किया है ।

यह बात जो कही जाती है कि हर एक काम के लिए कानून बनाने की जरूरत नहीं है इस को मैं नहीं मानता हूं । बिना कानून के समाज सुधार का काम नहीं हो सकता है ।

दण्डः शास्ति प्रजा सर्वा दण्ड ऐवाभिरक्षति

अगर दण्ड न हो, अगर कानून न हो, तो राज व्यवस्था चल नहीं सकती है, राज व्यवस्था हो नहीं सकती है । स के बिना कोई सामाजिक सुधार भी नहीं हो सकता है । यह बहुत जरूरी था और मैं समझता हूं कि बड़े उपयुक्त

[श्री यशपाल सिंह]

समय पर वह इस बिल को लाए हैं और इन को लाने के लिए मैं उन को मुबारकवाद पेश करता हूँ ।

यह भी जरूरी है कि बूढ़ों के विवाह रोकने की कोशिश की जाए । बूढ़े जो विवाह करते हैं उस के विरुद्ध कोई आन्दोलन नहीं होता है कोई कांशिश नहीं की जाती है । जब से यह ५८ साल पर रिटायर करने की बात आई है और इस में तीन साल और बढ़ा दिये गए हैं तब से यह टैंडेंसी और भी ज्यादा बढ़ रही है । जो बेरोजगार हैं उन को रोजगार नहीं मिलता है दूसरी तरफ इन को तीन साल के लिए और रख लिया गया है । इस से बेरोजगारी में वृद्धि ही हुई है । नौजवानों की शादियां नहीं होती हैं, और आप ने जब से यह तीन साल की अवधि बढ़ाई है, तब से यह टैंडेंसी बढ़ रही है ।

यह कौन सोचता है कि जो सेहरे की रस्म या यह मार की रस्म आई है, यह इसलिए आई है कि बड़े लोग विवाह करते थे, तो उन के नकरी दांत कोई न देख ले उन के चेहरों की झुरियां कोई न देख ले, उन के सफेद बाल कोई न देख ले । सेहरा और मीर की जो रस्म है, यह बन्द की जाए । जिस मुबार के लिए, जिस रिफार्म के लिए आप ने यह बिल पेश किया है, उस के लिए मैं आप को बधाई देता हूँ । यह जरूर है कि इस कोटोजैम के युग में यह उम्र कुछ ज्यादा है । अगर इस का एक साल कम कर दिया जाए तो अच्छा होगा । हिन्दुस्तान की हालत ऐसी है कि लोग डाल्डा ज्यादा खाने लगे हैं । इस का नतीजा यह है कि बूढ़े या बच्चे ही रहते हैं, बीच की स्टेज खत्म होती जा रही है ।

तिफ्ती गई अलामते पीरी अयां हुई  
हम मुन्तजिर ही रह गए अहले शबाब के

स वास्ते मैं समझता हूँ कि एक साल अगर कम कर दिया जाए तो और अच्छा हो और

बूढ़ों की शादी के ऊपर जरूर रोक लगाई जाए ।

**Shri Bibudhendra Mishra:** Madam, it has been stated that this Act was passed in the year 1929 and many social changes have taken place since then which necessitate the amendment of the Act and a thorough revision of it. I entirely agree with that view but I will come to it subsequently. Let me tell the House here that so far as the question of age is concerned, it was again considered by the Dominion Legislature in the year 1948, on the motion of a private Member, and the age which was 14 then was raised to 15, so far as the girl was concerned, after proper scrutiny, but the age of 20 for the boy, as suggested by the private Member, was not accepted by the then Dominion Legislature. I am not expressing my opinion on the subject. All that I want to say is that this question of raising the marriageable age of both the boy and the girl was considered in 1948 by the Dominion Legislature and an Act was passed following it, namely, Act XLI of 1949.

17 hrs.

I will refer to another Private Member's Bill. Shri D. C. Sharma was the author of it. He brought forward a Bill in the Second Lok Sabha that subsection (2) of section 12 be omitted. That provides that whenever a prayer is made to a court for granting an injunction the court should give the party an opportunity to hear before granting the injunction. Therefore the point then mooted in this House was that this dilatory process was mainly responsible for the Act being contravened in many quarters. Let there be no mistake or doubt in the mind of anybody that whenever a Private Member's Bill emanates in this House, the Government without any thought opposes it. So far as I am concerned, I have accepted in principle and for



circulation also many Private Members' Bills. Let me tell Shri Diwan Chand Sharma now that his motion which he brought forward in the Second Lok Sabha for omitting sub-section (2) of section 12 of the Act was circulated to the State Governments and we are now going to bring forward a comprehensive Bill on the subject. We have already got the opinion of the States and his suggestion that sub-section (2) of section 12 be omitted has been accepted. Of course, it will come forward in the form of a Bill. But we have accepted this principle. Therefore it is wrong to say that Government is not in a mood to hear when a Private Member's Bill comes forward.

So far as this proposal is concerned, as I said, I am not expressing an opinion. Let me make it clear before this House that since the law relating to marriage and infants is in the Concurrent List, it is necessary to get the opinion of the State Governments. It is not a question of eliciting public opinion. It may not lead to anything; sometimes it may also be delayed. We have also decided, after notice of his Bill came to us, to get the opinion of the State Governments on this particular question, that is, the question of raising the marriageable age. I am not passing any opinion at present. Therefore all these aspects have to be considered whenever you bring forward a social change. Social change is all right, but we have to see when we bring forward such a social change that it must be capable of being enforced also. Therefore many factors have to be taken into consideration. I assure you and the House that this particular question again will be referred to the State Governments for their opinion.

In view of this I request Professor Sharma to withdraw his motion for eliciting public opinion on his Bill.

17-03 hrs.

**Shri D. C. Sharma:** Mr. Chairman, I think, anybody who brings forward any Bill in this House has to suffer

a great deal of nervous tension, not only nervous tension but also a great deal of nervous strain. For instance, one, first of all, frames the Bill; then, puts forward his Bill in the Lok Sabha; then, after balloting it comes before the public, one makes speeches and other hon. Members also make speeches on it and then a whip comes to you and brings a letter from somebody saying that you must withdraw it. The hon. Minister also comes forward and says that this Bill should be withdrawn. So, I think, Shri Kamat, was very well within his rights when he said that everybody should have the right to bring forward more than four Bills if he likes. He was very generous, but he does not know what the fate of these Bills is. What is the good of bringing forth babies in this House when there is no protection for those babies and when they are going to suffer from infant mortality? So, the history of these Bills which have a bearing upon social legislation is that they die before they are born. They never see the light of the day.

My hon. friend has been very generous to me and has said that this Bill need not be referred to the public for eliciting its opinion. So much the better for me. He said further that this Bill would be referred to the State Governments for eliciting their opinion. I think this is very good. In view of this that this Bill is going to be referred to the State Governments for opinion, I think I should not press it very much.

But, one thing is there. I think, this Bill, excepting in the case of two persons, has received unanimous support. I thank the Lady Members of this House and the men Members of this House for giving their unqualified support to it. I thank Dr. M. S. Aney who has seen this kind of social reform brought about in this country has also blessed this Bill. I think that is a very great privilege which I have had today. Only there have been two dissentient voices. The voice of Dr. L. M. Singhvi; according to Dr. L. M. Singhvi, there should be no social

[Shri D. C. Sharma]

legislation because social legislation has a very sad kind of fate.

**Dr. L. M. Singhvi:** That is not what I meant.

**Shri D. C. Sharma:** I am not of that view. I think we have to legislate so far as social matters are concerned and even if there are breaches, we need not lose heart. Then, there has been the voice of Shri Balmiki. I am sorry he has gone. But, I could not understand what he was saying. He was only quoting Veda Mantras for which I have a great deal of respect, to prove that this kind of social legislation is not up-to-date and he wanted that the age should be raised to 25 or something like that. I agree with him.

**Shri Yashpal Singh:** He could not prove to the contrary from the Vedas.

**Shri D. C. Sharma:** I think our Ministers are not going to listen to Dr. L. M. Singhvi or to Shri Balmiki or to all of us.

**Dr. L. M. Singhvi:** But, public opinion does.

**Shri D. C. Sharma:** Why don't they listen to us? I think Mr. Kamath sometimes stands up on behalf of the Members. I believe that Mr. Kamath should stand up on behalf of the Members some time,—and I think I will support him—and say that the Bills that we bring forward in this House and the Resolutions that we bring forward in this House should not be treated with such scant attention and such scant respect. I know the Government is run by the Treasury Bench. There is no doubt about it. I have great respect for the Treasury Bench.

**Shri Hari Vishnu Kamath:** By your party.

**Shri D. C. Sharma:** It is also run by my party. I am very proud of my party. But, all the same, I would say that I am in a very great fix. I have

got this letter written by the Secretary of my party and so many things have been whispered in my ears that this should not happen. Our Deputy Minister for Law has also said that he is going to refer it to the State Governments. But, if he makes one point clear, what will happen to it when he gets the views of the State Governments—I think he can tell me in one sentence—I will be in a position to withdraw it without feeling excessively sad. I want to know what will happen to it after the State Governments have given their opinions.

**Shri Bibudhendra Mishra:** This is a question which nobody can answer. How do you know what the opinions will be? It will all depend on that. It is a hypothetical question.

**Mr. Chairman:** Assuming that it will be in favour, what will be the procedure? I think that is what he wants.

**Shri Bibudhendra Mishra:** Assuming that the opinions will be in favour?

**Mr. Chairman:** Yes.

**Shri Bibudhendra Mishra:** If the opinion is in favour, certainly we will accept it. There is no question. Unless we know what the opinion is, how can we say what will happen to it?

**Dr. M. S. Aney:** I want to ask one question. When the Bill is withdrawn here, there is no Bill which you can send to anybody for the opinion of anybody else. You can only give the substance of it and send it. Therefore, there will be no opinion on the Bill expressed by the State Governments. That is the position. How would it be favourable?

**Shrimati Yashoda Reddy:** I think the Government has specifically mentioned that what should be the marriageable age has been referred to the State Governments. They are bringing forward a comprehensive Bill. I think he said that even the question of age has been specifically mentioned

to the State Governments. If I am right, the Minister may say.

**Shri D. C. Sharma:** I take it from what the hon. Minister has said, and that is being backed by one of our whips sitting next to him, that he will take the opinion of the State Governments and then decide what is going to be its fate. I know what is going to be its fate. I am a loyal member of the party. Therefore, I withdraw.

**Mr. Chairman:** Has the hon. Member leave of the House to withdraw?

**Some Hon. Members:** Yes.

**Some Hon. Members:** No.

**Mr. Chairman:** There is no question of majority. Even if one Member disagrees, I have to put it to the vote. Are you pressing?

**Shri Yashpal Singh:** The Bill should not be withdrawn.

**Mr. Chairman:** I will put it to the vote.

**Mr. Chairman:** I shall now put the motion to vote.

The question is:

"That leave be granted to withdraw the Bill".

**Some Hon. Members:** 'Aye'.

**Mr. Chairman:** Those against will say 'No'!

**Some Hon. Members:** 'No'.

**Mr. Chairman:** So, the 'Ayes' have it, the 'Ayes' have it, and leave is granted.

**Shri Yashpal Singh:** No. The 'Noes' have it.

**Shri D. C. Sharma:** I would request my hon. friend Shri Yashpal Singh not to press the point.

**Mr. Chairman:** The rule is this:

"If a motion for leave to withdraw a Bill is opposed, the Speaker may, if he thinks fit, permit the member who moves and the member who opposes the motion to make brief explanatory statements . . ."

—which they have already made—

" . . . and may, thereafter, without further debate, put the question."

Already, Shri Yashpal Singh and Shri D. C. Sharma have put forward their points of view as to why one is withdrawing and the other does not agree to the withdrawal. Thereafter I have put the question.

**Shri Yashpal Singh:** No.

**Mr. Chairman:** Is the hon. Member challenging it?

**Shri Yashpal Singh:** Yes.

**Mr. Chairman:** Does he want a division?

**Shri Yashpal Singh:** Yes.

**Mr. Chairman:** Let the Lobby be cleared.

I think there is quorum.

**Shri Hari Vishnu Kamath:** Unfortunately, it is less than 50—47 or so.

**Mr. Chairman:** Let the bell be rung again so that if there are any Members still left outside, they might come in.—Now there is quorum. When hon. Members hear the quorum bell, they should come into the House immediately. Otherwise, the work of the House is held up.

The question is:

"That leave be granted to withdraw the Bill".

The Lok Sabha divided.

**Shri Kapur Singh:** Mine did not work I want to vote for 'Noes'.

**Mr. Chairman:** The result of the division is: Ayes 55; Noes 5.

Division No. 4 |

[ 17.20 hrs.

# AYES

|                         |                             |                            |
|-------------------------|-----------------------------|----------------------------|
| Achal Singh, Shri       | Hem Raj, Shri               | Raju, Shri D.B.            |
| Ankineedu, Shri         | Jadhav, Shri Tulshidas      | Ram, Shri T.               |
| Balmiki, Shri           | Kamble, Shri                | Rao, Shri Muthyal          |
| Basappa, Shri           | Lakshmikanthamma, Shrimati  | Reddy, Shrimati Yashoda    |
| Baswant, Shri           | Lonikar, Shri               | Samanta, Shri S.C.         |
| Bhagavati, Shri         | Malhotra, Shri Inder        | Samnani, Shri              |
| Brakeshwar Prasad, Shri | Mandal, Shri Yamuna Prasad  | Sen, Shri A.K.             |
| Chakraverti, Shri P.R.  | Mathur, Shri Harish Chandra | Shama, Shri K.C.           |
| Chaudhri, Shri D.S.     | Mirza, Shri Bakar Ali       | Shastri, Shri Lal Bahadur  |
| Colaco, Dr.             | Misra, Dr. U.               | Shinde, Shri               |
| Dafle, Shri             | More, Shri K.L.             | Singh, Shri D.N.           |
| Desai, Shri Morarji     | Naik, Shri Maheswar         | Singhvi, Dr. L.M.          |
| Deshmukh, Dr. P.S.      | Paliwal, Shri               | Subbaraman, Shri C.        |
| Dixit, Shri G. N.       | Paramasivan, Shri           | Tiwary, Shri R.S.          |
| Elayaperumal, Shri      | Patil, Shri D.S.            | Upadhyaya, Shri Shiva Dutt |
| Firod ia, Shri          | Patnaik, Shri B.C.          | Venkatasubbaiah, Shri P.   |
| Hajarnavis, Shri        | Prabhakar, Shri Naval       | Vidyalankar, Shri A.N.     |
| Harvani, Shri Ansar     | Pratap Singh, Shri          | Yadab, Shri N.P.           |
| Heda, Shri              |                             |                            |

# NOES

|                    |                   |                     |
|--------------------|-------------------|---------------------|
| Aney, Dr. M.S.     | Kachhavaia, Shri  | Yashpal Singh, Shri |
| Himmatsingji, Shri | Kapur Singh, Shri |                     |

*The motion was adopted and the Bill withdrawn.*

## WORKING JOURNALISTS (CONDI- TIONS OF SERVICE) AND MISCEL- LANEOUS PROVISIONS (AMEND- MENT) BILL—

(Insertion of new section 7A) by Shri  
C. K. Bhattacharya

Shri C. K. Bhattacharyya (Ralganj  
I beg to move:

“That the Bill further to amend  
the Working Journalists (Condi-

tions of Service) and Miscellane-  
ous Provisions Act, 1955 be taken  
into consideration.”

Mr. Chairman: He can continue next  
time. The House stands adjourned  
till 11 a.m. on Tuesday the 12th March.

17.21 hrs.

*The Lok Sabha then adjourned till  
Eleven of the Clock on Tuesday March,  
12, 1963|Phatguna 21, 1884 (Saka).*

Friday, March 8, 1963/Poalguna 17, 1884 (Saka)

COLUMNS  
ORAL ANSWERS TO QUESTIONS : . . . 2895—2937

| S.Q. No. | Subject  |           |
|----------|--|-----------|
| 322      | Britain's entry into E.C.M.                        | 2895—2901 |
| 323      | Free trade posts . . .                             | 2901—02   |
| 324      | Public undertakings . . .                          | 2902—10   |
| 325      | Industrial development of Assam . . .              | 2910—12   |
| 326      | Tool Alloy Steel Plant, Durgapur . . .             | 2912—13   |
| 328      | Ball-bearing Unit in Punjab . . .                  | 2914      |
| 329      | Shortage of pig iron in Gujarat . . .              | 2915—18   |
| 330      | Quality control and pre-shipment inspections . . . | 2919—22   |
| 331      | Price of newsprint . . .                           | 2922—27   |
| 332      | Rice in prices of paper . . .                      | 2927—29   |
| 334      | Price of raw jute . . .                            | 2930—35   |
| 335      | Heavy Electricals Ltd., Bhopal . . .               | 2935—37   |

WRITTEN ANSWERS TO QUESTIONS : . . . 2937—64

| S.Q. No. | Subject                                     |         |
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| 327      | Rourkela and Durgapur Steel Plants . . .    | 2937    |
| 333      | Dealers of cement . . .                     | 2937—39 |
| 336      | Cost of production of steel . . .           | 2939    |
| 337      | Afghan Trade Mission's visit to Delhi . . . | 2939—40 |
| 338      | Cement factories . . .                      | 2940—41 |
| 339      | Steel Plant at Vishakhapatnam and Goa . . . | 2942    |
| 340      | Committee on Distribution of Steel . . .    | 2943    |
| 341      | Defects in watches produced by H.M.T. . . . | 2943—44 |

U.S.Q. No.

|     |   |         |
|-----|---|---------|
| 601 | Export incentive scheme for engineering goods . . . | 2944    |
| 602 | Precision instruments factory at Kotah . . .        | 2944—45 |
| 603 | Glass industry . . .                                | 2945    |
| 604 | Heavy industries . . .                              | 2945—46 |
| 605 | Spinning mill in Maharashtra . . .                  | 2946    |

WRITTEN ANSWERS TO QUESTIONS—contd.

| U.S.Q. No. | Subject   | COLUMNS |
|------------|---|---------|
| 606        | Delimitation of Constituencies . . .              | 2946    |
| 607        | Foundry Forge Project . . .                       | 2947    |
| 608        | Trade with African countries . . .                | 2947—48 |
| 609        | Barter link arrangements by S.T.C. . . .          | 2948—49 |
| 610        | Salt factories in West Bengal . . .               | 2949    |
| 611        | Issue of licences for textile industry . . .      | 2949—50 |
| 612        | Rourkela Steel Plant . . .                        | 2950    |
| 613        | Official Language (Legislative) Commission . . .  | 2950—51 |
| 614        | Issue of import licences . . .                    | 2951    |
| 615        | Electric fans . . .                               | 2951—52 |
| 616        | Sewing machines . . .                             | 2952    |
| 617        | Continuous Casting Process . . .                  | 2953    |
| 618        | Tea Auction Market in Assam . . .                 | 2953—54 |
| 619        | Ceylon Tea Board . . .                            | 2954    |
| 620        | Allotment of iron to Punjab . . .                 | 2954—55 |
| 621        | Handloom goods in Madras State . . .              | 2955—56 |
| 623        | Cost of tea production . . .                      | 2956    |
| 624        | Import of copra . . .                             | 2956—57 |
| 625        | Import and export licences . . .                  | 2957    |
| 626        | Portable typewriter factory . . .                 | 2958    |
| 627        | Fertilizer Plant, Rourkela . . .                  | 2958    |
| 628        | Quality control on exportable coir products . . . | 2959    |
| 629        | Export in handloom industries . . .               | 2959    |
| 630        | Heavy industries in Jammu and Kashmir State . . . | 2959—60 |
| 631        | Import of auto rickshaw vehicles . . .            | 2960—61 |
| 632        | Tea processing Plant at Kangra . . .              | 2961—62 |
| 633        | Chemical Manufacturing Project at Durgapur . . .  | 2962—63 |
| 634        | Issue of industrial licences . . .                | 2963    |

# WRITTEN ANSWERS TO QUESTIONS—contd.

COLUMNS

| U.S.Q. | Subject  |         |
|--------|--|---------|
| 635    | Small and Large Scale Industries . . . . .       | 2963-64 |
| 636    | Steel Plant in Jammu and Kashmir State . . . . . | 2964    |

# CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE . . . . .

2965-71

Shri P.R. Chakraverti called the attention of the Minister of Home Affairs to the delay in the arrival of the police at Delhi Town Hall on the 6th March, 1963 when certain persons attacked the Town Hall.

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis) made a statement in regard thereto.

# PAPER LAID ON THE TABLE . . . . .

2971

A copy of the draft Notification proposed to be issued under sub-section (1) of section 620 of the Companies Act, 1956, under sub-section (2) of section 620 of the said Act, together with an explanatory memorandum thereon, was laid on the Table.

# OPINIONS ON BILL LAID ON THE TABLE . . . . .

2971

Shri Shree Narayan Das laid on the Table Paper No. 1 to the Bill to provide for the composition of the Legislative Councils of States and for matters connected therewith which was circulated for the purpose of eliciting opinion thereon by the direction of the House on the 8th June, 1962.

# REPORT OF JOINT COM- MITTEE PRESENTED . . . . .

2971-72

Shri S.V. Krishnamoorthy Rao presented the Report of the Joint Committee on the Bill further to amend the Constitution of India

# EVIDENCE ON BILL

2972

Shri S. V. Krishnamoorthy Rao laid on the Table a copy of the evidence given before the Joint Committee on the Bill further to amend the Constitution of India.

# REPORT OF PUBLIC AC- COUNTS COMMITTEE PRESENTED . . . . .

2972-85

Seventh Report was presented.

# MOTION RE : APPOINT- MENT OF MEMBER TO JOINT COMMITTEE TO FILL UP A VACANCY. . . . .

2985-86

Shrimati Renu Chakravartty moved that Shri M.L. Dwivedi be appointed to the Joint Committee of the Houses on the Bill to amend and codify the law relating to marriage and matrimonial causes among Christians vice late Shri Mulchand Dube.

The motion was adopted.

# DEMANDS FOR GRANTS (RAILWAYS) . . . . .

2986-3063

Demands for Grants Nos. 2 to 16 and 18 in respect of Budget (Railways) for 1963-1964 were further discussed and voted in full.

# REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLU- TIONS ADOPTED . . . . .

3063-69

Fourteenth Report was dopted with certain amendments.

# PRIVATE MEMBER'S BILL WITHDRAWN. . . . .

3069-3110

Shri D.C. Sharma concluded his speech on the motion for circulation of The Child Marriage Restraint (Amendment) Bill, 1962 (Amendment of sections 2 and 3). He also replied to the debate. The Lok Sabha divided on the motion that leave be granted to withdraw the Bill. The motion was adopted and the Bill was withdrawn.

## COLUMNS

## COLUMNS

PRIVATE MEMBER'S BILL  
UNDER CONSIDERATION

3109-10

Shri C.K. Bhattacharyya moved for the consideration of the Working Journalists (Conditions of Service) and Miscellaneous Provisions (Amendment) Bill, 1963. (*Insertion of new section 7A*). The discussion was not concluded.

AGENDA FOR TUESDAY,  
MARCH 12, 1963/PHAL-  
GUNA 21, 1884 (SAKA)—

Discussion and voting on Supplementary Demands for Grants in respect of the Budget (General) for 1962-63. General Discussion on Budget (General), 1963-64.

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