

LOK SABHA DEBATES

Third Series

Volume III, 1962/1884 (Saka)

[May 12 to 25, 1962/Vaisakha 22 to Jyaishta 4, 1844 (Saka)]



FIRST SESSION, 1962/1884 (Saka)

(Vol. III contains Nos. 21 to 30)

LOK SABHA SECRETARIAT
NEW DELHI

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N.B.—The Sign + marked above the name of a Member on Questions which was orally answered indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Monday, the 21st May, 1962 (Vaisakha
31, 1884 (Saka)

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

गोम्रा

*८८३. श्री प्रकाशवीर शास्त्री : क्या
प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) गोम्रा का भारत में विलीनीकरण
करते समय पुर्तगाली सैनिकों ने जो तोड़-
फोड़ की कार्यवाहियाँ की थीं उसमें कितनी
हानि का अनुमान लगाया गया है ;

(ख) क्या वे पुल और सड़कें जो उस
समय टूट गई थीं फिर से बन गई हैं ;

(ग) क्या सरकार ने गोम्रा में और
भी निर्माण सम्बन्धी कार्यों की कोई योजना
तैयार की है ;

(घ) यदि हाँ, तो वह क्या है ; और

(ङ) गोम्रा बन्दरगाह के जिस भाग
को पुर्तगाली सैनिकों ने हानि पहुँचाई थी,
क्या वह भी अब ठीक हो गया है ?

विदेश मंत्रालय में उपमंत्री (श्री दिनेश
सिंह) : (क) अनुमान है कि कुल नुकसान
६६.७१ लाख रु० का हुआ ।

(ख) कंडियापार पुल पूरा बन चुका
है और यातायात के लिये खुला हुआ है ।
आशा है कि अन्य पुलों और पुलियों में से
अधिकांश के पुनर्निर्माण का काम लगभग
पाँच हफ्ते में पूरा हो जाएगा ।

(ग) और (घ). सरकार गोम्रा के
अन्दर कुछ सड़कों को चौड़ा और पुक्ता
करने तथा पंजिम और कोरतालिम में नए
पुल बनाने के एक कार्यक्रम पर विचार कर
रही है ।

(ङ) मारमागाओ बन्दरगाह के किसी
भी हिस्से को कोई नुकसान नहीं पहुँचा ।

I shall also read the answer in
English.

(a) The total loss is estimated at
Rs. 66.71 lakhs.

(b) The Candepar Bridge has al-
ready been completed and is open for
traffic. The reconstruction of most of
the other bridges and culverts is ex-
pected to be completed in about five
weeks.

(c) and (d). A programme of
widening and strengthening of certain
roads within Goa and construction of
new bridges at Panjim and Cortalim
is being examined by the Government.

(e) No part of Marmagao harbour
sustained any damage.

श्री प्रकाशवीर शास्त्री : क्या मैं यह
जान सकता हूँ कि यह जो हानि हुई है पुर्तगाली
सैनिकों द्वारा इसमें सब से अधिक हानि
किस भाग को पहुँची है ?

श्री दिनेश सिंह : ज्यादातर खर्चा तो
जो पुल टूट गये हैं उन्हीं पर होगा ।

श्री प्रकाशवीर शास्त्री : क्या मैं यह
जान सकता हूँ कि इन सड़कों और दूसरे
स्थानों को जो हानि पहुँची है, इसके
अतिरिक्त पुर्तगाली सैनिकों ने कुछ धार्मिक
स्थानों को भी हानि पहुँचाने का यत्न किया
जिसको बाद में फिर हमारी गवर्नमेंट ने
सुधरवाया ?

श्री दिनेश सिंह : एक पुराने चर्च में कुछ नुकसान हुआ है, और तो कोई बड़े नुकसान की खबर हमें नहीं मिली है।

Shri Harish Vishnu Kamath: Arising out of the answer to parts (c) and (d) of the question, is there any proposal before Government to integrate, or at least dovetail, the development of Goa with the Third Plan programme for the rest of the country? If so, what is the machinery being set up locally for the purpose?

Shri Dinesh Singh: This is regarding the transport system of Goa. It is a different matter.

Shri Hari Vishnu Kamath: Construction is going on.

Mr. Speaker: Development and dovetailing it with the Plan is a different thing.

Shri Hari Vishnu Kamath: May I submit that after liberation so much work is being done, of development, repairing, construction and all that? Is there a plan for the construction work that is going on or is it just ad hoc work?

Mr. Speaker: All I wanted to say was that this is not connected with this question. Otherwise, it is very important.

Shri P. K. Deo: Is the construction work in Goa financed from the revenue of Goa or is it from Central Government funds?

Shri Dinesh Singh: The programme is rather large. It is difficult to say whether all of it will be met from the revenue of Goa or whether the Central Government will have to bear some expenditure.

Shri P. K. Deo: What is the ratio?

श्री भक्त दर्शन : श्रीमन्, गोष्ठा में पूर्वगामी सैनिकों द्वारा जो नुकसान किया गया, पूर्वगामी सरकार से उसकी क्षतिपूर्ति कराने के लिये क्या कोई कदम उठाया जा रहा है ?

Shri Dinesh Singh: No, Sir.

Shri Ansar Harvani: Do Government propose to pay any compensation to those civilians of Goa whose properties were destroyed by the Portuguese during the action?

Shri Dinesh Singh: It is a separate question.

Shri U. M. Trivedi: When were these activities actually started? Were they started after the armed action or were they started about 15 days before?

Shri Dinesh Singh: Which activities?

Shri U. M. Trivedi: The activities of destroying those things.

Shri Dinesh Singh: This was before and during the armed action.

Shri U. M. Trivedi: How many days before?

Shri Dinesh Singh: I think just two days before.

Shri Hem Barua: In view of the fact that the Portuguese, on the eve of quitting Goa, left unexploded bombs here and there which have exploded now causing the death of persons, may I know whether Government have tried to locate these bombs and clear Goa of these bombs?

Shri Dinesh Singh: Immediately after the action, the engineers tried to remove most of the bombs they could lay their hands on.

Rehabilitation of Refugees

+

- Shri Dinen Bhattacharya:**
Shrimati Renu Chakravartty:
 *884. **Dr. Ranen Sen:**
Dr. Sardish Roy:
Shri S. M. Banerjee:
Shri Sarkar Murmu:

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

(a) what efforts are being made to expedite rehabilitation of all those

refugees residing in Muslim properties, barracks and houses;

(b) whether it is a fact that many persons have been given eviction notices without any alternative housing facilities being made available to them;

(c) the total number of Muslim houses still in occupation of refugees; and

(d) when these refugees will be given alternative accommodation and the houses of the Muslims returned to their owners?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Jaganatha Rao): (a) and (d). Displaced persons in occupation of Muslim properties are being resettled either in the same properties by acquiring them or in alternative accommodation elsewhere.

(b) Information is being collected from Government of West Bengal and will be laid on the Table of the Sabha.

(c) The total number of Muslim houses still in occupation of displaced persons is 159. 99 of them belong to those Muslims who had migrated to Pakistan but then returned to India. The remaining 60 belong to Muslims internally displaced. It may be mentioned that in the former case, nearly 12,000 houses have already been restored and in the latter 559.

Shri Dinen Bhattacharya: What is the stipulated time within which these Muslim houses will be vacated and alternative accommodation provided to the refugees?

Shri Jaganatha Rao: It is not possible to say any definite time; but, it will be as early as possible.

Shri Dinen Bhattacharya: Just like the Muslim houses, there are a large number of Hindu houses also which are still in the occupation of some of the refugees. When will these houses be vacated and returned to the original owners?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): We are taking action both in regard to the houses owned by Muslims as well as by Hindus.

Shri S. M. Banerjee: What are the terms and conditions under which these families are residing in these houses. Have they to pay some rent etc. or have they been given these houses free?

Shri Mehr Chand Khanna: A refugee, by nature and temperament, is always a defaulter. That has been the practice in the last 14 years. We are trying to realise as much as we can. But, I believe . . .

Mr. Speaker: That is a great reflection.

Shri Mehr Chand Khanna: I am sorry; am one of them.

Mr. Speaker: I am also one.

Shri Mehr Chand Khanna: It was not my intention. My intention is actually to say that in most cases where unauthorised occupation has taken place no rents have been realised. Actually, there is always a luctance on the part of displaced persons to pay rent, I believe; but, owners are entitled to compensation.

Shri K. R. Gupta: May I know whether the Meo (Muslims) Boarding House in Alwar, Rajasthan, which was occupied by refugees has not yet been vacated and how long it will take to be vacated?

Mr. Speaker: That does not arise.

Shri Mohammad Elias: During these 15 years when the refugees have occupied the houses of Muslims, the owners are forced to pay taxes and other charges, although they did not get any rent from the refugees. May I know whether Government will consider this and whether the arrears of taxes and municipal charges etc. would be paid by Government as compensation?

Shri Mehr Chand Khanna: I shall explain the position a little more

clearly and fully. I do not want any impression to be gained that we have made no efforts to get vacated the houses occupied by displaced persons and belonging to Muslims. There are two types of Muslims who have been dispossessed. One is that category which went away to Pakistan, and, under the Nehru-Liaquat Pact, they were invited back. We have restored their properties, actually in more than 12,000 cases. Then there are those Muslims who were dispossessed internally. Their number is not very large. And the houses, both of Hindus and of Muslims, were occupied by the refugees. Under the Act which has been passed by the West Bengal Government, the Competent Authority looks into each case and compensation is payable to the landlords. The refugees who have been asked to vacate are provided with alternate accommodation. In fact, the Government of West Bengal and the Government of India have taken very expeditious and humane action in this matter.

Import of Cars

***885, Shri Harish Chandra Mathur:** Will the Minister of Commerce and Industry be pleased to state:

(a) how many cars have been imported during each of the last 3 years and for what purpose; and

(b) how many imported cars have been re-sold during the same period and at what prices?

The Minister of International Trade (Shri Manubhai Shah): (a) and (b). A statement is laid on the Table of the House. [See Appendix II, annexure No. 81].

Shri Harish Chandra Mathur: In the circumstances explained in the statement, how is it that we find a number of brand new cars, foreign cars, being sold in the show-rooms of businessmen in Calcutta and other places?

Shri Manubhai Shah: No, Sir. They are not sold like that. They are sold

through the normal process which I have enumerated in the statement, namely, there are three categories in which the foreign cars come. I have clearly described that as far as the main category is concerned, for which the Controller's permit is issued, they are sold through the STC now.

Shri Harish Chandra Mathur: May I know whether the practice that is followed here in this country is followed in all the other countries also, or whether we are giving a special concession and we cannot canalise?

Shri Manubhai Shah: The practice varies from country to country and we are taking up the matter with the doyen of the diplomatic corps as well as the Ministry of External Affairs and other Ministries to find out whether we can find a way so that those used cars which are granted to the privileged persons under the Privileged Persons Act could be taken over by the STC to be sold by public auction and some of the old cars could be used by the Government of India or for the promotion of tourism.

Shri Inder J. Malhotra: May I know whether any minimum period is prescribed or put down before the diplomatic corps can dispose of such cars?

Shri Manubhai Shah: Yes, Sir. That is mentioned in the Act itself. It is three to five years according to the discretion to be used by the controlling Ministry.

Shri Heda: The scheme just now mentioned by the hon. Minister is that the cars used by the diplomatic corps would be sold to the STC or something like that. This question has been under consideration for the last two or more years. May I know when it will be finalised.

Shri Manubhai Shah: There is a slight misunderstanding about it. The issue of CCP applies to the second category. As far as the diplomats are concerned, we have not yet been able to find a way out to canalise the sale of the cars through the STC. That is

our endeavour. After all, they are representatives of foreign countries, and we have got to discuss the question with them and get their agreement before any scheme of canalisation is attempted.

Shri Thirumala Rao: What is the procedure for the allotment of the high-powered luxury cars that are intended for foreign tourists? Are they sent to the Director-General who can dispense with them according to the discretion of that organisation or is there a committee for that?

Shri Manubhai Shah: As far as the first part of the question is concerned, there are no high-powered luxury cars, as far as tourism is concerned. They are Standard Dodge cars which are re-assembled here from CKD condition by the main manufacturer. As far as the allotment is concerned, that is strictly done by the Director of Tourism for the promotion of tourist traffic, and as a result of this, there has been a substantial earning in foreign exchange with respect to tourism.

Shri Thirumala Rao: He has not answered my question. What is the method of allotment? Is it in the discretion of one gentleman who is the Director, or, is there a committee to assist him?

Shri Manubhai Shah: There is no need to have a committee, because all these are DLZ cars. There are special tablets given, and they cannot be used by anybody else except the sub-contractor or the taxi operators who are approved by the Director-General. It does not require any advice to be given. When a person is dealing with tourism, the cars are allotted to him.

Shri Mohammad Elias: There were newspaper reports a few weeks ago to the effect that very important personalities of India brought here very good cars without having any import permit. May I know whether these reports are correct and whether any such cars are imported without having an import licence?

Shri Manubhai Shah: There is no truth in that.

Shri P. K. Deo: From the statement we find that no information is available regarding the resale price of these cars, but we know that these cars have been sold at fabulous prices. Now, the scheme is, the STC is going to buy these cars with the depreciation formula which is approved by the Government. May I know how these prices compare with the usual resale market prices of the old cars?

Shri Manubhai Shah: As far as the new scheme is concerned, it is still to start operation. Our idea is that as far as the sale price is concerned, this thing has to be remembered, namely, there should not be any confusion between the two categories. There has been no scheme of canalisation as far as the privileged persons are concerned. But, as for the second category, under which we give the controller's permit, these cars will be canalised and distributed by public auction through out India through registered dealers. We are working out a scheme so as to see that a large margin of profit which is now going in a different direction will be canalised through the STC.

Shri Harish Chandra Mathur: May I know if the State Trading Corporation is at the present moment engaged in the purchase of any of these cars and what is the number of cars purchased by them?

Shri Manubhai Shah: About 68 cars are being acquired.

Financial Aid during Third Plan

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{ **Shri Daji:**
*887. { **Shri S. M. Banerjee:**
 { **Shri H. P. Chatterjee:**

Will the Minister of Planning be pleased to state:

(a) whether Governments of Madhya Pradesh and West Bengal have requested the Central Govern-

ment for more financial aid during the Third Five Year Plan period;

(b) if so, the demand of those Governments; and

(c) the actual amount sanctioned?

The Minister of Planning and Labour and Employment (Shri Nanda): (a) No, Sir.

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

Shri Daji: Is it a fact that the Madhya Pradesh Government was promised separate help for the capital project at Bhopal and the same has not been allocated and the same has been asked for by the State Government from the Central Government now?

Shri C. R. Pattabhi Raman: When the demands are there, they are examined by the Planning Commission and there is an agreement arrived at by the National Development Council. After that no demand has been made as such.

Shri S. M. Banerjee: May I know whether the demands of the various State Governments, including Madhya Pradesh and West Bengal, have been finalised by the Planning Commission and if so, whether the demand has been curtailed in respect of some of the States and if so, what are those States?

The Minister of Planning and Labour and Employment (Shri Nanda): There is no such curtailment after the final decisions were taken with regard to each State.

डा० गोविन्द दास : जहाँ तक मध्य प्रदेश का सम्बन्ध है, क्योंकि वह एक पिछड़ा हुआ प्रान्त है और साथ ही साथ बहुत बड़ा प्रान्त है, इसलिए क्या उस सम्बन्ध में केन्द्रीय सरकार विचार करेगी कि जितनी सहायता उसको दी जा रही है, उससे ज्यादा दी जाए ?

श्री नन्दा : इन सब बातों का विचार किया गया था जब इस मामले का फैसला किया गया था । उस वक्त मध्य प्रदेश की हालत और उसकी जरूरियात को ध्यान में रखा गया था ।

Shri Surendranath Dwivedy: May I know whether any of the State Governments have asked for extra demands other than the plan allotment and whether the Central Government are considering providing money outside the Plan?

Shri Nanda: No, Sir.

"Heraldo"

***888. Shri Yajnik:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that a daily newspaper 'Heraldo' had been carrying on a vicious campaign against the Prime Minister and the Indian Government in Goa;

(b) whether copies of that paper have been recently burnt by a large crowd of Goanese in front of the office of the newspaper; and

(c) whether Government propose to take any action against the paper?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) to (c). The newspaper "Heraldo" had been carrying on an anti-Indian campaign for some time. Copies of this paper's issue of the 18th March were burnt by some Goan demonstrators. The newspaper has ceased publication with effect from the 15th of April and its proprietor has applied for migration to Portugal.

Shri Yajnik: May I know if any other such papers carrying on anti-Indian propaganda and pro-Portuguese propaganda are still circulated in Goa and if any action has been taken against them?

Shri Dinesh Singh: We have freedom of the press in the country.

Mr. Speaker: Are there any other papers carrying on such propaganda?

Shri Dinesh Singh: Not to our knowledge.

Shri Hem Barua: In view of the fact that pro-Portuguese elements are still functioning in Goa, may I know whether the liberation of Goa means automatic Indian citizenship or whether any attempts are made to screen off the pro-Portuguese elements there?

Shri Dinesh Singh: We cannot do anything if a private citizen holds certain views. But if he does anything whereby he contravenes any law, then he is taken to task.

श्री प्रकाशवीर शास्त्री : गोवा में इन समाचारपत्रों के प्रचार के प्रतिरिक्त भी क्या किन्हीं और एजेंसियों के द्वारा भारत विरोधी प्रचार किया जा रहा है, यदि हां, तो उसको रोकने के लिए सरकार की ओर से क्या यत्न किये गये हैं ?

श्री दिनेश सिंह : कोई ऐसा बड़ा प्रचार किसी भाषेनाइज्ड तरीके से होने के समाचार तो नहीं मिले हैं । लेकिन जब कोई व्यक्ति ऐसी बात करता है तो जैसे मैंने बताया है कि अगर वह कानून के खिलाफ होता है तो उसके खिलाफ कानून के अन्तर्गत एक्शन लिया जाता है ।

Shri Hem Barua: On a point of order. The Deputy Minister had made a statement that there has been no big scale operation of that sort and it has not come to the knowledge of Government. But this contradicts the fact that a bomb was planted at Vasco Da Gama when there was a meeting organised by our administration. This shows that there is an operation on a big plan, operating in Goa against Indian interests. Therefore, the point of order is involved in the fact that the Deputy Minister wants to contradict the fact.

Mr. Speaker: Where is the point of order?

Shri Hem Barua: The point of order is about the contradiction.

Mr. Speaker: Is there any legal issue, rule or law involved that I have to give a decision. Then again, we are talking of propaganda and not of exploding of bombs.

Shrimati Savitri Nigam: May I know if the hon. Minister is aware that a number of Portuguese papers which contain anti-national propaganda are being imported into Goa?

Shri Dinesh Singh: No, Sir; I am not aware of it.

Shri Yajnik: May I know whether it is not a crime under the Indian Penal Code to carry on any pro-Portuguese or anti-Indian Government propaganda in the former Portuguese possessions of Goa, Daman and Diu?

Shri Dinesh Singh: As I mentioned, Sir, there is no large-scale propaganda. This paper published one or two articles. The people themselves did not like it and he found no sale for it. Therefore, he had to close it down.

Shri Yajnik: I want to know whether it is not actually a crime under the Indian Penal Code to carry on any propaganda against the suzerainty of the Indian Government?

Mr. Speaker: Abstract questions of law cannot be asked from the Ministers. As to whether it is a crime or not, his opinion would not be of any value to the hon. Member.

Shri S. M. Banerjee: Is there any action taken or proposed to be taken?

Mr. Speaker: It can be asked as whether any action is proposed to be taken.

Shri Yajnik: May I know whether any action is proposed to be taken under the existing law at the present moment in order to check this anti-Indian and pro-Portuguese propaganda?

Shri Dinesh Singh: As I mentioned, Sir, only this particular paper brought

out one or two articles. That paper has been closed down. The man concerned is a Portuguese national and he wants to go away from here.

Shri Bade: The question has not been answered. He has not given a proper reply.

Mr. Speaker: It is not for the Minister here to say whether he can be hauled up and what the law is on that point. As I said, abstract questions of law should not be asked here. It is only facts that can be asked for from the Government now (*Interruption*). I allowed that question, whether any action is proposed to be taken against any paper that might be carrying on such propaganda.

Shri H. N. Mukerjee: Are we not entitled to know whether legal aspect of the position is or is not being examined by Government, because a Portuguese national is going to get away?

Mr. Speaker: That is quite a different question that Shri Mukerjee is putting, whether that aspect is being examined by the Government or not. But abstract opinions on abstract questions of law cannot be asked now. Whether the Government is considering that or not is a different thing.

Shri Dinesh Singh: No, Sir, because I do not think this comes under the provisions of the Indian Penal Code.

हिमाचल प्रदेश में घड़ियों का कारखाना

*८८६. श्री भक्त दर्शन : क्या वाणिज्य तथा उद्योग मंत्री २८ अगस्त, १९६१ के अतारंकित प्रश्न संख्या २५३४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में घड़ियों का कारखाना स्थापित करने की प्रस्थापित योजना के सम्बन्ध में इस बीच क्या प्रगति हुई है ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : कारखाने

की जगह के लिये आवश्यक प्रयत्न किये जा रहे हैं। फर्म को जनवरी, १९६२ में पुर्जों, औजारधर के उपकरणों तथा कच्चे माल का आयात करने के लाइसेंस दिये गये थे। आशा है कि वह शीघ्र ही पुर्जे जोड़ कर कलाई की घड़ियां तैयार करना आरम्भ कर देगी।

[The answer was also read by the Minister in English.]

Necessary arrangements are being made for housing the factory. The firm were granted licences in January, 1962 for the import of components, tool room equipments and raw materials. They are likely to start assembly of wrist watches shortly.

श्री भक्त दर्शन : श्रीमान्, मैं जानना चाहता हूँ कि जिस फर्म के द्वारा यह कारखाना स्थापित किया जा रहा है, उसका क्या नाम है और किस स्थान पर वह स्थापित किया जा रहा है ?

श्री कानूनगो : भारत इंडस्ट्रीज। हिमाचल प्रदेश में सोलन के पास जो इंडस्ट्रियल एस्टेट है, वहीं पर यह होगा।

श्री भक्त दर्शन : इस कारखाने में किस तरह की घड़ियां बनाई जायेंगी, दीवार पर लटकाने वाली या मेज पर रखने वाली ?

श्री कानूनगो : रिस्ट वाचेज, कलाई की घड़ियां।

Shri Inder J. Malhotra: What was the difficulty in establishing this factory in the public sector?

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

श्री प्र० के० देव : क्या मैं जान सकता हूँ कि यह कारखाना पब्लिक सेक्टर में होगा या प्राइवेट सेक्टर में ?

अध्यक्ष महोदय : फर्म का नाम तो उन्होंने बतला दिया।

श्री प्र० के० देव : जब वह प्राइवेट सेक्टर में होगा तब हिन्दुस्तान मशीन टूल्स में जो घड़ियां बनती हैं, उन के साथ उसका कैसा सम्बन्ध रहेगा ?

श्री कानूनगो : काफी घड़ियों की मांग है, ऐसी दस फक्ट्रियां चल सकती हैं ।

Shri S. M. Banerjee: I want to know whether this particularly factory is being established in collaboration with any foreign firm and, if so, the name of the firm?

Shri Kanungo: Not in this venture.

Shri Heda: May I know whether any labour has been trained for this job and, if so, the number of them?

Shri Kanungo: They will be trained in the course of the process of manufacture.

श्री भक्त दर्शन : श्रीमन्, यह कारखाना जल्दी से जल्दी और अच्छे से अच्छा कार्य कर सके इसके लिये केन्द्रीय सरकार क्या सहायता दे रही है ?

श्री कानूनगो : माल लाने का लाइसेंस दे दिया और फैक्टरी का इन्तिजाम कर दिया, और क्या करने का है ।

Outstanding Arrears Claimed by New Delhi Municipal Committee

*891. Shri Maheswar Naik: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the latest position in regard to the arrears claimed to be outstanding against Government of India by New Delhi Municipal Committee;

(b) since when these arrears have been outstanding;

(c) whether the dispute between Government and N.D.M.C. has now been resolved; and

(d) if so, in what way?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Jaganatha Rao): (a) to (d). Information regarding claims and

counter-claims between the New Delhi Municipal Committee and various Ministries and Departments of the Government of India is not readily available.

In respect of the claim of the New Delhi Municipal Committee against the Central Public Works Department on account of house-tax and service charges for Union properties within the jurisdiction of the New Delhi Municipal Committee, the position is that an amount of approximately Rs. 147 lakhs was claimed by the New Delhi Municipal Committee. The basis adopted by the New Delhi Municipal Committee in computing this amount differed from the basis approved by Government. The question of evolving a simple formula for finalising these charges is at present under consideration. In the meantime, a provisional payment of Rs. 75 lakhs was made to the New Delhi Municipal Committee in March, 1962. The New Delhi Municipal Committee has also to make payment to the Central Public Works Department on other counts such as installation of sewers and water mains, horticultural operations etc. and the net amount due to the New Delhi Municipal Committee after the last payment is likely to be small.

Shri Maheswar Naik: In view of the length of the answer, may I know why it was not possible for the Minister to lay a statement on the Table of the House?

Mr. Speaker: Has he to ask any question in spite of the length of the answer?

Shri Harish Chandra Mathur: Sir, we should guard the privileges of the members. It is difficult to follow a long answer and then ask supplementaries based on that. So, it is the privilege of the members to be supplied with a statement, and that is the only appeal that they make now.

Mr. Speaker: Of course, that is the privilege of the member. Then, there is the question of the privilege of the

other side. Whenever members put questions, they make it so long that it is difficult to follow and by the time the end is reached, the first portion is lost, to me at least. Therefore, I would appeal to both sides that the questions and answers should be short, precise and understandable. By preciseness I do not mean that something should be concealed. Answers should be clear and the information as full as possible; at the same time, they should be brief.

Shri Surendranath Dwivedy: Notice of the question was given sufficiently early. So, why should he not lay a statement on the Table of the House?

Mr. Speaker: That would have been better. When the answer is very long, a statement should be laid on the Table of the House so that members can read it and be prepared to ask supplementaries because it is difficult to follow if the answer is long.

Shri Maheswar Naik: Since when are these arrears outstanding?

Shri Jaganatha Rao: The arrears are outstanding from the year 1952.

Shri Maheswar Naik: May I know whether it is not a fact that the good offices of our Home Minister were being sought for the solution of the dispute that has been pending between the New Delhi Municipal Committee and the Government? If so, what has happened to that?

Shri Jaganatha Rao: Recently, a committee has been appointed under the chairmanship of Shri Bhattacharya, the Financial Advisor of Work, Housing and Supply Ministry . . .

Shri Surendranath Dwivedy: It will take another five years.

Shri Jaganatha Rao: . . . which will go into the claims and counter claims put forward by both the parties.

Shri Daji: The Municipality has claimed Rs. 147 lakhs from the Gov-

ernment. What about the payment due to Government from the Municipality? Will it be adjusted towards this amount?

Shri Jaganatha Rao: As I have already said in the main answer, a sum of Rs. 75 lakhs has been paid to the New Delhi Municipal Committee in March 1962.

Shri S. M. Banerjee: What amount has to be paid by the Municipality to the Central Public Works Department?

Shri Jaganatha Rao: The Central Public Works Department claims firstly, a sum of Rs. 89 lakhs being the share of the New Delhi Municipal Committee in the expenditure incurred by the Central Public Works Department on certain services both inside and outside Government colonies and, secondly, a sum of Rs. 45 lakhs on account of horticultural works executed by the Central Public Works Department on behalf of the New Delhi Municipal Committee.

Shrimati Savitri Nigam: May I know when this Bhattacharya Committee is going to finalise its report and when the whole settlement is going to be brought about?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): An impression has gone round that we are keeping away the large finances of the New Delhi Municipal Committee. I am not in a position to make a categorical statement but from the information made available to me by my officers, the amount after the settlement has taken place is going to be very small. The matter has been pending since 1944, that is, nearly for 18 years . . . (Interruption)—let me make a statement—this thing has gone on. I feel unhappy about this long dispute. But I wish to assure the House that we shall see that the matter is examined and expedited. If possible, I would like to make a further statement to the House within about a month, that is, before the House adjourns, as to what progress we are making in the matter.

Exports from India

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- *893. { Shri Warrior:
Shri Shree Narayan Das:
Shri Vasudevan Nair:

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

(a) whether it is a fact that some of the collaboration agreements entered into by the private sector with foreign firms restrict export of certain products; and

(b) if so, the steps taken to get such restrictions removed?

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

Government's policy is that foreign collaboration agreements should not restrict in any way freedom of exports from India. However, it is not always possible to strictly follow this for various reasons. The foreign companies naturally wish to protect themselves from competition in the home market and also their previous commitments with manufacturers in other countries prohibit them to agree to export these goods to those countries. In the circumstance, each collaboration proposal is examined carefully and the parties are advised to get permission to export to maximum number of countries if exports cannot be allowed freely.

Since the collaboration agreements are approved only after examining them from export angle also, it will not normally be possible to get these restrictions removed at a later date. However, a study of restrictive export clauses in the various collaboration agreements already approved is being undertaken and possibilities of negotiations with a view to liberalise existing export restrictions will be explored.

Shri Warrior: What machinery the Government has to vet all these agreements?

Shri Manubhai Shah: There is the Inter-Ministerial Consultation Committee at different levels and there are delegated powers to the Ministry of Commerce and Industry to control the policy on agreements in which it is very clearly defined that in future we should not allow any restriction on exports, as far as possible, as a part of a technical collaboration agreement unless it is absolutely found essential in the national interest with the foreign parties insisting on some market being closed for export.

Shri Warrior: Which are the main articles at present affected in this category of exportation?

Shri Manubhai Shah: There is a very, very long list. What I can assure the House is that we are very much concerned about this. In the last several years we have allowed the minimum number of agreements where there are export restrictions. But in the early years there were several agreements which were having export restrictions, say, in 1951, 1952, 1953 and 1954. We are calling the parties one after another to see that by mutual agreement we modify the technical collaboration agreements to allow exports as widely as possible.

Shri Hari Vishnu Kamath: The statement laid on the Table, I am sorry to say, bristles with obscurities and contradictions. At the outset it says:

"Government's policy is that foreign collaboration agreements should not restrict in any way freedom of exports from India."

Later on, after dealing with the foreign companies' wishes in the matter it goes on to say:

"Since the collaboration agreements are approved only after examining them from export angle also, it will not normally be possible to get these restrictions removed at a later date."

Then it goes on to say that a study of restrictive export clauses is being undertaken. Why, may I ask, was this matter not studied at the time these collaboration agreements were approved by the Government and why this study is being undertaken only now, at a later date?

Shri Manubhai Shah: It is not so. If the statement is properly read. . .

Shri Hari Vishnu Kamath: I have read it very properly, perhaps you have not.

Shri Manubhai Shah: The broad policy of the Government since the industrial policy was defined is that we should not allow the restriction clause on exports. But there are reasons. A foreign collaborator has also similar agreements in other parts of the world. Other countries which are having collaboration are averse to imports from any country other than their own. Therefore we have to respect that through international agreements. But in a broad way, as I have said, the policy in the last several years has been not to allow as far as possible restriction on exports.

Shri Hari Vishnu Kamath: 'As far as possible' comes in again.

Shri P. K. Deo: This foreign collaboration agreement seems to be incompatible with the pursued policy of the Government so far as promotion of exports is concerned. May I know who is responsible for these foreign collaboration agreements and what steps are being taken to see that it comes to an end?

Shri Manubhai Shah: There is no question of its coming to an end. It is an expanding economy where more and more foreign technical collaboration is to be welcomed. What we are gearing for is that gradually we are making the policy more and more progressive in the manner that in the last several years some agreements have been concluded where 20, 25, 30 and as much as 50 per cent has been made a guaranteed export.

Shri Daji: The hon. Minister says that the list would be very long. I understand that. But will the hon. Minister kindly lay on the Table of the House a list of important lines and concerns in which such collaborations operate?

Shri Manubhai Shah: It is not possible. They are all published in several journals. It is difficult to compile all the agreements in one place. If the hon. Member is concerned with one or any agreement with which he is familiar, I am prepared to discuss it with him and also place it on the Table of the House.

Shri Warior: May I know how many parties have agreed to modify their agreements and by what time the entire thing will be screened and it will be seen that our exports are allowed?

Shri Manubhai Shah: Firstly, I must clear a misunderstanding. Restrictions of exports have really not come, in a major way, in not developing our exports; because, exports outside the manufactured articles are far greater than the manufactured articles which are covered by collaboration agreements. Even so, there have been instances of several concerns, which have come either for renewal or as a matter of review, who have agreed to modify the agreement; and the cycle agreements which were entered into in 1948 and 1949 with a total ban have now taken away the restriction clause completely.

Shri Prabhat Kar: The hon. Minister has said that the export restriction is only on manufactured articles. Is it not a fact that the production of Hindusthan Machine Tools, which is one of the best productions in India, also comes under the mischief of this agreement, which is total ban on export?

Shri Manubhai Shah: It is true that when we entered into an agreement with Oerlikons as far back as 1952-53 we had to accept that condition that the Oerlikons lathes will not be directly exported by H.M.T. But we have

tried to see that that agreement does not come in the way, and, as the House is aware, we have recently exported Rs. 18 lakhs worth of machine tools from H.M.T. So there are procedures and methods by which through persuasion or legal examination we are trying to see that these agreements do not become restrictive to exports.

Government of India Press at Koratti

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*897. { Shri Ravindra Varma:
 { Shri Warrior:
 { Shri Vasudevan Nair:

Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Unstarred Question No. 769 on the 7th May, 1962 and state:

(a) when was a plot of land acquired at Koratti (Kerala State) for the location of a Government printing press;

(b) the area of the land thus acquired;

(c) use being made of the plot of land now; and

(d) the type of press Government propose to establish at Koratti and during which year?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Jaganatha Rao): (a) About 4 years ago.

(b) 104.58 acres.

(c) It is proposed to put up press buildings and staff quarters on the land. The plans and estimates are under preparation.

(d) The proposed press will primarily be utilised for printing forms. It is expected to start functioning in the next two years or so.

Shri Ravindra Varma: May I know whether, when the land was first acquired, the idea was to establish a

security press; and, if that was so, what considerations weighed with the Government in changing the plans?

Shri Jaganatha Rao: The press at Coimbatore was meant for publishing books, posters and other material.

Shri Ravindra Varma: Sir, my question has not been answered. I want to know whether, when the land was first acquired, the idea was to start a security press; and, if that is so, what were the reasons that weighed with the Government in changing their plans.

Shri Jaganatha Rao: There was no such decision of the Government to start a security press at Koratti in Kerala.

Shri Warrior: May I know whether Government have placed any firm orders for the machinery for this press as yet?

Shri Jaganatha Rao: Recently a sum of Rs. 9.29 lakhs of foreign exchange has been sanctioned by the Finance Ministry, and orders for the required machinery will be placed.

Shri Ravindra Varma: May I know whether, after the land was acquired in Kerala for this press, any other government press was started in any part of India?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): I could not answer that question off hand. As far as I know, we have 12 presses all over India, which are owned by Government. As far as this press is concerned, I believe there was some difficulty about the land acquisition, and ultimately the main difficulty was about foreign exchange. When we did get the foreign exchange, we did import some machinery, but that machinery was utilised in renovating the machinery in the press which had already gone old. So we have got some extra foreign exchange now and we hope to start functioning this press within about two years.

Shri Warior: May I submit, Sir, that all the information which the hon. Minister was pleased to give now is not correct? He is new to the Ministry.

Mr. Speaker: I would only advise him to come on this side and give us the correct information.

Shri Warior: I seek your protection and I request you to ask him to make a correct statement on the subject.

Mr. Speaker: How can I do that? If he brings to my notice afterwards that the information given is not correct, I will find out if there is any incorrectness or mistake and certainly we will try to find out why the wrong information was given. At this moment, if he has any question, he can only ask that question.

Shri Mehr Chand Khanna: May I ask, Sir, which part of the information is not correct?

Mr. Speaker: He says that the whole thing given is incorrect.

Shri Warior: Is it not a fact that the machinery intended for the Koratti press was not given there, but taken to Coimbatore and a new press installed in Coimbatore?

Shri Mehr Chand Khanna: There are two different presses. We are talking of the press in Koratti in Kerala. The information that we have given is about the land that we have acquired and staff quarters, etc. I have said that we propose to start construction or functioning of the press in two years. If the hon. Member is saying that delay has taken place, I am prepared to concede that delay has taken place.

Mr. Speaker: Next question.

Shri Warior: One more question, Sir.

Mr. Speaker: I have passed on to the next question.

Migration of East Pakistan Refugees

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*898. { **Shri Prabhat Kar:**
Shri Indrajit Gupta:
Shrimati Renu Chakravarty:
Shri H. P. Chatterjee:
Shri P. R. Chakraverti:
Shri Prakash Vir Shastri:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that hundreds of refugees from East Pakistan entered West Bengal during the last few days as a result of communal disturbances in Rajshahi;

(b) the details thereof;

(c) whether it is also a fact that a large number of Muslims from Maldah and neighbouring districts have gone over to East Pakistan following communal disturbances in Maldah;

(d) whether the Pakistan Government have asked India to arrange to bring such Muslims evacuees back to their homes; and

(e) if so, whether Government of India have made any reciprocal proposal to the East Pakistan authorities?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) and (b). It has been reported to us that some members of the minority community in East Pakistan have entered West Bengal. Details are not available.

(c) No, Sir. There has been no abnormal movement in the traffic across the border from West Bengal to East Pakistan.

(d) and (e). Report of large scale evacuation of Muslims from India to Pakistan had appeared in Pakistan newspapers. Thereafter, on 29th April, the West Bengal Government received a telegram dated April 29, from East Pakistan Government reiterating their own press reports. The Chief

Secretary, West Bengal, in his telegram dated April 30, informed his counterpart in Dacca that West Bengal Government are always prepared to assume full responsibility for the rehabilitation of any genuine Muslim refugees who may have moved from Maldah to Rajshahi and requested the latter to instruct the District Magistrate, Rajshahi, to forward immediately to District Magistrate, Malda, full particulars i.e. name, father's name and village address of the Indian Muslims who are alleged to have evacuated to Rajshahi. So far no particulars have been supplied by Pakistan authorities. We are not aware of any such request having been made by Pakistan to the West Bengal Government.

Shri Prabhat Kar: May I know whether it is a fact that a large number of people in Rajshahi have approached the Deputy High-Commissioner for migration certificates saying give us migration certificates or poison, and migration certificates have not yet been given?

Shrimati Lakshmi Menon: Quite a large number of people have approached our Deputy High Commissioner in Rajshahi for migration certificates. The cases are being examined.

Shri Prabhat Kar: In view of the situation that has arisen in Rajshahi, may I know how long it will take to give migration certificates so that the people may come to West Bengal?

Shrimati Lakshmi Menon: We are examining the question. Also additional staff is being provided so that the issue of certificates may be expedited.

Shri H. N. Mukerjee: In view of the position of the minorities obviously in danger in this part of East Pakistan, may I know if the Government is not considering the idea of giving them migration certificates with the least possible delay?

Shrimati Lakshmi Menon: We are trying to do that. I have also stated that in order to meet the extraordinary demands, additional staff is

being sent in order to expedite the grant of migration certificates.

Shri H. P. Chatterjee: May I know whether the Government is prepared to take off all restrictions on persons who intend to come to this side because this was also a clause in the Liaquat Agreement that there will be no restrictions on persons coming to this side?

Shrimati Lakshmi Menon: Government will abide by whatever agreement there was with regard to immigration from East Pakistan to West Bengal.

Shri Hari Vishnu Kamath: Arising out of the Minister's answer that a large number of persons belonging to the minority community in East Pakistan have migrated to West Bengal, is it a fact that the Ayub Government of Pakistan has formally repudiated the Nehru-Liaquat Agreement of April, 1950, or it is merely a dead letter for all practical purposes?

Shrimati Lakshmi Menon: It is well known to this House that these agreements are being violated constantly by the Pakistan Government.

Shri Hari Vishnu Kamath: My question has not been answered. Have they repudiated the agreement formally, or what have they done in this matter?

Shrimati Lakshmi Menon: From their deeds, it is clear.

Shrimati Savitri Nigam: Is the hon. Minister aware of the actual number of people who have asked for migration certificates, and since how long are their applications pending in the office of the High Commissioner?

Shrimati Lakshmi Menon: I have not got the actual figures, but the number runs to thousands.

Shri A. C. Guha: May I know whether Government are aware that under the present very restricted conditions of migration it will not be possible for these people to migrate at all, atleast in the near future, and

if so, whether Government are prepared to relax those restrictions and make their migration somewhat easier and possible at an early date?

Shrimati Lakshmi Menon: The matter is being considered; where there is human hardship, Government are always willing to relax the restrictions.

श्री प्रकाशवीर शास्त्री : यह कोई पहला अवसर नहीं है जब पाकिस्तान में इस प्रकार के उद्वेग हुए हैं और वहाँ से कुछ हिन्दू घर छोड़ कर बंगाल आये हैं। इस से पहले भी इस प्रकार की कई घटनाएँ हुई हैं। तो क्या मैं जान सकता हूँ कि भारत सरकार क्यों किसी स्थयी समाधान का धरा नहीं करती जिस से कि भविष्य में इस प्रकार की घटनाओं का पुनरावृत्ति न हो ? या फिर एक साथ ही उन को बुला लिया जाय और उन को स्थायी निवास की व्यवस्था कर दी जाये, और उतन ही शक्ति उबर भेज दिये जायें।

Mr. Speaker: It is a suggestion for action.

Shri Dinen Bhattacharya: May I know whether those persons who are coming over to India from East Pakistan this time will be given proper chances for rehabilitation?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): As regards the new persons who are coming from East Pakistan, our policy up till now has been to treat them as immigrants and not as migrants. The difference is this. All those came to India after Partition were to be treated as refugees; and the definition of a refugee was—I am talking from memory—one who came from Pakistan, whether East or West, after the 1st March, 1947; and in the case of East Pakistan, the date was 1946; those who came away after those dates either on account of disturbances or the fear of disturbances, were to be treated as displaced persons.

In 1957, we took a decision that after that, we were not going to treat any immigrant from East Pakistan as a displaced person for the purpose of any rehabilitation benefit.

As regards the new-comers, as far as my Ministry is concerned, we have received no communication from the Government of West Bengal in regard to them.

Shri S. M. Banerjee: The hon. Minister has stated the definition of the term 'refugee' etc. I want to know what immediate steps have been taken about those persons and those families who have come to West Bengal, either by the West Bengal Government or by the Central Government; I want also to know the number of such families as are facing a crisis.

Shri Mehr Chand Khanna: It is for the Government of West Bengal to take any action that is necessary to give them any relief. I come only as Minister of Rehabilitation. If I could treat them as displaced persons, then I take charge of them both for relief and for rehabilitation.

Shri H. N. Mukerjee: In view of the report which Government have verified that there are people waiting at the border to come as soon as ever they can, do I take it that the Minister of Rehabilitation has not been alerted and is not making arrangements so that relief and whatever other help is necessary can be given to these people when they come over?

Mr. Speaker: The hon. Minister has already answered that question and he has stated that it is for the Government of West Bengal to give all that relief. He comes subsequently into the picture when rehabilitation has to be given.

Shri H. N. Mukerjee: What I am worried about, and I am sure, the House is worried about is this. We want to know in view of the situation which appears to subsist at the border at the moment, whether the Ministry of Rehabilitation, truncated as it is,

in contact with the Ministry of External Affairs, is not getting ready to help the West Bengal Government and whoever else it may be.

Shri Mehr Chand Khanna: My Ministry is not truncated. There are two departments in the Ministry of Works, Housing and Supply; one is the full-fledged Department of Rehabilitation, and the other is the Ministry of Works, Housing and Supply. I am in charge of both these Departments.

As far as sympathy for these unfortunate persons is concerned, we are all full of sympathy for them. But the position that we have to accept today is this are we to treat as displaced person everyone who has come from East Pakistan during the last five years after 1957? A decision was taken in consultation with the Government of West Bengal. We have reached the saturation point. We have got over 40 lakh displaced persons from East Pakistan. We were even finding it difficult to rehabilitate them. Then it was decided that we would not accept any further responsibility in the matter. It is a very major question now whether the new immigrants are to be treated as displaced persons and Government should accept full responsibility for their rehabilitation.

Shri H. N. Mukerjee: Are we to understand that the assurance given in 1947 is now being repudiated by implication by the Minister?

Shri Mehr Chand Khanna: No, Sir.

Several hon. Members rose—

Mr. Speaker: Next question. Hon. Members should resume their seats. Can we have a regular discussion, say, for about half an hour on this just now? I have already spent ten minutes on this question. Members also should realise that there should be some limit. If I allow four or five questions more as they desire or the whole time that is left, even that, I am sure, will not satisfy them, because this is a question that should come up in the regular course of discussion, not during Question Hour.

627 (A) LSD—2.

They should ask for a regular discussion.

Shri S. M. Banerjee: What about immediate relief?

Shri H. P. Chatterjee: The matter is very urgent. Thousands are without food.

Mr. Speaker: Order, order. He has expressed his sentiments and also the intensity of his feeling. The Demands for Grants are coming before the House. He will take his opportunity then. Members can take part during that discussion. I will allow them full opportunity for raising this matter then.

Next question.

Shri H. P. Chatterjee: Thousands are starving there. I am saying this from my own personal observation.

Mr. Speaker: Order, order.

Shri H. P. Chatterjee: Let the discussion be held today.

Mr. Speaker: Order, order. Can we have that discussion just now?

Shri H. P. Chatterjee: By saying 'Order, order', you cannot stop hunger.

Mr. Speaker: Will he not allow me to proceed?

Shri H. P. Chatterjee: How can we express our sentiments?

Mr. Speaker: He has expressed them so many times. What else does he want?

Shri Baid: More time should be allowed for the question.

Mr. Speaker: How long can I continue? That was what I explained to the hon. Member. Can it be exhausted during these five or six minutes left?

Shri H. P. Chatterjee: There should be an adjournment motion over this.

Mr. Speaker: Should I bring that forward myself?

Shri H. P. Chatterjee: You do not allow an adjournment motion. That is the difficulty.

Shri Prabhat Kar: May I ask another question, not on this particular aspect? It is in connection with part (c).

Mr. Speaker: I have already called the next question.

Anti-Indian Publicity by Chinese Embassy in New Delhi

*900. { **Shri Hem Barua:**
 { **Shri Bade:**
 { **Shri D. C. Sharma:**

Will the **Prime Minister** be pleased to state:

(a) whether the attention of Government has been drawn to the issue of 5th May of China Today, an official organ of the Chinese Embassy at New Delhi which, amongst other things, publishes (i) the Chinese Foreign Minister's note of the 30th April alleging Indian troops intruding into Chinese territory and (ii) "brief account" of the official team's report to the advantage of the Chinese that openly challenges India's territorial integrity;

(b) whether it is not a violation of the ethics of diplomacy; and

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

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) There are established conventions about the rights of foreign missions to carry on propaganda in the receiving State. The Government of India by and large take a liberal view of such publications even when these are critical of them. However in this case the 'Brief Account of the Contents of the Chinese and Indian Officials' Report,' as published in the Chinese Embassy's bulletin, questioning as it does the territorial in-

tegrity of India, flagrantly violates the law of the land, and more particularly the Criminal Law Amendment Act of 1961. It is not permissible for foreign missions to act against the laws of the receiving State and abuse its hospitality.

(c) A strong protest has been lodged with the Chinese Embassy for acting in defiance of the law and an order has issued under Section 4 of the Criminal Law Amendment Act 1961 declaring all copies of the publication "China Today—18, 1962" and translations thereof to be forfeited to Government.

Shri Hem Barua: In view of the fact that action has been taken after sufficient damage has been done through countrywide distribution of the May 5 issue of China Today and that too only after the attention of Government was drawn through privilege motions and calling attention notices in this House, are we to understand that the External Affairs Ministry stands self-condemned because of this apathy and lack of alertness?

Mr. Speaker: Does the hon. Member satisfy himself in this manner by the use of these expressions? He should ask a question.

Shri Hem Barua: I will ask a question. May I submit, Sir, that this is a very serious matter. China Today in its issue of the 20th May, i.e. yesterday, again, has repeated the same thing. I am sorry, therefore,....

Mr. Speaker: Therefore, he should put the question.

Shri Hem Barua: I am sorry to point out that unless and until the attention of Government is drawn in this House they do not function; they do not work.

Mr. Speaker: Order, order.

Shri Hem Barua: Even matters of importance....

Mr. Speaker: Has the hon. Member a question to ask or not?

Shri Hem Barua: May I know why action was delayed?

Mr. Speaker: He may please resume his seat.

Shrimati Lakshmi Menon: The Home Ministry issues the order. It is not the External Affairs Ministry. I think the hon. Member need not be angry with the External Affairs Ministry.

Mr. Speaker: The Government could answer this much, 'Why was action delayed?'. It cannot be passed on in this manner. The question was very clear. Therefore, the answer should have been ready. Why was there delay in taking action? That is what the hon. Member wants.

Shri Hari Vishnu Kamath: In which press was this issue containing illegal matter printed; and what action has been taken against the press for printing such illegal matter?

Shrimati Lakshmi Menon: The hon. Member knows that is the Modern Age Press.

Shri Hari Vishnu Kamath: There is no such press as the Modern Age Press.

Shrimati Lakshmi Menon: It is the New Age Press.

Shri Hari Vishnu Kamath: Has any action been taken against the New Age Press?

Shrimati Lakshmi Menon: No action has been taken.

Shri Hari Vishnu Kamath: Why not; what is the reason?

Mr. Speaker: Let him wait for the answer.

Shri Hari Vishnu Kamath: The answer is not given, Sir.

Mr. Speaker: I was looking to the hon. Member to resume his seat so that I could expect an answer.

Shrimati Lakshmi Menon: No action was taken. I think, the matter is under consideration.

Shri Hari Vishnu Kamath: I did not catch the answer.

Mr. Speaker: That is being considered; it is under consideration.

Shri Inder J. Malhotra: Is it the first time that such a violation has been committed by the Chinese Embassy?

Mr. Speaker: Whether it is the first time that such a violation has been committed or whether there have been earlier occasions also of such violation?

Shrimati Lakshmi Menon: As far as I remember, I think, this is the first time.

Shri Hem Barua: No; there was another occasion.

Mr. Speaker: Order, order.

Shrimati Lakshmi Menon: Under the Criminal Law Amendment Act of 1961.

Shri Thirumala Rao: Since the attention of Government has been drawn to the latest issue dated the 20th May, will Government assure the House that they will take drastic and immediate action with regard to this?

Shrimati Lakshmi Menon: Yes, Sir.

Shri Hem Barua: In view of the fact that China has been putting all sorts of restrictions on the proper functioning of our Missions in China and Tibet, why is it that we cannot reciprocate at least and take some measure against anti-India propaganda that this Chinese Embassy in Delhi has been indulging in for a long time?

Mr. Speaker: Is there any answer coming?

An Hon. Member: They are thinking over it.

Shrimati Lakshmi Menon: Sir, we function in our own way. We do not take reciprocal action for anything that China has done. Retaliation is not part of our policy.

Mr. Speaker: Hon. Members feel very intensely on this subject. Government should consider whether really some action can be taken or not. That is for the Government.

श्री बड़े: इस क्रिमिनल एमेंडमेंट ऐक्ट के मातहत केवल इस पब्लिकेशन की कारीज ही जब्त हुई है। इस के पहले राज्य-सभा में जब यह सवाल उठाया गया था तब यह किताबें जब्त की गईं। मैं जानना चाहता हूँ कि शासन ने इस के पहले इन को जब्त क्यों नहीं किया ?

दूसरे यह कि हम ने किताबें जब्त कर लेने की ही सजा इस क्रिमिनल एमेंडमेंट ऐक्ट के अंदर दी है।

He can be hauled up in court.

अध्यक्ष महोदय: इन सवालों का जवाब आ चुका है।

श्री बड़े: नहीं आया है।

अध्यक्ष महोदय: आप मेरी बात मान लीजिये। इन सवालों का जवाब आ चुका है।

श्री बड़े: अध्यक्ष महोदय...

अध्यक्ष महोदय: आर्डर, आर्डर।

Shri Hem Barua: Sir, may I submit that this is a very serious matter? When I put in a Calling Attention Notice also, it seemed to me that it was more important than that—a matter of privilege or adjournment motion—and therefore, I feel that I should be allowed to put at least half a dozen supplementaries on this.

Mr. Speaker: I have allowed him.

Shri Hem Barua: Only two questions.

Mr. Speaker: He has put three questions.

Shri Hem Barua: May I put another, Sir?

Mr. Speaker: He would excuse me. Next question.

Restrictions on Cotton Movement in Mysore State

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

(a) whether it is a fact that Indian Central Cotton Committee Officials have imposed restriction on cotton movement from Raichur District towards Gadag, District Dharwar of Mysore State;

(b) whether the same cotton is being sold at higher price through the merchants of Dharwar District;

(c) whether any representations from the Kisans of Koppal Taluka have been received to remove that restriction and allow the cultivators to sell their cotton wherever they get higher price directly without middlemen; and

(d) whether in the interest of growers Government will allow the kisans of Koppal and Yelbarga to sell their cotton in the open market at Gadag in Mysore State?

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

(a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) Import of cotton into Dharwar District from outside is prohibited except under a licence issued by the State Government.

(b) The Government have no information.

(c) A representation was received in October, 1960 from the Koppal Merchants Association, Koppal. It was urged in the representation that for the purpose of cotton price policy,

the cottons (Jayadhan and Laxmi) grown in Koppal, Yelburga and Kushtagi taluks of Raichur District should be considered to be in the same class as cottons grown in Dharwar District. This suggestion was adopted at the time of formulating the cotton price policy for the 1961-62 season.

(d) It is understood that the Government of Mysore propose to revise the Dharwar protected area of the State so as to include in it Koppal and Yelburga taluks as well as Kush-taggi taluk of Raichur District.

Shri Sivamurthi Swami: May I know whether any complaint has been received by the Government to the effect that cotton worth crores of rupees has been left unsold age-long at Gadag which is the only market for the Raichur district?

Shri Manubhai Shah: That is not the matter under dispute. What the cultivators have represented to us was that the two taluks should be included in the whole area so that they could have freedom. We ourselves have recommended to the Mysore State Government and as I have already mentioned in the answer, they are going to accept it.

Shri Sivamurthi Swami: In view of the answer given by the Minister, may I know whether he will revise or amend the Central Act?

Shri Manubhai Shah: This is not under the Central Act. It is under the Mysore Protected Area Act, and it is for the State Government to restrict, if they so chose, the movement of kapas from one area to another. We ourselves after examining the representation of the growers have recommended to the State Government to accept the plea of the farmers so that freer movement of cotton is assured.

Re. S.N.Q. No. 10

Mr. Speaker: Short Notice Question. Shri Ram Sewak Yadav—Absent.

Shri S. M. Banerjee: Will the answer be laid on the Table?

Mr. Speaker: It will be laid on the Table of the House.

WRITTEN ANSWER TO QUESTION

Automatic Looms

*886. **Shri A. S. Saigal:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have decided that licences for installation of automatic looms would be granted only if 75% of the additional production on these looms would be exported; and

(b) if so, whether India will be in a position to stand the competition in overseas markets because our cost of production will be higher in comparison with other countries?

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

Automatic looms are being licensed both for expansion as well as for replacement. In the former case, under the present policy, applicants who undertake to export 75% of the production of these looms are being given preference. Although Indian textiles are meeting with increasing competition in foreign markets, it is expected that units equipped with modern automatic machinery will be in a better position to sell their goods in such markets than units without such equipments.

Jharahi river in Nepal

*890. { **Dr. Mahadeva Prasad:**
Shri D. N. Tiwary:
Shri Shree Narayan Das:
Shri A. S. Saigal:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the District Governor of Bhairahava in

Western Nepal is implementing a plan to divert the course of Jharahi river;

(b) whether Government apprehend that the implementation of the above-mentioned diversion of the river would seriously hit Rajabari and Manikapur villages in Gorakhpur District, in rains; and

(c) if so, what steps Government have taken in this regard?

The Parliamentary Secretary to the Minister of External Affairs (Shri D. Ering): (a) There was a report to this effect in newspapers; official confirmation has not been received.

(b) and (c). Full information has been called for from the authorities/experts concerned and will be laid on the table of the House in due course.

Pay Scales for restaurant workers in Delhi

***892. Shri Bhagwat Jha Azad:** Will the Minister of Labour and Employment be pleased to state:

(a) whether the Industrial Tribunal, Delhi has ordered introduction of regular pay scales for workers in Delhi's restaurants and hotels; and

(b) whether the managements are unwilling to introduce the same?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Yes, in respect of twelve hotels and restaurants.

(b) Government have received no representation regarding any difficulty in implementing the award.

Hospitals under Employees' State Insurance Scheme in Kerala

***894. Shri P. Kunhan:** Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have taken steps for setting up hospitals for the industrial labourers under the Employees' State Insurance Scheme in Kerala;

(b) if so, the steps taken so far; and

(c) whether Government propose to construct any hospital in Kerala during the Third Five Year Plan period?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Yes.

(b) and (c). A 24 bed annexe has already been constructed in a T.B. Hospital and land is being acquired for construction of a 100-bedded T.B. Hospital. In addition, 3 cottage hospitals are also proposed to be constructed during the 3rd Plan period.

Overseas Purchase Organisation

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

(a) whether it is proposed to rationalise Overseas Purchase Organisations with a view to effect savings;

(b) whether a report has been submitted by the Secretary, Ministry of Works, Housing and Supply, in regard to the working of India's overseas purchase organisations in London and Washington which has been accepted by Government; and

(c) if so, its main recommendations and the steps taken to implement the same?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) Yes.

(b) Yes.

(c) The Secretary in his Report has recommended measures for the simplification and streamlining of purchase and inspection procedures. He has also recommended transfer of certain items of work at present performed by the overseas Missions to the Directorate General of Supplies and Disposals New Delhi. The measures suggested will result in the reduction of a number of posts in the India Store Department, London.

Foreign Exchange expenditure on overseas Purchase Missions will be gradually reduced and the annual saving is estimated at £100,000/-. The recommendations are being implemented.

U.S. Tobacco for India

896. { Shri Raghunath Singh:
Dr. L. M. Singhvi:
Shri Daljit Singh:
Shri P. C. Borooah:
Shri Mantri:
Shri Bibhuti Mishra:

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

(a) whether India has signed an agreement with U.S.A. for the supply of tobacco and maize valued Rs. 5.3 crores; 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). A statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir.

(b) Full details are given in the Agricultural Commodities Agreement between the Government of the U.S.A. and the Government of India signed on the 1st May, 1962, a copy of which has been placed in the Parliament Library. Briefly the Agreement provides for import from the U.S.A. of tobacco and yellow corn (maize) valued at \$2.9 millions and \$6.4 millions respectively and for payment of an amount of about \$1.8 millions as ocean transportation charges.

15% of the rupees accruing to the Government of the U.S.A. as a consequence of sales made pursuant to this agreement will be made available to the U.S.A. for its expenditure in India while the remaining 85% will be utilised as Loans for financing such projects to promote economic

development as may be mutually agreed to.

Total cost of goods and its transportation comes to Rs. 5.3 crores.

Application of Indian Trade Union Act etc. in Goa

*899. Shri Indrajit Gupta: Will the Prime Minister be pleased to state:

(a) whether Government have received any representations from trade unions in Goa requesting early application of the Indian Trade Union Act and other Indian labour legislations to Goa; and

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

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) and (b). No, Sir. No representation of this nature has been received by the Government from any trade unions in Goa.

A memorandum was, however, received from the All-India Port and Dockworkers' Federation of Bombay. The Government are examining the question of extension of certain Indian labour laws to this Union Territory.

Pak protest against crossing over of Hostile Nagas into East Pakistan

- *902. { Shri P. C. Borooah:
Shri D. C. Sharma:
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether Government have received a protest from the Pakistan Government against the flight of Nagas into East Pakistan across the Indo-Pakistan border; and

(b) if so, what is Government's reply thereto?

The Parliamentary Secretary to the Minister of External Affairs (Shri S. C. Jamir): (a) No Sir.

(b) Does not arise.

Accommodation for Government Employees

*903. Shri S. M. Banerjee: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that a good number of persons not in Government employment are occupying Government accommodation in Delhi;

(b) whether a survey has been concluded to this effect;

(c) whether nearly 60,000 Government employees are on the waiting list for want of accommodation;

(d) if so, the steps taken by Government to solve this problem; and

(e) whether members of Bharat Sewak Samaj are also occupying Government accommodation?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) Yes, some persons who are not in Government employment are occupying general pool accommodation.

(b) Information about these persons is already available with Government.

(c) Yes.

(d) It is proposed to build more houses. It has also been decided to review the cases of all those persons who are not entitled to Government accommodation.

(e) Yes. Their cases will also be reviewed along with others.

स्कूलों में टेलीविजन

*६०४. { श्री भक्त दर्शन :
श्री वारियर :
श्री बालदेवन नायर :

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में टेलीविजन द्वारा शिक्षा देने का जो कार्य कुछ समय पहिले प्रारम्भ किया गया था, वह कहां तक सफल हुआ है ; और

(ख) उसे और विस्तृत करने के लिये क्या कार्यक्रम निर्धारित किया गया है ?

सूचना और प्रसारण मंत्री (डा० बे० गोपाल रेड्डी) : (क) अब तक जो रिपोर्टें मिली हैं और इस बारे में जो देख भाल हुई है, उससे यह पता चलता है कि स्कूल टेलीविजन सेवा जो अक्टूबर, १९६१ में दिल्ली में चलाई गई थी, उससे अध्यापकों और विद्यार्थियों दोनों का लाभ हुआ है। फिर भी इस का ठीक ठीक मूल्य ज्ञाने का काम अभी ही हाथ में लिया जाने वाला है और इस बारे में जो रिपोर्ट मिलेंगी उससे इस के परिणामों का ज्यादा अच्छा अन्दाजा लग सकेगा।

(ख) इस समय दिल्ली के कुल ३०२ हायर सैकेंडरी स्कूलों में से १५२ स्कूलों में २७५ टेलीविजन सेट लगाए जा चुके हैं और पाठ केवल नवीं श्रेणी तक के लिए ही रखे गए हैं। इस स्कीम को बाकी स्कूलों में भी लागू करने और कुछ टेलीविजन पाठ दसवीं श्रेणी के लिए भी प्रसारित करने की तजवीज है।

Transport of Coal to Pakistan

*905. Shri Indrajit Gupta: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that a large number of wagons and coastal ships are being employed every month to carry coal from India to Pakistan;

(b) the commodities carried on the return journey from Pakistan by these wagons and ships; and

(c) whether the present arrangements have been reviewed in the light of India's own transport and fuel crisis?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Railway wagons, but not coastal ships, are being employed for transporting coal to Pakistan. They, however, fall short of the number required to move the quantity of coal stipulated under the Indo-Pakistan Trade Agreement.

(b) Information is being collected.

(c) These arrangements are reviewed twice a year taking into account all relevant factors including domestic needs.

Prime Minister's visit to Ceylon

*906. { Shri Shree Narayan Das;
Shri Bishwanath Roy:

Will the Prime Minister be pleased to state:

(a) whether he has agreed to pay a visit to Ceylon; and

(b) if so, whether indications are available that on this occasion the Government of Ceylon would like to discuss the question of persons of Indian origin with him?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) Government are aware of a recent statement to this effect by the Hon'ble the Finance Minister of Ceylon in the House of Representatives in Ceylon.

Handloom Industry

*907. Shri Maheswar Naik: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the handloom industry is still in receipt of subsidies from the Central Government;

(b) if so, the extent of subsidy given during the last three years; and

(c) whether Government have any proposal to make the industry self-supporting?

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.

STATEMENT

(a) Yes, Sir.

(b) 1959-60	518.58 lakhs.
1960-61	366.32 lakhs
1961-62	350.39 lakhs

(c) Government's object in giving financial assistance to the handloom industry is to strengthen and rehabilitate it. There is no single proposal whereby the industry could be made self-supporting. But the over-all effect of the various schemes now being adopted is to progressively improve its economic condition and competitive capacity which in the long run should help to make the industry stand on its own feet.

Export of Shoes

*908. { Shri D. C. Sharma;
Shri Bibhuti Mishra:

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

(a) the steps taken to increase the production and export of shoes during the Third Five Year Plan;

(b) the success achieved so far; and

(c) the amount of foreign exchange earned during 1961-62 by the products of the food-wear industries?

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. [See Appendix II, annexure No. 82]

(c) During 1961-62 (April, '61 to February, '62) Rs. 2.15 crores have been earned in foreign exchange.

Derequisitioning of Houses in Calcutta

***909. Shrimati Renu Chakravarty:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that houses in 'K' site plot at Anwar Shah Road, Tollygunge, Calcutta belonging to small plot holders and middle class people were requisitioned under the special powers granted during the war emergency and still remain with Government;

(b) how many persons' properties are thus affected;

(c) whether it is also a fact that they have been urging for a long time to get back those properties for their use;

(d) the reason for refusing to derequisition them so many years after the war is over; and

(e) the action Government propose to take in the matter?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) and (b). A large number of plots of land were requisitioned in 1941. Most of the plots were restored to the respective owners after the termination of the war and at present only 49 plots owned by 31 persons are held under requisition.

(c) Yes.

(d) and (e). The property could not be derequisitioned as it was unauthorisedly occupied by the displaced persons from East Pakistan and continued to be encroached upon. The question of eviction of those persons, as well as the release of the property to the owners is still under consideration.

Catering in Constitution House and Western Court

***910. Shri S. M. Banerjee:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the food supplied in Constitution House and Western Court is far from satisfactory;

(b) if so, whether several complaints have been lodged by the residents of these places; and

(c) since how long the contractor has held this contract?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) and (b). No, Sir. The complaints are of a minor nature.

(c) Since 1952 in the case of the Constitution House and 1956 in the case of the Western Court. The contracts have been extended from time to time on the recommendations of the Joint Committee of Chairmen of House Committees of both the Houses of Parliament.

Withdrawal from Provident Fund

***911. { Shri Indrajit Gupta:
Dr. U. Mishra:
Shri Dinen Bhattacharya:**

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

(a) whether facilities for industrial workers to take loans from their Provident Fund accounts in cases of illness have recently been withdrawn; and

(b) if so, the reasons therefor?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Yes.

(b) The reasons are—

(i) The frequent abuse of the facility by worker-members; and

(ii) the increasing coverage of the Employees' State Insurance Scheme, benefiting the members of the family also.

Stateless Persons of Indian Origin in Ceylon

*912. { Shri Maheswar Naik:
Shri Vasudevan Nair:
Shri P. R. Chakraverti:

Will the Prime Minister be pleased to state:

(a) whether Ceylonese Government have agreed to hold talks with Government of India at official level on the question of Stateless persons of Indian origin in Ceylon;

(b) if so, whether a date has been agreed upon;

(c) the number of people of Indian origin now residing in that country and how many out of them have so far been granted Ceylonese citizenship rights; and

(d) the policy of the Government of India in regard to the future of those people of Indian Origin who have been rendered Stateless?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) The Government of Ceylon have not yet approached the Government of India for discussions at official level on this question.

(b) Does not arise.

(c) No accurate statistics regarding the number of people of Indian origin now residing in Ceylon are available. The number of those who have been registered as Ceylonese citizens upto the end of February 1962 is 1,32,312.

(d) The Government of India are of the opinion that this matter should be discussed with the Government of Ceylon and settled in agreement with them.

Headquarters of Naga Hostiles

*913. { Shri D. C. Sharma:
Shri Bhagwat Jha Azad:

Will the Prime Minister be pleased to state:

(a) whether the Headquarters of Naga hostiles was captured by Secu-

rity Forces during their recent operations in Nagaland; and

(b) if so, the number of persons arrested in the operations, the ammunition and properties captured and the details of the documents seized?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): This question will be answered subsequently by the Minister of Defence.

Revision of Third Plan Allocations

*452. **Shri Harish Chandra Mathur:** Will the Minister of Planning be pleased to state:

(a) whether Third Plan allocations in respect of coal, oil, power and transport have been revised; and

(b) if so, the up-to-date position?

The Minister of Planning and Labour and Employment (Shri G. Nanda): (a) and (b). Financial allocations have not been revised so far.

SHORT NOTICE QUESTION

बीर अर्जुन प्रंस, दिल्ली के कामगर्गों द्वारा हड़ताल

S.N.Q. No. 10.

श्री राम सेवक यादव : क्या धर्म और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बीर अर्जुन प्रंस, दिल्ली के ३५ कम्पोजिटर्स और मशीन मैनो ने २५ अप्रैल, १९६२ से हड़ताल कर रखी है ;

(ख) यदि हां, तो इसके क्या कारण हैं ;

(ग) क्या उनकी यूनियन ने अपनी मांगों को नियमानुसार पूरा कराने के लिये सम्बन्धित अधिकारियों के सामने अपना मामला रखा था ; और

(घ) यदि हां, तो उस पर क्या कार्यवाही की गई है ?

धर्म और रोजगार मंत्रालय में धर्म मंत्री (श्री हाथी) : (क) से (घ). प्रंस के मैनोजेंट

द्वारा इक्रीमेंट, मंहगाई भत्ता और बोनस संबंधी मांगों के मंजूर न किये जाने पर कर्मचारियों ने २५ अप्रैल, १९६२ से हड़ताल कर दी थी। यह मामला घापसी बातचीत से तय करा दिया गया है।

Techno-Economic Survey of NEFA

1602. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) whether it is a fact that techno-economic survey of N.E.F.A. has been made with a view to find out possible ways and means by which development and progress of N.E.F.A. can be made; and

(b) if so, the results of such survey?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru):

(a) & (b). No Sir. While studies of various aspects of the economy of parts of the Agency have been made from time to time, no overall techno-economic survey of N.E.F.A. has yet been undertaken.

Development of Sericulture in Madras

1603. Shri Rajaram: Will the Minister of Commerce and Industry be pleased to state:

(a) the allotment of funds made by the Centre for each of the schemes for the development of Sericulture Industry in Madras State during the years 1960-61 and 1961-62;

(b) what amount was utilised by the State Government under each of the schemes in those years;

(c) whether the allotments have been fully utilised; and

(d) if not, the reasons therefor?

The Minister of Industry in the Ministry of Commerce and Industry (Shri N. Kanungo): (a) and (b). According to the procedure effective from 1958-59 onwards, outlays for State Governments' schemes are fixed industrywise and not schemewise. The

following table shows the outlay and the amount utilised during 1960-61 and 1961-62 for the development of sericulture industry in Madras State:—

Year	Outlay	Amount utilised (Rs. in lakhs)
1960-61	2.78	2.85 (Actual)
1961-62	2.94	1.79 (anticipated)

(c) and (d). The shortfall in expenditure during 1961-62 is mainly due to non-utilisation of funds to the extent provided for constructional works.

Illiterate Unemployed in U.P.

1604. Shri Krishna Deo Tripathi: Will the Minister of Labour and Employment be pleased to state:

(a) the number of unemployed illiterate persons in Uttar Pradesh in the beginning of the First, Second and Third Five Year Plans;

(b) the number of illiterate persons who would get employment in U.P. under the Third Five Year Plan; and

(c) the number of illiterate unemployed persons in U.P. at the end of the Third Five Year Plan?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) No estimate is available. Even the statistics of the Employment Exchanges are not maintained separately for illiterate persons.

(b) No estimate is available.

(c) No estimate is available.

Investment of Capital in Industries

1605. Dr. Ranen Sen: Will the Minister of Commerce and Industry be pleased to state:

(a) the total amount of capital invested upto date in each of the following industries, viz., (i) Jute, (ii) Tea, (iii) Petroleum, (iv) Soap, (v) Rubber (vi) Tobacco, (vii) Electrical engineering and (viii) Aluminium; and

(b) the share of foreign investors and their nationality in the total investment in each of the industries referred to above.

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) A statement giving the relevant figures as on 31st March, 1960 is laid on the Table of the House. [See Appendix II, annexure No. 83].

(b) The required information is not available since, under the provisions of the Companies Act, 1956, the disclosure of the nationality of shareholders is not required to be made.

गाजीपुर अफीम फैक्टरी

१६०५. श्री सरजू पांडेय :
श्री ज० ब० सिंह :

क्या अम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भविष्य निधि योजना गाजीपुर अफीम फैक्टरी के श्रमिकों पर लागू नहीं की गई है ; और

(ख) यदि हां, तो इसका क्या कारण है ?

अम और रोजगार मंत्रालय में अम मंत्री (श्री हाथी) : (क) और (ख). जो नहीं, योजना लागू नहीं की गई क्योंकि इस कारखाने के मजदूरों को श्रमिकों की प्रशंदायी भविष्य निधि योजना के अधीन जो लाभ प्राप्त होता है वह कर्मचारी भविष्य निधि योजना, १९५२ द्वारा मिलने वाले लाभ से कम नहीं है ।

Small Scale Industries in Orissa

1607. Shri Ulaka: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Union Government are considering to pay special attention towards the developments of small scale industrial units in the most under-developed regions of Orissa; and

(b) if so, what is the amount allotted for the purpose in the Third Five Year Plan?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) The development of Small Scale Industries is primarily the responsibility of the State Government concerned.

(b) It may, however be stated that no specific amount has been earmarked by the State Government for the purpose. A sum of Rs. 345 lakhs has been however provided in the Third Five Year Plan for the development of Small Scale Industries (including Industrial Estates) in Orissa.

Public Sector Projects in Orissa

1608. Shri Ulaka: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Union Government propose to establish more public sector projects during the Third Five Year Plan period in Orissa because of State's backwardness; and

(b) if so, when and where they would be established?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). Attention is invited to the reply given to the Lok Sabha Starred Question No. 224 on the 27th March, 1962.

Cottage Industries in Orissa

1609. Shri Ulaka: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal to establish cottage industries in Orissa during the Third Five Year Plan period under the Khadi and Village Industries Commission for the special benefits of Scheduled-castes and Scheduled-Tribes; and

(b) if so, the amount allotted for the scheme?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) There is no such proposal for the present.

(b) Does not arise.

Allocations for Housing Schemes

1610. Shri E. Madhusudan Rao: Will the Minister of Works, Housing and Supply be pleased to state the total amount given to each State for the Middle Income and Low Income Group Housing Schemes during the period 1961-62?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): A Statement is laid on the Table of the House. [See Appendix II, annexure No. 83A].

Subsidised Industrial Housing Scheme in Andhra Pradesh

1611. Shri E. Madhusudan Rao: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total amount allocated to the Andhra Pradesh Government under subsidised Industrial Housing Scheme during the year 1961-62; and

(b) total amount utilised by each district of Andhra Pradesh?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): (a) Rs. 16.32 lakhs.

(b) The amounts disbursed by a State Government are against sanctioned individual housing projects and are not distributed districtwise.

Licences for Industries

1612. Shri Ulaka: Will the Minister of Commerce and Industry be pleased to state:

(a) the industries (both engineering and non-engineering) to which licences were granted during the year 1961-62;

(b) how many licences are proposed to be granted to industries under the Industries Development and Regulation Act in 1962-63; and

(c) the number of licences, if any, already granted to industries for the said period?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (c). A

statement showing the number of licences issued, industry-wise, under the Industries (Development and Regulation) Act, 1951, during 1961-62 and 1962-63 (up to 10-5-1962), is laid on the Table of the House. [See Appendix II, annexure No. 84].

(b) The total number of industrial licences to be issued during 1962-63 has not been pre-determined, as this would naturally depend upon various factors such as the number of applications, the capacities of the units applied for and the target capacity remaining to be licenced for each industry.

नये ट्रांसमिटर

— श्री म० ला० द्विवेदी :
१६१३ श्री स० च० सामन्त :

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) जिन ५६ नये ट्रांसमिटर्स के लगाने का आयोजन किया गया है वे कितनी-कितनी शक्ति के हैं और किन-किन स्थानों पर लगाये जा रहे हैं ;

(ख) स्थानों के निर्णय करने के लिये कौन-कौन से व्यक्ति अथवा समिति जिम्मेदार हैं और स्थान के निश्चित करने के लिये क्या सिद्धांत हैं ;

(ग) ये ट्रांसमिटर किन-किन देशों से आयात किये गये हैं, इन पर कुल कितनी लागत आयेगी और क्या ये सब भारत पहुँच चुके हैं या कुछ आने बाकी हैं ;

(घ) यदि कुछ बाकी हैं तो कब तक आने की सम्भावना है ; और

(ङ) इनका काम कब तक पूरा हो जाने की संभावना है ?

सूचना और प्रसारण मंत्रालय में उपमंत्री श्री शाम नाथ) : : (क) एक विवरण सभा पटल पर रखा गया है। [देखिये परिशिष्ट २, अनुबन्ध संख्या ८५]

(ख) ट्रांसमीटरों के स्थानों का निर्णय सरकार ने आकाशवाणी के तकनीकी अफसरों द्वारा पेश की गई रिपोर्टों के आधार पर किया। स्थानों के चुनने के बारे में तकनीकी जरूरतों और इंटरनेशनल टेलिकम्यूनिकेशन्स यूनियन और देश के भीतर के इसी प्रकार के तकनीकी संगठनों द्वारा लगाई गई रोकथाम का मुख्य विचार रहा है।

(ग) (१) सिवाए एक २० किलोवाट शार्टवेव ट्रांसमीटर के जो संयुक्त राज्य अमरीका से खरीदा जा रहा है और सभी ट्रांसमीटरों के अधिकतर मुख्य उपकरण सर्वश्री भारत इलेक्ट्रॉनिक्स लिमिटेड बंगलौर से प्राप्त किये जा रहे हैं जो इनकी सप्लाय के लिये जापान के निर्माताओं के सहयोग से कार्य कर रहे हैं। मस्तूल (मास्ट) कुछ पश्चिमी जर्मनी से मंगाये जा रहे हैं और कुछ जापान से। ट्रांसमीटरों के अन्य सहायक उपकरण कुछ देशी और कुछ का आयात संयुक्त राज्य अमरीका संयुक्त राज्य, जापान और आस्ट्रेलिया से किया गया है।

(२) आर्डर दिये गये ट्रांसमीटरों के मुख्य उपकरणों पर खर्च का अनुमान लगभग ६६.२ लाख रुपये है और आर्डर दिये गये मदतूल तथा सहायक उपकरणों पर खर्च का अनुमान लगभग ५३.६२ लाख रुपये।

(३) २५ परियोजनाओं के लिये ट्रांसमीटरों के मुख्य उपकरण और मस्तूल जापान से आ चुके हैं। इन परियोजनाओं के सहायक उपकरण और बाकी के पूरे उपकरण आने वाले हैं।

(घ) आर्डर दिये गये उपकरणों में से एक परियोजना के मुख्य ट्रांसमीटर और मस्तूल के अगस्त १९६२ तक मिलने की आशा है और अन्य सत्रह के लगभग जून

१९६३ तक। इन परियोजनाओं के सहायक उपकरणों की १९६३ के शुरू में मिलने की आशा है। १०० किलोवाट मीडियम वेव के बाकी एक ट्रांसमीटर का आर्डर भी ही दिया जायेगा। इस के १९६३ के आखिर तक प्राप्त हो जाने की उम्मीद है।

(ङ) उम्मीद है कि ये ट्रांसमीटर क्रमशः अगले दो वर्ष में चालू हो जायेंगे।

Power-looms

1614. { Shri Rameshwar Tantia:
Shri P. R. Chakraverti:

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

(a) the number of power-looms in the country;

(b) whether new licences are given for power-looms;

(c) if so, on what considerations; and

(d) the number of persons penalised in 1961 for setting up unauthorised power-looms?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) 82805 (25718 cotton and 57087 non-cotton).

(b) and (c). No, Sir, except for purpose of imparting vocational training

(d) No prosecutions were launched in 1961.

Unemployment in Uttar Pradesh

1615. Shri S. M. Banerjee: Will the Minister of Labour and Employment be pleased to state:

(a) whether unemployment figures in U.P. have increased in 1961;

(b) if so, to what extent;

(c) the reasons therefor; and

(d) the steps taken by Government?

The Minister of Labour in the Ministry of Labour and Employment:

(Shri Hathi): (a) Precise information is not available. However, the number of persons on the Live Register of Employment Exchanges in U.P. at the end of 1961 has increased as compared to the number at the end of 1960.

(b) By 22.7 per cent.

(c) Increase in population base and consequent entry of larger numbers of new entrants to the labour force, increase in number of Exchanges established, greater popularity of Employment Exchanges and larger number of vacancies notified due to the implementation of the Employment Exchanges (Compulsory Notification of Vacancies) Act, 1959, etc.

(d) The development programmes under the Third Five Year Plan with greater outlays from year to year are designed to create employment opportunities which will relieve unemployment.

Import of Newsprint

1616. Shri Raghunath Singh: Will the Minister of Commerce and Industry be pleased to state whether the import of newsprint has decreased in recent years by ten per cent whereas the circulation of newspapers printed on foreign newsprint has increased considerably?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): The quantity of newsprint imported during each of the last four years is given below:

Year	Quantity (Tonnes)
1958-59	62,218
1959-60	83,308
1960-61	73,364
1961-62 (Upto January '62) †	1,01,586

The following table gives the information to the extent readily available regarding the increase in the circula-

tion of all categories of newspapers during the year 1958 to 1960:

Year	Percentage of increase in circulation over the previous year
1958 . . .	8.8
1959 . . .	11.2
1960 . . .	8.3

Industrial Estates

1617. { Shri Shree Narayan Das:
Shri Elayaperumal :

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 363 on the 24th November, 1961 and state:

(a) whether the programme for establishing Industrial Estates during the Third Five Year Plan has been drawn up in respect of all the States; and

(b) if so, the important features thereof?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). A statement is laid on the Table. [See Appendix II, annexure No. 86].

Citizenship in Goa

1618. Shri Shree Narayan Das: Will the Prime Minister be pleased to state the number of persons born and domiciled in Goa, Daman and Diu, who have expressed their desire to retain the citizenship or nationality they had immediately before the 20th December, 1961?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): 807 persons have registered themselves as Portuguese nationals. In addition, 1066 persons already holding Portuguese passports have registered themselves as foreigners. It is not known, however, how many of the latter group of persons are born or domiciled in Goa, Daman and Diu as

some of them are domiciled in Portugal and Portuguese colonies.

सिक्किम का विकास

१६१६. श्री भक्त दर्शन : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार द्वारा सिक्किम के विकास के लिये प्रारम्भ से अब तक कुल कितनी सहायता दी जा चुकी है ;

(ख) उस सहायता से सिक्किम में विकास की योजनाओं में कहाँ तक प्रगति हुई है ; और

(ग) आगे के लिये इसी क्रम में किस प्रकार का कार्य-क्रम निश्चित किया गया है और कितनी सहायता दी जायेगी?

प्रधान मंत्री तथा वंदेशिक-कार्य मंत्री तथा अनु शक्ति मंत्री (श्री जवाहरलाल नेहरू) : (क) ३१ मार्च १९६२ तक सिक्किम को जो सहायता दी गई है उसकी कुल राशि लगभग ४,२७,८२,००० रु० है। इस में सिक्किम की पहली सप्तवर्षीय योजना पर १९५४ से १९६१ तक का व्यय सिक्किम की दूसरी पंचवर्षीय योजना के लिए अंतिम-वित्तीय वर्ष में दी गई सहायता और सिक्किम में खनिज पदार्थों का पता लगाने और निर्माण कार्यों के लिए दी गई सहायता शामिल है।

(ख) हमारी सहायता के परिणाम-स्वरूप सिक्किम ने शिक्षा, स्वास्थ्य, संचार और परिवहन, लघु उद्योग और दस्तकारी, जन स्वास्थ्य और सफाई के क्षेत्रों में काफी प्रगति की है। सिक्किम के लिए कई छात्र-वृत्तियों का खर्च हमारी सहायता द्वारा दिया गया है। हमने योग्य डाक्टरों, योजना अधिकारियों, शिक्षकों दस्तकारी प्रशिक्षकों को भेज कर सिक्किम के योजना विभाग को सहायता दी है। खनन निगम (माइनिंग कॉर्पोरेशन) और फल का एक कारखाना स्थापित किया गया है। हमारी सामान्य सहायता योजना के ढाँचे के अन्तर्गत रंगसाजी, कला-मुद्रण, इंजीनियरी और लाइसेंसियेट

सिविल इंजीनियरिंग पाठ्यक्रमों के प्रशिक्षण का प्रबन्ध किया जा रहा है। इस योजना के अन्तर्गत जो प्रगति हुई है उसका संक्षिप्त विवरण रख दिया गया है। [दिल्लिये परिशिष्ट २, अनुबन्ध संख्या ८७]

(ग) सिक्किम की पहली सप्तवर्षीय योजना मार्च १९६१ को समाप्त हो गई और जुलाई में हमारे योजना आयोग से विशेषज्ञों का एक दल सिक्किम गया जिसने उस देश के लिये दूसरी पंच वर्षीय योजना का सुझाव देते हुए एक रिपोर्ट तैयार की। सिक्किम की दूसरी पंचवर्षीय योजना का कुल अनुमानित व्यय ८१३.३३ लाख रु० है। दूसरी पंचवर्षीय योजना में जिन क्षेत्रों का विकास योजनाएं निहित हैं वे ये हैं : कृषि पशुपालन, वनविकास भू-रक्षण, मछलीपालन, छोटी-मोटी सिंचाई और सहायता, उद्योग और खनिज, सड़क-परिवहन, शिक्षा जन-स्वास्थ्य, आवास और प्रचार परियोजनाएं। यह सब हमारी वित्तीय तथा तकनीकी सहायता से सम्पन्न होगा। सिक्किम सरकार को यह आशा है कि वह दूसरी पंचवर्षीय योजना की अवधि समाप्त होने पर प्रगतिशील अर्थ-व्यवस्था के मूलभूत तत्व प्राप्त कर लेगी।

दिल्ली की जामा मस्जिद के निकट गन्दी बस्ती

१६२०. श्री प्रकाशवीर शास्त्री : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जामा मस्जिद के आस-पास की गन्दी बस्तियों को हटाने का विचार है; और

(ख) यदि हाँ, तो उसका व्योरा और उसमें क्या प्रगति हुई है ?

निर्माण, आवास और संभरण मंत्री (श्री मेहरचन्द खन्ना) : (क) हाँ।

(ख) कार्यक्रम में ये बातें सम्मिलित हैं :

(१) दुजाना हाउस को नये रूप में बनाना :

- (२) जामा मस्जिद की कुर्सी (फ्लिथ) से दूकानों को हटा कर पास के इलाके में भोजना;
- (३) कबाड़ियों को जामा मस्जिद के इलाके से हटा कर झंडेवाला इलाके में भोजना; और
- (४) साइकिलों के बाजार को ऐस्प्लेन्ड रोड से हटा कर झंडेवाला में 'ई' ब्लॉक में भोजना ।

ऊपर (१) में लिखी परियोजना में, जिसकी मंजूरी फरवरी १९६१ में दी गई थी, दुजाना हाउस में इस समय विद्यमान टूटी फूटी इमारतों को ढहाया जाना है और ११.७१ लाख रुपये को प्राकलित लागत से १२० मकान, २० दूकानें, २० कार्यालय, ३६ मछली-स्टाल और ३४०० वर्ग फुट क्षेत्रफल का तहखाना बनाया जाना है ।

ऊपर (२) में लिखी परियोजना में, जिसकी मंजूरी दिसम्बर, १९६१ में दी गई थी, कुल मिला कर ५४.८७ लाख रुपये की लागत से १५२ मकानों, ३०६ दूकानों, और ८०,६०० वर्ग फुट कुर्सी क्षेत्रफल के कार्यालय स्थान का तथा सामुदायिक भवनों (कम्यूनिटी बिल्डिंगों) का निर्माण किया जाना है ।

ऊपर लिखी (३) और (४) परियोजनाएं अभी नगर निगम द्वारा तैयार की जा रही हैं ।

Raid by Pakistanis

1621. **Shri Raghunath Singh:** Will the **Prime Minister** be pleased to state whether it is a fact that 12 Pakistanis armed with fire-arms raided Bingri village in the Chhamb area in Jammu and Kashmir State on the 10th April, 1962 and fire was exchanged between the villagers and Pakistanis who after attacking them walked away easily across ceasefire line?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): According to available information, two residents of village Singri, P. S. Chhamb, District Jammu, were assaulted by a party of cattle-lifters on April 10, 1962. The cow lifted by the miscreants was retrieved but the cattle-lifters made good their escape. No fire was exchanged between the parties.

Cigarette Factories

1622. **Shri Yallamanda Reddy:** Will the **Minister of Commerce and Industry** be pleased to state:

(a) how many cigarette factories there are in the country;

(b) how many of them are owned by foreign investors; and

(c) the names of such investors?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) 15.

(b) 8.

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

Cigarette Factory in Andhra

1623. **Shri Yallamanda Reddy:** Will the **Minister of Commerce and Industry** be pleased to state:

(a) whether there is any proposal to give a licence for a cigarette factory in Andhra Pradesh;

(b) if so, when; and

(c) if not, the reasons therefor?

The Minister of Commerce and Industry (Shri K. C. Reddy): (a) to (c). There is no pending proposal. An application for licence made in 1961 was rejected as there was adequate capacity existing in the industry and no increase was envisaged.

बिहार में भूमि पर कर

१६२४. श्री विभूति मिश्र : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक नये कानून के अनुसार बिहार सरकार ५ एकड़ से कम जमीन वालों से भी २०वां भाग 'लेवी' के रूप में लेगी;

(ख) यदि हाँ, तो क्या यह पहली और दूसरी योजना में माने गये अलाभकर जोतों को वृद्धि को रोकने के सिद्धान्त के विरुद्ध नहीं है; और

(ग) यदि हाँ, तो क्या केन्द्रीय सरकार ने बिहार सरकार को कोई मुआवजा दिया है कि पांच एकड़ से कम भूमि वालों से लेवी न लेने की दिशा में कोई निर्णय लिया जाये ?

योजना, भ्रम तथा रोजगार मंत्री (श्री नन्दा) : (क) बिहार भूमि सुधार (जोत की अधिकतम सीमा निर्धारण) अधिनियम, १९६१ के सैक्शन २८ में राज्य सरकार को ऋणबद्ध आधार पर निम्न प्रकार से कर लगाने का अधिकार दिया गया है :—

यदि एक व्यक्ति के पास २० एकड़ या उससे अधिक क्षेत्र है

उसके अधिकार में जो क्षेत्र है उसका छटा भाग

यदि कुल क्षेत्र ५ एकड़ से ज्यादा है परन्तु २० एकड़ से कम है

उसके अधिकार में जो क्षेत्र है उसका १०वां भाग ।

यदि कुल क्षेत्र १ एकड़ से अधिक है परन्तु ५ एकड़ से अधिक नहीं है

उसके अधिकार में जो क्षेत्र है उसका २०वां भाग ।

एक एकड़ या इससे कम भूमि पर यह कर नहीं लगाया जाता । इस बात की भी

व्यवस्था की गई है कि इस कर के लगने के बाद किसी भी भूमिधर के पास एक एकड़ से कम भूमि न हो ।

(ख) और (ग). आशा है कि इस कानून के क्रियान्वयन तथा किसानों को भूमि पर बसाने में, जोत की चकबन्दी और सहकारी व्यवस्थाओं की आवश्यकताओं की ओर उचित ध्यान दिया जायेगा ।

Development Wing of Ministry of Commerce and Industry

1625. Shri D. N. Tiwary: Will the Minister of Commerce and Industry be pleased to state:

(a) the position of the Development Wing of his Ministry after the bifurcation of Heavy Industry and Small Scale Industry; and

(b) whether there has been bifurcation of the departments of Heavy Industry and Small Scale Industry on Secretariat level?

The Minister of Commerce and Industry (Shri K. C. Reddy): (a) and (b). As a result of the transfer of certain items of work relating to heavy industries to the Department of Heavy Industries in the Ministry of Steel and Heavy Industries, some of the officers in the Secretariat who were dealing with the transferred items of work have been transferred to the new Department. So far as the Development Wing is concerned, it continues to be under the Commerce and Industry Ministry, but in regard to the items of work relating to the new Department, the officers concerned in the Development Wing advise the new Department directly. The Small Scale Industries continue to be with the Commerce and Industry Ministry as before, and no change in the disposition of officials has therefore, become necessary.

Displaced Persons of Tripura

1626. **Shri Dasaratha Deb:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether a demand has been made by the displaced persons in Tripura for total cancellation of their debts; and

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

The Minister of Works, Housing and Supply (**Shri Mehr Chand Khanna**): (a). Representations have been received for remission of certain categories of loans.

(b). The matter is under consideration.

Tripura United Refugee Committee

1627. **Shri Dasaratha Deb:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any memorandum was placed before the former Union Rehabilitation Minister when he visited Agartala last time by the Tripura United Refugee Committee; and

(b) if so, whether any action has been taken thereon?

The Minister of Works, Housing and Supply (**Shri Mehr Chand Khanna**): (a). No, Sir.

(b). Does not arise.

India's Export Markets for Iron Ore

1628. **Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether an agreement between Japan and Brazil for the supply of iron ore was concluded in the second week of April, 1962; and

(b) if so, how far it is likely to affect India's export markets for iron ore?

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

Yes Sir; An agreement is reported to have been concluded.

(a). India's exports are not likely to be affected in view of Japan's growing requirements of iron ore and the long term agreements already concluded by Japan for purchase of Indian iron ore.

Namrup Thermal Plant

1629. { **Shri Liladhar Kotaki:**
Shri P. C. Borooah:

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

(a) whether the purchase of the Gas Turbines for the Namrup Thermal Plant has since been finalised; and

(b) if so, the details thereof?

The Minister of Works, Housing and Supply (**Shri Mehr Chand Khanna**):

(a) and (b). It has been decided to purchase three units of Gas Turbine Generators of 23,000 kilowatt each at a total F.O.B. Price of \$6,350,000 approximately from one of the leading manufacturers of Power Equipment in the U.S.A. The Manufacturers will be responsible for handling, transportation, erection and commissioning of the plant. A formal contract will be placed by the India Supply Mission, Washington, shortly.

Registered Unemployed Persons in Imphal

1630. **Shri Rishang Keishing:** Will the Minister of Labour and Employment be pleased to state:

(a) the number of unemployed persons registered upto the end of March, in the Employment Exchange, Imphal;

(b) how many of them are tribals; and

(c) how Government propose to solve the problem of unemployment during the Third Five Year Plan?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) 10,966.

(b) 3,004.

(c). Various development schemes including schemes for tribal welfare and development of cottage industries under the Third Five Year Plan are designed to create employment opportunities for relieving unemployment.

Air Accidents in N.E.F.A.

1631. Shri Rishang Keishing: Will the Prime Minister be pleased to state:

(a) the number of aircraft accidents in NEFA during 1961-62; and

(b) the causes of the accidents?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). There were two air accidents in the North-East Frontier Agency during 1961-62. The first of these occurred on 20-7-1961 and was due to engine failure. The second occurred on 24-10-1961 and has been attributed to error of judgement by pilot.

राजस्थान में गुबार गम का कारखाना

१६३२. श्री प० सा० बाह्याल : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के बीकानेर डिवीजन में गुबार से गोंद बनाने का कारखाना स्थापित करने की क्या किसी उद्योगपति को अनुमति दी गई है; और

(ख) यदि हां, तो यह कितनी लागत का होगा और भारत सरकार ने किस आधार पर कारखाना खोलने की अनुमति दी है ?

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री कानूनगो) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Hospitals in Nefa

1633. Shri Rishang Keishing: Will the Prime Minister be pleased to state:

(a) the number of hospitals, primary health centres and dispensaries now existing in NEFA;

(b) the hospitals, primary health centres and dispensaries in NEFA where qualified doctors with full staff are working;

(c) whether the hospitals, primary health centres and dispensaries in NEFA are well-equipped; and

(d) how the shortage of medical personnel will be overcome?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) There are three General Hospitals at Pasighat, Along and Tezu, the first having 80 beds and the other two 40 beds each. There is one Central T.B. Hospital at Margherita with 50 beds. There are, in addition, 76 Health Units which function in NEFA in place of Primary Health Centres and Dispensaries. 34 of the Units have 2 emergency beds each. Of the rest, 27 Units have 8 beds each, 14 Units 12 beds each and 1 Unit has 20 beds.

(b) Of the 76 Health Units functioning at present, 57 Units are being run by qualified doctors with full staff. The remaining 19 Units are being run by trained Compounders because of shortage of medical officers. Other staff required for these 19 Units has been posted in full.

(c) Yes. Hospitals and Health Units are equipped according to the standard scale laid down for NEFA Hospitals/Health Units.

(d) State Governments have been requested to lend the services of Medical Officers on suitable terms for service in NEFA for periods of 2 to 3 years. The pay scales of Medical Officers have been revised from

Rs. 225—600 to Rs. 325—800 and the rate of Non-practising allowance raised from Rs. 100 to Rs. 150 per month. Advertisements are being placed in Indian newspapers with all-India coverage and in important medical journals. Medical Colleges are being kept notified of the vacancies. The award of stipends on condition of working in NEFA for a certain term to Third Year M.B.B.S. students in institutions outside NEFA is also under consideration.

✓ Languages spoken in Goa

1634. Shri S. Swamy: Will the Prime Minister be pleased to state:

(a) how many languages are spoken in Goa;

(b) what is the main language spoken by the common people; and

(c) whether a statement showing languages-wise and religion-wise population of Goa would be laid on the Table?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) According to the 1960 census, more than fourteen languages are spoken in Goa.

(b) Konkani.

(c) A statement showing the language-wise and religion-wise population of Goa is laid on the Table of the House.

STATEMENT

Language-wise Break-up of Population

Name of Language	No. of persons who speak the language	Percentage
Konkani	4,68,353	95.8
Marathi .	6,598	1.4
Urdu .	6,335	1.3
Portuguese	4,557	0.9
Gujarati	814	0.2
Others .	2,122	0.4

Religion-wise Break-up of Population According to 1960 Census

Religion	Population	Percentage
Hindus .	355,615	59.7
Christians	228,396	38.3
Muslims	1,525	2.0
Others .	30	Negligible.

Infringement of Bank Award

1635. Shri A. K. Gopalan: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have received complaints about the infringement of the Bank Award by the Dena Bank Limited by dismissing an employees of the Bank for trade union activities; and

(b) if so, what action has been taken against the management by Government?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Yes.

(b) The matter is being investigated by the Industrial Relations Machinery.

उत्तर प्रदेश को स्वीकृत की गई धन राशि

१९३६. श्री भक्त दर्शन : क्या योजना मंत्री ७ अगस्त, १९६१ के प्रतारकित प्रश्न संख्या ६३ के उत्तर में जम्मा में यह बताने की कृपा करेंगे कि :

(क) क्या १९६०-६१ के वित्तीय वर्ष में उत्तर प्रदेश के लिये स्वीकृत धनराशियों में से प्रत्येक मद में जितना वास्तविक व्यय हो पाया, उसका विवरण सभा-पटल पर रखा जायेगा;

(ख) १९६१-६२ के वित्तीय वर्ष के लिये उत्तर प्रदेश के लिए जो धन राशियाँ स्वीकृत की गयी थीं उनमें से कितनी वास्तव में खर्च हुई; और

(ग) १९६२-६३ के वित्तीय वर्ष के लिये उस राज्य को किस काम के लिए कितनी-कितनी धनराशियां स्वीकृत की गयी हैं ?

योजना, भ्रम तथा रोजगार मंत्री (श्री नन्दा) : (क) एक विवरण सभा-पटल पर रखा गया है। [विलिये परिशिष्ट २, धनुष्य संख्या ८८]

(ख) १९६१-६२ में राज्य योजना पर जो खर्चा हुआ वह वर्ष के दौरान बाद में उपलब्ध होगा।

(ग) सालाना योजना पर विचार-विमर्श होने के बाद, विकास मद के अन्तर्गत होने वाले खर्च का कतिपय तफसीलों को प्रभो अन्तिम रूप दिया जाना है।

Woodcraft Products Ltd. Cooch-Bihar

1637. Shri Karjee: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Woodcraft Products Ltd., Cooch-Bihar (West Bengal) is closed for ever;

(b) for what reasons licence was given to the management of the factory to shift it from Cooch-Bihar (West Bengal) to Jeypore (Assam);

(c) whether previous consent was taken from West Bengal Government for giving the shifting licence; and

(d) whether the Ministry have received any representation from the management of the West Bengal Government to give a licence for re-opening the factory at Cooch-Bihar (West Bengal)?

The Minister of Commerce and Industry (Shri K. C. Reddy): (a) to (d) A statement is laid on the Table [See Appendix II, annexure No. 89].

Ferro-Manganese Plant in Balaghat, M.P.

1638. Shri Subodh Hansda: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal to set up a Ferro-manganese plant in Balaghat area of Madhya Pradesh which is rich in manganese mines;

(b) if not, how the manganese is consumed in our country;

(c) whether a portion of it is also exported to foreign countries; and

(d) if so, whether by such exports the Government is losing a huge amount annually?

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

(b) and (c). A portion of it is consumed internally by the Ferro-Manganese industry and the Indian steel plants, and the rest is exported to foreign countries.

(d) No, Sir.

Board of Directors of British India Corporation, Kanpur

1639. Shri Indrajit Gupta: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal to reconstitute the Board of Directors of the British India Corporation, Kanpur;

(b) whether this will affect the present holdings of the Government and the Life Insurance Corporation in the B.I.C.; and

(c) if so, in what manner?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Since 23rd May, 1958, when the High Court, Allahabad, on a petition filed by the Life Insurance Corporation, passed an interim order restraining Shri H. D. Mundhra from acting as a Director of the British India Corporation Limited,

the composition of the Board of Directors (Interim Committee of Management) has been fixed from time to time by the said High Court. The High Court passed final orders on the petition on 22nd May, 1961. Special appeals were filed against the orders and a Division Bench of the High Court, acting as the appellate court, delivered its judgement on 14th February, 1962. The Board of Directors as eventually constituted by the appellate court consists of 8 persons with Shri H. S. Chaturvedi, a retired High Court Judge, as chairman and managing director. The appellate Court directed, *inter alia*, that the Interim Committee of Management should call a general meeting of the company in January 1963 to elect a Board of Directors which should come in office from 1st February, 1963. Recently, some shareholders have filed an application before the High Court praying for a direction for calling an early general meeting of the shareholders for electing a new Board of Directors.

(b) No, Sir.

(c) Does not arise.

Mundhra Concerns

1640. Shri Indrajit Gupta: Will the Minister of Commerce and Industry be pleased to state:

(a) whether the former Mundhra concerns like "British India Corporation" and "Jessop's" have now fully recuperated their losses and regained financial stability;

(b) whether Government propose to maintain or extend their direct holdings in these concerns; and

(c) whether there is any proposal to nationalise any of them?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Of the companies which were under the control of Shri H. D. Mundhra some time ago and which are still in operation, the important ones are the British India Corporation Ltd., Kanpur, Jessop &

Co. Ltd., Calcutta and Richardson & Cruddas Ltd., Calcutta. Out of these, British India Corporation Ltd. and Jessop & Co. Ltd., have fully recuperated their losses and have regained financial stability. The financial position of M/s. Richardson & Cruddas, however, has not yet been stabilised although the company has been able to wipe off some of its past losses from out of the profits earned by it since 1st July, 1958. It is not possible at this stage to define exactly the extent of the liabilities.

(b) and (c). The Central Government's direct holding consists of 11,54,773 equity shares in the British India Corporation Ltd. There is no proposal before the Government for alteration in the holdings in the company. In view of the importance of Jessop & Co. the management of the undertaking is presently with the Government under the Industries (Development & Regulation) Act which will continue till May, 1963. Future action for ensuring the proper management and control of the company will be considered in due course.

Heavy Electrical Industries in Poona

1641. Shri Jedhe: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that survey was made in Poona District, in Maharashtra State, for the setting up of Heavy Electrical Industries and any other industries; and

(b) if so, the details thereof?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). Yes, Sir. The Technical Committee on Heavy Electrical Projects set up to consider the location for the establishment of the two new Heavy Electrical Projects and the High Pressure Boilers Plant in the public sector inspected, *inter alia*, certain sites in the Poona district of Maharashtra with a view to ascertaining their suitability for the location of these projects.

Copies of the summary report submitted by the Technical Committee were placed on the Table of the Lok Sabha in reply to Lok Sabha Starred Question No. 2, on the 20th November, 1961.

Priced Publications brought out by Publications Division

1642. Shri Inder J. Malhotra: Will the Minister of Information and Broadcasting be pleased to state:

(a) the number of priced publications brought out by the Publications Division of the Ministry of Information and Broadcasting during the period from 1957 to 1962;

(b) the details of such publications;

(c) whether any profits were made; and

(d) if so, how much?

The Deputy Minister in the Ministry of Information and Broadcasting (Shri Sham Nath): (a) and (b). The total number of priced publications brought out by the Publications Division during the period April, 1957 to March, 1962 was 692. Of these, 586 were books and pamphlets. The number of magazines was 22 in 1957-58 and 21 thereafter.

(c) and (d). No profit and loss accounts are maintained for the Division as a whole, because the Publications Division is meant to bring out the publications for general information, tourist publicity and for Five Year Plan Publicity. It is not a commercial organization.

Indian Missions Abroad

1643. Shri Inder J. Malhotra: Will the Prime Minister be pleased to state:

(a) the number of posts of Press attaches in various Indian Missions abroad; and

(b) whether the incumbents of these posts are from the I.F.S. cadre

or specially recruited?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) There are 54 Press Officers abroad. Of these 6 are Public Relations Officers, 32 are Press Attaches and 16 are Assistant Press Attaches.

(b) Of the officers stationed abroad, 2 belong to I.F.S. (A) cadre, 5 to I.F.S.(B) cadre and the rest were specially recruited for publicity work.

Manufacture of Zip Fasteners

**1644. { Shri Warior:
Shri Vasudevan Nair:**

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

(a) the number of factories that have been set up in India to manufacture zip fasteners till now; and

(b) how many new licences have been issued during the last one year to start new factories to expand this industry?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Large Scale Sector: 6 units; Small Scale Sector: 1 unit.

(b) None.

Industrial Estates in Kerala

**1645. { Shri Warior:
Shri Vasudevan Nair:**

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

(a) how many industrial units are operating in the Industrial Estates of Kerala;

(b) the total accommodation of the Estates; and

(c) the accommodation in the new

Industrial Estates?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) 77.

(b) 220 sheds.

(c) The layout plans etc. have not yet been finalized.

Licences for Industries in Delhi

1646. Shri Shiv Charan Gupta: Will the Minister of Commerce and Industry be pleased to state:

(a) the number and names of factories/industries for which licences were issued by Government during the last 5 years in Delhi; and

(b) which of these factories/industries have been established in Delhi?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) Information regarding the names of factories/industries for which licences are issued under the Industries (Development and Regulation) Act, 1951 in Delhi and all other States are published periodically in the "Journal of Industry and Trade", copies of which are available in the Library of the House.

(b) A statement on the basis of available information is laid on the Table of the House. [See Appendix II, annexure No. 90].

उत्तर प्रदेश में खेतिहर मजदूरों को रोजगार

१६४७ { श्री सरजू पांडेय :
श्री ज० ब० सिंह :

क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या फसल के बाद खेतिहर मजदूरों को रोजगार उपलब्ध कराने के लिए

उत्तर प्रदेश सरकार केन्द्रीय सरकार के सहयोग से कोई योजना कार्यान्वित करने जा रही है; और

(ख) यदि हां, तो योजना का प्रारूप क्या है ?

योजना, अब तथा रोजगार मंत्री (श्री नन्दा) : (क) और (ख). खेती की मन्दी के दिनों में निर्माण-कार्य में ग्रामीण जन-शक्ति का उपयोग करने के लिए, उत्तर प्रदेश सरकार ने भारत सरकार के कहने पर दो पाइलट प्रोजेक्ट चालू किये। दूसरी शृंखला के अन्तर्गत २० और पाइलट प्रोजेक्ट १९६१-६२ तथा १९६२-६३ के खेती के मंदी के दिनों में चालू करने के लिए, उत्तर प्रदेश सरकार को अलॉट किये गये हैं। पहली तथा दूसरी शृंखला के अन्तर्गत चालू होने वाले तमाम पाइलट प्रोजेक्टों का पूरा खर्चा १९६१-६२ के वित्तीय वर्ष के अन्त तक भारत सरकार ने दिया। १९६२-६३ के वित्तीय वर्ष से केन्द्र इन प्रोजेक्टों का खर्चा ५० प्रतिशत अनुदान तथा ५० प्रतिशत ऋण के रूप में देगा। पहले चरण में (अर्थात् जो अवधि प्रोजेक्ट चालू होने से एक वित्तीय वर्ष के खेती की मन्दी के दिनों में शुरू होती है तथा दूसरे वित्तीय वर्ष के अन्त में समाप्त होती है) प्रत्येक प्रोजेक्ट की लागत २ लाख रुपये है।

उत्तर प्रदेश में इन पाइलट प्रोजेक्टों के अन्तर्गत लघु सिंचाई, रिग बांध निर्माण, ऊसर भूमि को कृषि योग्य बनाना, नालियों को फिर से बनाना, सड़कों का निर्माण इत्यादि काम आते हैं और इन पर १९६२-६३ के वित्तीय वर्ष के अन्त तक ४४ लाख रुपये खर्च होने का अनुमान है। १९६१-६२ तथा १९६२-६३ के खेती की मन्दी के दिनों में इन प्रोजेक्टों में लगभग २४,००० खेतिहर मजदूरों को १०० दिन के लिए रोजगार मिलने की सम्भावना है।

Reconstituted Coffee Board

1648. **Shri Kavindra Varma:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether in reconstituting the Coffee Board the Government of India consulted the Small Coffee Growers' Association of Wayanad (Kerala) and the Association of Planters of Kerala;

(b) whether these Associations were asked to submit panels of names to Government;

(c) if so, whether anyone from either of these panels has been included in the reconstituted Coffee Board; and

(d) if not, the reasons therefor?

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

(a) to (c). Yes, Sir. Sarvashri K. N. Neelakantan and M. A. Dharmaraja Iyer, whose names were suggested by the Association of Planters of Kerala, have been included in the reconstituted Coffee Board.

(d) Does not arise.

Rubber Research Institute at Puthurppally

1649. **Shri Maniyangadan:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the "Kottayam Zillah Rubber Thoghilali Union" had submitted a memorandum to the Chairman of the Rubber Board on the 27th April, 1961 demanding redress of certain grievances of the workers employed at the Rubber Research Institute at Puthurppally;

(b) whether all or any of the grievances mentioned in the memorandum have been redressed;

(c) what are the demands that have been accepted; and

(d) the reasons for not accepting the remaining demands?

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

(a) to (d). The information is being collected and will be laid on the Table of the House in due course.

Singareni Collieries Company

1650. **Shri Eswara Reddy:** Will the Minister of Labour and Employment be pleased to state:

(a) the amount of grant and subsidy given to Singareni Collieries Company for the construction of quarters for the miners since 1st July, 1952;

(b) the reasons for the delay in the matter of payment of subsidy; and

(c) whether Coal Mines Welfare Organisation is proposing to construct quarters for the miners during 1962-63?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): (a) Rs. 2,74,008.90 nP.

(b) Execution and registration of the prescribed agreement by the colliery management

(c) Yes.

Stools for Compositors in Government of India Press, New Delhi

1651. **Shri Nambiar:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether all the compositors in Government of India Press, New Delhi have been provided with stools for sitting as required under Section 44 of the Factories Act, 1948; and

(b) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) and (b). A large number of compositors have been provided with stools. The question about the supply of stools to the remaining is under consideration.

Welfare Officers in Government of India Press, New Delhi.

1652. **Shri Nambiar:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government have appointed Welfare Officers in Government of India Press, New Delhi as required under Section 49 of the Factories Act, 1948; and

(b) if so, their number and duties?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) Yes.

(b) Two. Their duties are prescribed in para 11 of the Ministry of Labour and Employment's Notification No. LWI-47(4)/46 dated the 20th November, 1951, as amended from time to time.

Apprentices in Government of India Press, New Delhi

1653. **Shri Nambiar:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether there is a scheme for recruitment and training of apprentices in Government of India Press, New Delhi; and

(b) if so, details thereof?

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna):

(a) Yes.

(b) The details are as under:—

Apprentices are recruited and trained in the following trades:—

- (a) Compositor
- (b) Binder
- (c) Stereotyper
- (d) Mono Caster Attendant
- (e) Machine Minder
- (f) Mechanic

2. The period of training is 4 years in each trade.

3. The minimum and maximum age limits for recruitment are 15 and 18 years respectively.

4. The minimum educational qualification required for Compositor apprentices is Matriculation and for others, Class VIII Examination of a recognised school.

5. The apprentices are given a consolidated stipend of Rs. 25, Rs. 30, Rs. 35 and Rs. 40 per mensem respectively during the first, second, third and fourth year of their training.

6. Recruitment is made through the Employment Exchange and advertisements.

7. Apprentices are required to execute a bond to accept employment in the Government of India Press in their trade if offered to them within six months of the completion of the training.

Employment for Agriculturists in Punjab

1654. **Shri Daljit Singh:** Will the Minister of Planning be pleased to state:

(a) whether some projects are proposed to be started in the Punjab to provide employment to the agriculturists during the lean season with the help of Central Government;

(b) if so, the details thereof; and

(c) the estimated cost to be involved in the scheme?

The Minister of Planning and Labour and Employment (Shri Nanda): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

Two pilot projects for works programmes for utilising rural manpower were launched by the Government of Punjab during the slack agricultural season in 1960 at the instance of the Government of India. Under the second series, ten more pilot pro-

jects have been allotted to the Government of Punjab to be taken up during the slack agricultural seasons in 1961-62 and 1962-63. All pilot projects taken up under the first or second series were financed fully by the Centre upto the end of the financial year 1961-62. From the financial year 1962-63, the cost of the projects will be met by the Centre on the basis of 50% grant and 50% loan. The cost of each project is Rs. 2 lakhs during the first phase (i.e., the period which begins in slack agricultural season of one financial year when the projects are started, and ends at the close of the next financial year).

The schemes proposed under the pilot projects in Punjab include development of Panchayat Shamlat lands, afforestation, soil conservation, development of kuhl irrigation, drains and other anti-water-logging measures, roads etc. The cost of the schemes has been estimated to be Rs. 24 lakhs for the period upto the end of the financial year 1962-63. The projects are expected to provide employment to nearly 13,000 agricultural labourers for 100 days during the slack agricultural season in 1961-62 and 1962-63.

Labour Inspectors (Central)

1655. **Shri J. B. S. Bist:** Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that the scales of pay of the Labour Inspectors (Central) in the Chief Labour Commissioner's Organisation have been recently revised;

(b) if so, whether the Labour Inspectors (Central) have been given any weightage of service in fixation of pay in the revised scale; and

(c) if not, the reasons therefor?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathl): (a) Yes.

(b) and (c). The matter is under consideration of the Government.

Permanent Posts of Labour Inspectors (Central)

1656. **Shri J. B. S. Bist:** Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 3366 on the 5th September, 1961 and state:

(a) whether the 22 posts of Labour Inspectors (Central) in the Chief Labour Commissioner's Organisation have been converted into permanent ones;

(b) if so, the date on which these posts have been made permanent;

(c) whether the eligible employees have been declared permanent against these 22 posts; and

(d) if not, the reasons therefor?

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathl): (a) Yes.

(b) Orders were issued in November 1961 making these posts permanent with effect from 1st April, 1961.

(c) and (d). The matter is under consideration.

Paper and Rayon Industries in Assam

1657. **Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether a recent survey of Assam has revealed a tremendous potential for development of paper and rayon industries;

(b) if so, whether Government have any scheme for the proper exploitation of this potential, by developing more paper and rayon industries; and

(c) if not, whether the Assam Government have been asked to submit a draft programme?

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

to (c). At the request of the Assam State Government, the National Council of Applied Economic Research conducted a Techno-economic Survey of Assam in 1959. The final report on the Survey was submitted by the Council to the Assam Government in December, 1961. The Report is expected to be published shortly.

Indians in Portuguese Colonies

1658. { Shri D. C. Sharma:
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether any of the Indian nationals resident in Portuguese colonies who were interned at the time of liberation of Goa by Portuguese authorities have been released so far in view of the agreement reached some time back;

(b) if not, the reasons therefor; and

(c) the steps taken in the matter?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) to (c). The Government of India understand that the Portuguese authorities have started releasing from the 12th of May, 1962, the Indian nationals interned by them in Portuguese colonies.

Mechanisation of Mandi Salt Mines

1659. Shri Hem Raj: Will the Minister of Commerce and Industry be pleased to state:

(a) the progress made in mechanisation of the Mandi Salt Mines;

(b) by what time it is expected to be completed; and

(c) when the factory will be set up at Jogindernagar for the preparation of rock salt?

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): (a) and (b). The

Guma Mines are worked by the dry mining method and there is no proposal to mechanize them. As regards the Drang Mines, the scheme of sinking of shafts has been suspended due to difficult condition of the strata encountered during the course of the sinking operations. The Indian Bureau of Mines has been asked to undertake survey and proving operations by structural and detailed drilling and to advise in regard to the best method of developing them.

(c) Setting up of a factory at Jogindernagar for the manufacture of refined salt forms part of the scheme to introduce wet mining system for the Drang Mines which shall be examined on receipt of the advice of the Indian Bureau of Mines.

12 hrs.

PAPERS LAID ON THE TABLE

COMPANIES (CENTRAL GOVERNMENT'S)
GENERAL RULES AND FORMS

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): I beg to lay on the Table a copy of the Companies (Central Government's) General Rules and Forms (Fourth Amendment) Rules, 1961 published in Notification No. G.S.R. 1408 dated the 25th November, 1961, under subsection (3) of section 642 of the Companies Act, 1956. [Placed in Library. See No. LT-131/62].

REPORT OF GANGA BRAHMAPUTRA WATER TRANSPORT BOARD

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table a copy of Report on the Ganga Brahmaputra Water Transport Board for the year 1961. [Placed in Library. See No. LT-132/62].

12.02 hrs.

PRESIDENT'S ASSENT TO BILL

Secretary: Sir, I lay on the Table the Appropriation (Railways) No. 2

Bill, 1962, passed by the Houses of Parliament during the current Session and assented to by the President since a report was last made to the House on the 18th April, 1962.

12.02½ hrs.

STATEMENT RE: HOOGHLY PILOTS

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): A few days ago the representatives of the Hooghly Pilots asked for permission to see me in Delhi. They arrived in Delhi four days ago and have seen me more than once. The Minister of Transport & Communications also granted them an interview on 19-5-62.

As the House is aware, the two basic demands of the Hooghly Pilots have been:—

- (i) that an assurance stated to have been given by the Chairman of the Calcutta Port Commissioners in 1948 during the course of some informal discussions with their representatives regarding differentials in pay vis-a-vis the other services should be implemented forthwith; and/or
- (ii) that the service as a whole should be transferred to the direct control of the Central Government.

I made it clear to the representatives that, for a variety of reasons, neither of these was acceptable to the Calcutta Port Commissioners or Government.

After discussion, the representatives of the Pilots accepted the position that it was not feasible to implement either of the two demands. They also recognised the serious consequences to the port and the country arising from the stoppage of pilotage work by them. Accordingly, they have decided to return to their work forthwith. As the

Pilots have now realised that the extreme step they took was in nobody's interest, Government trust that the Calcutta Port Commissioners will take a considerate and lenient view in the departmental proceedings which they have initiated against the pilots.

In order to secure proper co-ordination and happier relations amongst the various marine services in the Port of Calcutta and to promote greater efficiency all round, Government propose, in consultation with the Calcutta Port Commissioners, to examine the question of re-organisation of the marine services in the Port. In the meanwhile, the Pilot service will be directly administered by the Chairman, Calcutta Port Commissioners, as a temporary measure. Before concluding my statement, I wish to express Government's appreciation of the valuable services of those officers of the Hooghly Pilot Service who carried out their duties with devotion under very difficult and trying conditions during the past twenty days. I would also like to express Government's appreciation of the contribution made during this period by each and every one of the other members of the ad hoc pilotage unit set up by the Port Commissioners, particularly the officers of the Indian Navy and the Dredger and Despatch Service of the Commissioners. We are also grateful to Shipping Companies for their cooperation and for offering the services of some of their Marine Officers to assist the Port Commissioners during the period of emergency.

12.05 hrs.

ELECTION TO COMMITTEE

COIR BOARD

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

- "That in pursuance of sub-rule (1) (e) of Rule 4 of the Coir In-

[Shri Manubhai Shah]

dusty Rules, 1954, as amended by S.R.O. No. 3983, dated the 12th December, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Coir Board for a term to be specified by the Central Government."

Mr. Speaker: The question is:

"That in pursuance of sub-rule (1) (e) of Rule 4 of the Coir Industry Rules, 1954, as amended by S.R.O. No. 3983, dated the 12th December, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Coir Board for a term to be specified by the Central Government."

The motion was adopted.

12.06 hrs.

DEMANDS* FOR GRANTS—contd.

MINISTRY OF IRRIGATION AND POWER

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants under the control of the Ministry of Irrigation and Power and also further discussion on cut motions moved on the 18th May, 1962.

The Minister of State would intervene just now and the Minister would reply at the end. Both of them would take about 1 hour between themselves. The time left is 2 hours and 29 minutes. I hope hon. Members will try to condense their remarks in as short a time as possible, so that a large number can be accommodated within the available time.

The Minister of State in the Ministry of Irrigation and Power (Shri Ala-

gesan): Mr. Speaker, Sir, at the outset, I would like to thank hon. Members who have provided such a lively, useful and interesting debate on the subjects that fall under the Ministry of Irrigation and Power. I am aware that many more hon. Members are desirous of speaking and I feel rather guilty that it is not possible to give more time to them. I cannot presume to know more than the hon. Members who have participated and who are going to participate in this debate, regarding the subjects under the Ministry, because I have been here barely for two weeks and certainly hon. Members who have given their thought and study to the subjects ought to know much more.

Even so, I should like to say that my association with this Ministry, which was then called the Works, Mines and Power Ministry, began soon after independence. In those days, we had standing committees and I was attached to that Ministry as a member of the standing committee. I recall that association with a certain amount of happiness, not in a personal sense, but because that was an association with the early vision that India had at the dawn of her independence.

When India became independent, it was the rivers that she looked to. Rivers of the world have exercised a great fascination over mankind. They have influenced the course of history and the growth of civilisation; they have had a powerful influence on the human mind. The great rivers of the world are so many institutions, undying institutions, and they are much more so in India. They have a personality of their own. They form part of a nation's way of life and thinking. So, the thought of these mighty rivers of India that flow from the Himalayas, the Western Ghats and the central Indian regions came, before us and what we could do with them. The mighty river valley projects—the Bhakra Nangal, the Damodar Valley

*Moved with the recommendation of the President.

system, the Hirakud, the Tungabhadra etc.— came before us

In fact, it was very bold of us to have conceived these schemes because we had almost nil experience; and when in the interest of the peasantry of India we were looking forward to sufficient water for the vast fields and to give a little more power so that it can run small industries, we had to look to these mighty rivers. I should say, regarding the conditions that prevailed at the time, that we hoped, dared and acted.

Sir, now these mighty projects have become realities. The Bhakra Dam which is one of the highest in the world—perhaps the Dam which is higher than the Bhakra Dam is being built in Switzerland—is nearing completion. It will stand in the full majesty of its height within a few months' time. The water that flows from it is already irrigating an extent which is slightly less than two million acres. So also, there is the Damodar Valley System which is irrigating an extent of six lakh acres. The Hirakud irrigates $3\frac{1}{2}$ lakh acres and the Tungabhadra an equal extent. The story of these mighty schemes is a story of a vision realised and a mission fulfilled.

I do not mean to say that no mistakes were made. At times costly mistakes were made. It was not possible to avoid them. But it will be realised that a man who squats firmly on the ground never falls. It is only a man who climbs up a mountain and scales steep rocks that slips, falls and injures himself. From that point of view we have also had a similar experience. We committed mistakes, but we were able to realise a dream and make it a reality. The future historians will write their judgement and speak well of the present generation. They will call them by the proud name of "the early builders of India".

Sir, turning to irrigation, we have spent huge sums on irrigation. In the

First Plan we spent Rs. 380 crores, in the Second Plan Rs. 370 crores and in the Third Plan there is a provision of Rs. 661 crores. All these sum; were not spent on only major irrigation projects or major river valley projects. There were a number of medium projects taken up, included and executed. The total number of schemes comes to 541 of which there are as many as 475 medium projects and only 66 major irrigation projects. The classification is done like this: such projects which cost more than Rs. 5 crores are called major projects and the schemes which cost between Rs. 5 crores and Rs. 10 lakhs are called medium schemes. In the current Plan, provision of Rs. 140 crores has been made for the medium projects alone. So it will be seen, through the mighty multipurpose projects are shining examples of our endeavour, we have given sufficient place to the medium projects which are scattered all over the country and which bring benefit evenly to all.

Before the Plan began there were 51.5 million acres under irrigation of which 22 million acres were under major and medium projects. By the end of the Second Plan, we have created an irrigation potential of 13.2 million acres under major and medium irrigation scheme; and currently we are irrigating to the extent of 10 million acres. It will be seen that when the Third Plan is over we would have created an irrigation potential of 29.4 million acres on the whole and the actual irrigation will come to 22.8 million acres so, over a period of fifteen years, we would have irrigated to the extent of 22 million acres or slightly more, which was all that was being irrigated in the centuries that preceded this period.

While I am on this subject of irrigation, I should like to say a few words about the aspect of utilisation, as this was touched by hon. Members who took part in the debate, including

[Shri Alagesan]

Shri Eswara Reddy and Sardar Iqbal Singh and one or two others. It is true that we are not able to irrigate the entire area that we planned to irrigate but, in the very nature of things, there is bound to be a time lag between the potential and what is actually utilized. If we create an irrigation potential today, it is not possible to irrigate the whole land the next day, though we would very much like that it should be done. It is the common experience both in our country and elsewhere, that it takes as much as ten years to utilise the full irrigation potential. This is much too long and we would like to have it cut short. But, then, there are many difficulties. On our side, the Ministry's side we are taking all necessary steps to see that the full irrigation potential is reached as quickly as possible. There is a project in Madras called the Lower Bhavani Project and when I enquired how long it took to realise the full irrigation potential, I was told that it took only three years. There the people were irrigation-hungry and they wanted to utilise immediately the water that was made available to them. But that fortunate experience we do not come across elsewhere. In other places it takes a little more time.

Shri Yallamanda Reddy (Markapur): I may say for the information of the Minister that there is a project in Andhra Pradesh where the irrigation potential has been reached in one year; it has not happened only in the case of Lower Bhavani Project.

Shri Alagesan: I am thankful to the hon. Member for the information. Unfortunately, in the case of Tungabhadra, it was not so and we are still to go a long way before we will be able to reach the full potential.

These matters are constantly under the review of Government. They are discussed in various seminars. Our officers go to the States and confer with their counterparts in the States and then certain instructions are

issued so that the full potential may be reached as quickly as possible.

It has been our experience that in the course of the five year period we were able to increase it from 48 per cent. to 76 per cent. Take the case of Chambal, where one dam has been completed and another is coming up. The area that can be irrigated is about 11 lakh acres. So far, it has been possible to irrigate 1-30 lakhs acres of land on the Rajasthan side and about 30,000 acres on the Madhya Pradesh side. So, it takes time. Therefore, when hon. Members are anxious that, as quickly as possible, the irrigation potential should be reached, I would request them to bear in mind that it is not as if we are wanting in our efforts to reach them as quickly as possible.

Coming to power, which is an index of the nation's development and economic strength and which no nation can afford to do without, it is a question which has been seriously agitating the minds of the people, and of the House in particular, because of the shortage that has come to be felt. Certain regions certainly are more affected than the others, for instance, Andhra Pradesh, Mysore and the Bengal-Bihar D.V.C. area. I may briefly state the reasons.

When we were halfway through the Second Plan it was unfortunate that we encountered foreign exchange difficulties. Unfortunately, there was also delay in some of our big projects, like Bhakra-Nangal, Hirakud, Rihand, Koyna, etc. Fortunately, I will say in parenthesis that the first suit of Koyna has been inaugurated. That is a 60 000 kilowatt unit. That will go at least some way to mitigate the power position in the Maharashtra-Gujarat area. It was due to these foreign exchange difficulties that some projects had to be given up almost—not exactly given up but had to be postponed. They were called non-core projects. Only some projects were called core projects and they were

taken up for execution. It is that effect which is still pursuing us and there is some shortage.

Before the First Plan the investment in electricity supply utilities was only Rs. 150 crores. In the First Plan, it was Rs. 302 crores and in the Second Plan it was Rs. 525 crores. In the Third Plan we propose to invest an amount, both for the private and the public sector, the total of which comes to Rs. 1,089 crores. Of course, the private sector takes only Rs. 50 crores. As far as this is concerned, I should like to tell the House that we were able to find foreign exchange for quite a lot of these projects. The foreign exchange component comes to about Rs. 330 crores. In the first year about Rs. 110 crores of foreign exchange has been released and in the second year we were able to place orders worth Rs. 170 crores. That leaves only Rs. 50 crores for the rest of the period. So we have so far done well in the current Plan as regards finding of foreign exchange. But in view of the shortage of power, perhaps we cannot rest content here. We will have to find more sources of obtaining foreign exchange and will have to see that we realise the full targetted capacity of 7 million kilowatts that has been laid down for fulfilment during the course of the Third Plan period.

We are talking of national integration. There is nothing like rivers and power that go to help the process of national integration. When we want to develop a river valley immediately we have to forget State boundaries because the rivers are no respectors of State boundaries. They start in one State, pass through another State, again another State and then fall into the sea. So, if a river valley has to be developed in a co-ordinated way for power development, irrigation, afforestation and other purposes, we have to look at the problems of the valley as a whole. If we are going to project our ideas of State bound-

daries being sacrosanct into it, we will fail miserably. It is with that view that we propose to take up the question of establishing river boards for the various river valleys in India. Of course, that will be done in consultation with the State Governments. We have addressed the State Governments concerned with reference to the Mahanadi, the Tapti, the Krishna, the Godavari, the Sutlej, the Beas and so on and so forth. Some State Governments have expressed their concurrence and we propose to proceed with the establishment of these river boards which will look after the problems of the river valley as a whole. They will, of course, advise the State Governments as to what they should do with reference to construction, etc. They may even themselves undertake the construction directly. So, in this way we propose the establishment of river boards which will make us see things in the proper perspective, not always being obsessed by our own State boundaries.

The question of Narmada will be taken up rather early. We have deputed an officer on special duty. We want to create a Central authority. I may here state that our experience with the D.V.C. is not very happy. It has floundered on disagreement and come to a stage when further progress has become difficult. So we should be chary....

Shri Thirumala Rao (Kakinada): The D.V.C. has floundered on inter-provincial disputes.

Shri Alagesan: So we should be chary of creating an authority which will be a copy of the D.V.C.

Dr. M. S. Aney (Nagpur): Authority for what?

Shri Alagesan: For the development of the Narmada river and the Narmada river valley.

Coming to power, there again we have begun to feel the deficiency and

[Shri Alagesan]

the incongruity of State boundaries. We are not able to proceed. Suppose we have a regional grid uniting all the various electricity systems or grids, it would have been possible perhaps to tide over the difficulties which we feel in certain areas. Because, it so happens that when there is a surplus of power—maybe slight—it is not possible to utilise it elsewhere even though there may be a demand elsewhere. For instance, take Rihand. We can produce some surplus power now and pass it on somewhere if only it had been connected with a grid. So also Chambal. That, we are unable to do at present. So, this question of creating zonal grids and connecting them in one all-India grid is being actively pursued by this Ministry.

Now, Dr. K. L. Rao, I should say, made a brilliant contribution to the debate the other day. He was in every sense equipped for the performance that he gave us the other day. That does not mean, of course, that I agree with every point that he mentioned. He brings a very rich and varied experience as an engineer to this House. He himself said that the time has come when politicians or politics as such should give way to science and technology. His coming into the House perhaps marks a beginning in that direction. He was himself a Member of the Central Water and Power Commission for five years. I think very recently he left it. So he can speak with inside knowledge, and whatever views he expressed will merit due consideration. Due weight will be given to all the suggestions that he made.

First, let us take the C.W.P.C. itself. It is the topmost engineering organisation in the country. It is almost our brains trust as far as irrigation and power problems are concerned. There should not be the slightest weakening of that organisation; there should not be even a doubt cast on the efficiency of this top organisation. So it will be our endeavour to see that this organi-

sation is maintained in high trim and performs the functions it is now being called upon to perform.

He also said that the power industries should be clubbed with the power....

Shri Harish Chandra Mathur (Jaipore): But he said that all was not well with that organisation and that there was a flight of engineers from there. It is the responsibility of the Ministry.

Shri Alagesan: Having that in view, I am speaking. He also said—I did not want myself to refer to those statements—he said that certain deterioration has set in. It could not have set in in such a short time. He left it only perhaps some months back.

Dr. K. L. Rao (Vijayawada): It is better the hon. Minister does not make any reference to my previous association with it. I have not made use of any inside knowledge. If I had done, I would have said much more.

Shri Harish Chandra Mathur: Much more harm.

Shri Alagesan: I am sorry, it is the hon. Member who dragged me. I did not want to say anything about it. I only say that this organisation will be kept in trim and we will see to it that it performs the function that it has been called upon to perform.

Regarding power industries, when the Bhopal Heavy Electricals project goes into full production—there is a plan for expansion just now currently being considered—our needs will be satisfied to some extent. Three new projects are going to come into existence. Of course, we may not be able to make use of them immediately. It is expected that they will be able to supply all our requirements in the course of the Fourth Plan. Until that time, we have to find somehow foreign exchange for all these things.

I should like to pass on to the subject of the appointment of the Gulhati

Commission. Dr. K. L. Rao was pleading that there should be no dispute and that there should be no atmosphere of dispute. I entirely agree with him. In fact, the word dispute, nobody has taken in any deliberate manner. It occurs in the Constitution itself in article 262 under which the Inter-state River Disputes Act has been passed.

Shri Yallamanda Reddy: Dispute arises there in the Act.

Mr. Speaker: Let it not arise here at least.

Shri Alagesan: In fact, the appointment of the Commission itself was a way to avoid a dispute. When a decision could not be reached at the political level, some way had to be found. Of course, Dr. K. L. Rao suggested a very simple solution of hon. Members sitting together and just finding some solution here, which is not possible. Even if hon. Members are to sit together and put their heads together and find a solution, it cannot be done unless there were some reliable data. So, this Commission has been appointed purely as a fact finding Commission.

Shrimati Lakshmikanthamma (Khammam): Is a Commission appointed whenever a dispute arises and wherever it arises?

Shri Alagesan: If the data are not available.

Shri Yallamanda Reddy: Can I take it that the 1950 agreement was reached on unreliable data?

Shri Alagesan: All that will be available to us when the Commission reports. Whether the data that were before the Governments then were defective or insufficient—all that will be available to us when the Commission reports. *(Interruption)* I do not want to be interrupted because my time is very short. This is purely a fact finding Commission over whose

findings of the Commission as early as will find out the facts as regards supplies in the two rivers and place the findings before us when it will be time for a political decision to be taken or a ministerial decision or an administrative decision to be taken. When there was a deadlock reached, it was with a view to solve that deadlock that this fact finding Commission was appointed. Nobody need be agitated over this. We shall have the data soon. I do not think it will be beyond July. We should be able to have the findings of the Commission as early as possible. Then it will be time to take a decision. We need not be unduly agitated over that.

Shrimati Lakshmikanthamma: May I put a question?

Mr. Speaker: He is not yielding. Therefore, the hon. Member will have to wait.

Shri Alagesan: I feel a little unchivalrous not to give in to an hon. Lady Member.

Mr. Speaker: If he is so chivalrous, I won't obstruct.

Shri Alagesan: There are so many things that divide us in India: caste, community, language, religion, state-boundaries and what not. Let us not add rivers to them. Rivers have always united us, in the cultural sense and in the spiritual sense. Even when we were down and out, they united us. Now, when we start getting some economic benefits from the rivers, let them not divide us. I would make an earnest appeal that we should see that these rivers bind us and not separate us. There is a legend or there is a practice. There is a small tank in the town of Kumbakonam, in Madras, which is represented by my colleague Shri C. R. Pattabhi Raman, where, once in 12 years all the waters of the sacred rivers of India are said to commingle and tens of thousands of pilgrims take their holy bath in it. So, even in those far-off times, we

[Shri Alagesan] thought of the rivers of India in a connected way. So, now, when connecting these rivers and reaping benefits out of them has passed beyond the bounds of legendary imagination and come within the reach of practical feasibility, we should not allow them to divide us. That will be my appeal.

Shri Thirumala Rao: That is why Kumbakonam has become so famous.

Shrimati Yasoda Reddy (Kurnool): Kumbakonam should not be everywhere.

Shri Alagesan: Now, I shall rapidly pass through the various suggestions that have been made by hon. Members, and say a few words on those local demands which are very pressing demands.

Shri Deshmukh spoke about development of irrigation facilities in the Marathwada region of Maharashtra State. In Marathwada, there are 23 schemes under execution, whose total cost comes to Rs. 26.23 crores. A provision of Rs. 19.34 crores has been made in the Third Plan for these schemes, which will irrigate an area of 3.24 lakhs acres.

Shri Narasimha Reddy, who is not here at the moment, raised the question of the Bahuda project in Chittoor district with some vehemence. If the Government of Andhra Pradesh revive this project, I can assure the hon. Member that we would be willing to do everything in our power to push through this project.

Shri Iqbal Singh and Shri Lahri Singh raised the question of water-logging in Punjab. This is a very serious matter, and we are seized of this problem, and we are trying to help the Government of Punjab in every way. The difficulty arises because it is not possible by human or manual labour to dig channels deep enough below the sub-soil water level. So, we have to purchase what are called 'Drag Lines', that is, excavating equipment, which are not available in this country, and a loan of 10

million dollars has been arranged from the International Development Association for the purchase of these 'Drag Lines'. Already, there are some 'Drag Lines' which are in operation, which have been purchased from Czechoslovakia for this purpose. So, we are fully conscious of this problem. I would assure the hon. Members from Punjab—I do not see any of them here—that we shall take necessary steps in this regard.

Then, the question of sharing of power production at the Rihand Dam between the Governments of Uttar Pradesh and Madhya Pradesh, which has been coming up quite often in this House, was raised by Shri Vishram Prasad. This is very much under active consideration by the two Governments and the two Chief Ministers of the respective States. They propose to settle this problem at a personal level.

Then, Shri Liladhar Kotoki raised the question of low power consumption in Assam. The power position in Assam, I may assure him, is not so unsatisfactory as he depicted; considering the demand, there was even a little surplus power at the end of the Second Plan. With the execution of the Uamiam and Naharkatiya projects, the power position will improve very much. The Koppili project which is highly promising will generate 3,66,000 k.w. of power. It is being actively processed.

It will be seen from what I have stated that we have a very big task on hand. At the end of the Third Plan, we would have utilised only 36 per cent. of the usable flow of our river waters, which is estimated to be 450 million acre-feet. Even if we carry out all our power projects in the Third Plan, according to the load survey undertaken by the C.W.P.C., there will be a shortfall of nearly half a million k.w. of power vis-a-vis the demand. The demands have shown themselves to rise very phenomenally. The magnitude of the task can be fur-

ther realised from the fact that for both power and irrigation projects, we shall be spending at the rate of Rs. 1 crore per day during the period of the Third Plan.

It requires all the goodwill and co-operation of the House and of the people to carry this great work forward to success.

Mr. Speaker: Shri Hanumanthaiya. I have already requested hon. Members to take only ten minutes each. I hope they will be able to conclude their speeches within that time limit.

Shri Hanumanthaiya (Bangalore City): After listening to me, I hope you will be a little more kind to me.

Mr. Speaker: Even without listening, I am certainly inclined to him.

Shri Hanumanthaiya: I had no wish to intervene in this debate. It was only this morning that I thought of drawing the attention of the House to a matter of great importance. I read in the papers that Russia seems to have expressed its inability to supply the plants agreed upon and the Third Plan target will suffer thereby to the extent of 7,50,000 kw. I thought the Minister would have taken notice of it. I thought he had come prepared to answer such a grave issue. As the Minister himself has explained, there is great scarcity of power in this country.

The State from which I come happened to be a decade ago the first State so far as generation of electricity was concerned. It has now the misfortune of topping the list so far as scarcity of power is concerned. Industrial advance has slowed down, the tempo of our production is adversely affected and in consequence, increased national income and per capita income and all that is in jeopardy. From another point of view, this is a sign that we are making great progress. When the Mahatma Gandhi Hydro-electric Works was constructed in the

Sharavati Valley, experts asked how such a huge quantity of power would be consumed by the people of Mysore. It would be very difficult to find consumers they said. Hardly five years later, not only that power, but even the power that would be generated by the new projects, Sharavati Valley Project, would very soon be found to be inadequate. That shows the rate of progress this country is making economically and industrially. That is a matter for gratification.

It is reported that Russia is not in a position to supply power plants and accessories to these four or five projects mentioned therein—I do not wish to take the time of the House by going through all the details because time is very short. If this is so and the Third Five Year Plan target will fall short by such a huge figure of 7,50,000 kw, it will be a calamity. I do not know whether this news is correct. It has been published in newspapers. I understand from this information that the Chairman of the Central Water and Power Commission went to Russia to have talks. Maybe from such source—I do not know which source; whether it is the people who participated in the talks in Moscow or from any other source—it has leaked out. This leak-out should not have taken place from the point of view of amity between USSR and India. It will be interpreted that Russia by being unable to supply the agreed equipment is not in a position to keep its promise. Russia, a great country which is making tremendous progress, will certainly feel wounded in its prestige if this is allowed to be believed by the people of India. The people of India have great respect for the people of Soviet Russia. They have come to our rescue in the Goa affairs and in the Kashmir affairs and in every tight corner into which international circumstances put India into. The goodwill for Russia is so great in this country that this House does not want that affection, that goodwill, to

[Shri Hanumanthaiya]

abate even by an inch by non-supply of these requirements. I hope they are in a position to supply the requirements and I hope the Government will take immediate and proper steps because our whole industrial and economic progress will come to be slowed down if USSR does not keep up to the schedule so far as these supplies are concerned.

In my State, Mysore, the Sharavati Valley Project is under construction. It happens to be the biggest project in India as well as the cheapest project in India. American aid is helping its completion. We are grateful to the Ambassador of the United States who took a very keen interest in seeing to it that the necessary funds, equipment or foreign exchange, whatever it is, were supplied in time. This project is going to be a showpiece for the whole of India. I particularly feel proud that the Sharavati valley area is not only going to produce the maximum amount of power, but it is also one of the most beautiful valleys India has. The Sharavati Falls are one of the two deepest in the world. Its tourist aspect has to be developed by this Ministry, though there is another Ministry for it—this Ministry is, after all, responsible for every construction work,—Nothing has been done so far towards this end.

In the Report of the Ministry for 1961-62, power is classified—under two heads. Under the heading 'Power Wing', one is hydro-electric and the second is thermal. The third deals with transmission, rural electrification and things like that. I wonder why atomic power generation has not been included in this list. I do not know; it may be under a separate Ministry. But, if it is under a separate Ministry, say, the Scientific Research Ministry or some such Ministry it is time that such generating sources cease to be experimental affairs under a Ministry of that kind. Scientific knowledge has advanced to such

an extent that Atomic power is a practicable proposition throughout the world. It is time that generation of power by atomic energy comes under this Ministry so that this Ministry may be in overall charge of not only production, distribution and management of electric power, but all power, throughout India. Electricity Boards and the Central Ministry ought to develop some co-ordinating policy. Time has come when river water has to be nationalised in the sense that it is no longer confined to the exclusive prerogative or authority of the States. The sovereign authority of this House must have an effective say in the matter. And, this observation applies with equal force to electricity also.

Hereafter, every State has to be treated with equality; not only equality politically but equality in the matter of development. And, water and irrigation are the foundation factors so far as nation-building is concerned. From a point of view, External Affairs seems to be a very important matter. Therefore, the Prime Minister has it. The Home Ministry is considered to be a very important Ministry. The next man in importance takes that portfolio. But, any man who thinks about the welfare of the country for a minute will find that this Ministry of irrigation and Power is the most important of all. In fact, this Ministry is the centre and all other Ministries are, perhaps, satellites to the centre from the point of view of the progress of the nation. Maybe, this is now in charge of two mild mannered personalities.

Shri P. K. Deo (Kalahandi): The Minister is the Leader of the Rajya Sabha.

Shri Tyagi (Dehra Dun): What does that matter?

Shri Hanumanthaiya: But I know their enthusiasm to make this Ministry work to its utmost success is not a bit behind that of any other Minister or any other Member of this House. I want them to do more. I want them

to make this Ministry work with greater speed towards better success.

So far as the Gulhati Commission is concerned, it ought to have submitted its report by now. The hon. Minister said it would come in July. One month's delay is unpardonable delay because all the projects that ought to be taken up in Andhra Pradesh, Mysore and Maharashtra, have been held up for awaiting the findings of this Commission. In the Government of India, the formula of bestowing favours on the same person has become an article of faith. Any man who is found good for one work will be posted for 100 works. Why was Shri Gulhati deputed to an international conference? There are any number of competent persons in India, including Members of this House, as my hon. friend the Minister of State admitted. There is Shri Rao and others. Any one of them could have been deputed.

I will have occasion to speak of this partiality, this kind of making the same man do everything. This does not fit in psychologically with India's socialist pattern of society which people want to build. If he had concentrated on this work and had not been deputed abroad, by this time, the Commission would have completed its work and we would have been in a position to take a decision. Everything said and done, the Members of this House contribute a good deal towards common understanding and an amicable understanding in this country.

If Shri Rao has thrown some suggestion that we may sit informally and discuss matters, he has done it with genuine interest in the amity which ought to prevail in this country. I whole-heartedly agree with him.

I am very happy that no Member in this House has taken a partisan view of the matter, whether he comes

from Maharashtra, Mysore, Andhra Pradesh or Madras. I am glad to say, we need no lesson on integration. The Members of this House when they make suggestions they are inspired by unity and the feeling of one nation. Therefore, the Ministers concerned need not brush aside the views expressed by the Members of the House, as not coming up to the mark or as not being equal in importance to the opinion of the experts.

Let this Gulhati Commission submit its report. We will make a study of it. And I can assure you that when the Members of this House take a decision it will do wrong to no one; it will not be partisan to any particular State. The decision will be on the merits of the case so far as the utilisation of the waters of these mighty rivers is concerned.

Dr. Saradish Roy (Katwa): Mr. Speaker, Sir, I am grateful to you for permitting me to speak on this subject.

The hon. Deputy Minister who spoke just now said much about the potentialities of the major works. But we find that these potentialities are not properly utilised. Major and minor irrigation projects are essential, I agree. But we find that potentiality in the major irrigation projects is utilised to a lesser extent than the minor irrigation projects. The major and multipurpose projects are not utilised properly.

Just now the hon. Minister said and it is stated in the Third Five Year Plan that "there should be synchronisation in the programme for construction of headworks, canals, distributaries, water courses and field channels so as to ensure that, as far as possible, irrigation water can be passed down to the cultivators about the same time as they get available at the headworks". But, in all cases, we find that these things are not properly done. As a result, these potentialities are not utilised.

[Dr. Saradish Roy]

The hon. Minister just now stated that the Rihand Dam has been completed. In the report it is stated that this dam will store water which will irrigate about a million acres of land.

Mr. Speaker: The hon. Member is not distinctly audible. Would he kindly move a little to the front?

Dr. Saradish Roy: Now, I am discussing about the potentialities of irrigation water and its utilisation. The Rihand dam is now complete and it is reported that this dam will store water which can cultivate about 1 million acres of land in Bihar. But we find that no effort has yet been made to utilise this water for irrigation purposes. If we discuss the other canal systems, we observe the same thing.

In the case of the DVC also—I come from that area—there are reports of breakdowns of locks and regulators on the canal system; these breakdowns are frequent, and the non-implementation of the irrigation potentiality is causing great difficulties, especially when the irrigation facilities and potentialities are not properly processed.

13 hrs.

Just now, the hon. Minister stated that six lakh acres are being utilised by the DVC canal system, but the target is to supply water for ten to 12 lakh acres of land. Though almost over 90 per cent of the canal work has been completed, still, we find that only 50 per cent of the irrigation facilities is being utilised.

In the case of the Mayurakshi project in West Bengal, which has already been completed about five to six years back, though the estimated project target is to supply water for six lakh acres of land, up till now, only three lakh acres of land are being irrigated from this project.

13.01 hrs.

[MR. DEPUTY SPEAKER in the Chair]

From this, it is evident that the Ministry has not at all utilised in full or the maximum extent the new irrigation potentialities yet.

Next, I would like to mention about the waste of money in these major irrigation projects. In the report I find that the working of the fourth unit at Bokaro and two units at Durgapur thermal plant was delayed due to "some unforeseen troubles." We know what the unforeseen troubles or reasons are. There were major defects in the construction work. Already two plants are not working, and due to the construction defects and irregularities, the plants could not work in time. What is the result? The result is, there is great wastage of public money.

In the Audit Report of the DVC, it has been stated that "the estimated revenue from these three units after commissioning is Rs. 1.33 lakhs per day. Besides the loss of revenue, the delay in the completion of the work is increasing the cost of the project at the rate of Rs. 82,000 per month." So, it is evident that much loss is incurred due to mismanagement and other things in these projects. Many such instances can be cited. The instances of avoidable delay and wastage of money are increasing the cost of most of the multi-purpose projects.

Now, I want to deal with one of the most important projects in that area; it is important not only for that area but for the whole of India. I am referring to the DVC to which the Minister also just now made a reference. He referred also to the troubles with regard to the DVC projects. It is clearly stated in the objects of this project that there are four important aims, namely, one, flood control; two, irrigation; three, production of cheap

and ample electricity; and four, promotion of all-the-year-round navigation. Let us examine what has happened. Regarding irrigation, I have already stated that though most of the work has been completed, still, this project is not in a position to supply water to 50 per cent of the lands as originally estimated, and that too, not regularly and in time. Regarding flood control, the less said the better. The people of this area which is commanded by this project say, rightly or wrongly—I do not know—that the DVC is the creator of the floods. That is the general impression. The people have never experienced such unprecedented floods before the construction of this project. The DVC failed to control the floods during 1956 and 1959. There was an open controversy on this matter between the Government of West Bengal and the Central Government, the Government of West Bengal accusing the DVC in respect of the causes of the floods. Regarding irrigation also, there were conflicting statements as between the West Bengal Government and the DVC. Regarding cheap and ample electricity, we all know that the DVC has failed to supply ample power and at a cheap rate. Due to the scarcity of electric power in that region, the mills and factories in the eastern region of Bihar and West Bengal had to remain closed last year. Certain electric locomotives had to be withdrawn due to shortage of power in this region.

Regarding the promotion of all-the-year-round navigation, I might point out that the other day the Minister of Mines and Fuel expressed the fond hope that through the DVC navigation canals we can transport coal from the Raniganj coalfields to Calcutta. If it is possible, we should be very happy, but our idea is that the canals will not work or will not be able to transport coal in that manner. Even in the Audit Report of the DVC, they have said:

"The construction of the navigation section of the canal seems

to have been undertaken without adequate study of the traffic prospect."

So, it is evident that while the Minister of Mines and Fuel had expressed a fond hope, I have great doubts whether this scheme will be at all possible or whether it will be successful.

Mr. Deputy-Speaker: The hon. Member's time is up.

Dr. Saradish Roy: I shall finish in a minute or two. Next, I would like to deal with the canal tax which has caused much discontent in our locality. Large amounts are spent for irrigation schemes in the country, but a systematic financial evaluation should be done about the benefits arising from the irrigation facilities by determining the additional yield. Very often, unrest and dissatisfaction amongst the cultivators are noticed due to high rates in the irrigation water tax which the farmer cannot bear or the same has very little bearing on the actual benefits accrued by them. In this connection, I may refer to some observations made by the Foodgrains Enquiry Committee which went into the question of the fixation of prices. It had said:

"... unless double cropping is introduced there is little prospect of additional production from the Mayurakshi project and the irrigation system of the DVC in West Bengal."

At another place, the Committee have said:

"While in many areas the fertility of the soil is satisfactory and what is lacking is irrigation, there are other areas where the newly irrigated lands do not possess adequate fertility. In these areas, as for example, the command area of

[Dr. Saradish Roy]
the Mayurakshi project, the benefit from water supply is dependent upon greater use of fertilizers and manures....."

So, I hope that the Ministry will reconsider the whole matter and give relief to the cultivators.

It may be said that these are State subjects, but the State Government says that it is the Central Government that instructs the State Government to fix canal water tax at a higher rate.

The other day, the Minister of Mines and Fuel assured us in this House that he is willing to increase the rate of coal price if the coal mineowners fulfil their targets. So, I may say this: while the industrialists are given impetus for increasing production, similarly, the canal water tax should be reduced so that the cultivators get an impetus to raise or increase food production.

With these words, I resume my seat.

Shri Harish Chandra Mathur: The hon. Minister of State asked for the whole-hearted cooperation of this House. I may assure him that such cooperation will always be available in abundance, but what is urgently needed is more vigour and drive in his own Ministry, the reorganisation of his Ministry and reorganisation of the Central Water and Power Commission. If we examine the performance of this Ministry during the second Five Year Plan, we will observe that the qualities of leadership, which this Ministry is supposed to bring about, have been completely lacking. They have not taken any large major policy question in their hands and they have not been able to persuade the State Government to go that way.

Take, for instance, the question of uniform rates. When I asked the question the other day, the Minister only told me that he would communicate my views to the State Govern-

ment. I thought it was not my views which had to be communicated to the State Government. It was the function of the Ministry to come to certain conclusion on policy matters and see that those policies are adopted by the State Governments. If we look into the report, we find that they have chalked out a programme for certain training. But they have not been able to find trainees. Instead of 15 persons, in the last course they could get only 3 engineers from one particular State, Kerala. This means that there are no qualities of leadership in the Ministry and no influence which it should exercise over the State Governments.

If we look at the performance, in the second Plan, we had to produce an additional generating capacity of 3.5 million KW. But the short-fall is 1.3 million KW, i.e. more than 33 per cent, which is inexcusable. The hon. Minister explained that it was due to shortage of foreign exchange. Was the shortage of foreign exchange only limited to this Ministry and to these important power projects? My information is that it was not due to shortage of foreign exchange only, but because there were delays and things could not be done in time. As against a target of 3.5 million KW in the second Plan, the achievement was only 2.3 million KW or something like that. Now, they have got to put up 7.7 million KW in the third Plan. The number of projects which they have got to put through in the third Plan is about 53 hydroelectric projects, of which 21 are new and 41 thermal projects, of which 25 are new. Look at the colossal task they have got before them. What have they done to gear up their machinery for achieving these targets? How will they be able to inspire confidence in the House and in the country, when we find that even in regard to the much smaller targets during the second Plan, the short-fall was about 33 per cent? Therefore, I feel it is very necessary that there is a good looking at the entire problem before them.

I would suggest, in the first instance, that the Ministry itself should be reorganised. If they have an ICS officer as the Secretary in charge of the Ministry, I would certainly recommend that they must have two Additional Secretaries, one for the power wing—he must be technical man; I would like to make that absolutely clear...

Shri Hanumanthaiya: Why do you want ICS men?

Shri Harish Chandra Mathur: I do not want ICS men. If they must have an ICS man as Secretary, they must have at least two Additional Secretaries, one for the power wing and another for the water wing. The trouble at the present moment is that all the cases which are referred to here have got to go back for certain back-references and it takes time. For instance, if there are certain objections from the finance side, there are back-references, resulting in delays. These delays come in the way of the implementation of the schemes. If you have a technical man in the Ministry as Additional Secretary, he will avoid all these back-references.

Shri S. M. Banerjee (Kanpur): They have got Joint Secretaries.

Shri Harish Chandra Mathur: There is one Joint Secretary, but he does not know the power side at all. Therefore, they must have two Additional Secretaries. We must do away with the Joint Secretaries and the number of Deputy Secretaries and Under Secretaries also. This paper work and unnecessary correspondence and queries will be short-circuited by these two top men in the Ministry, who will be able to pull their weight and see that the major schemes are put through. In some cases, there was delay even for supply of steel, which was available in abundance, but simply for want of pull, it was not made available in time.

Dr. M. S. Aney: How can the Secretaries and other top officers work without Under Secretaries below them?

Shri Harish Chandra Mathur: This unnecessary administrative paraphernalia is not at all necessary. What they want is technical men. This myth of technical men not being able to do administrative job has been exploded long back. We are having this hangover from imperialism. The technical men must be given their due place. It is part of their training; engineers get training in the administrative side also. If something has been lacking on the administrative side, it may be strengthened in the course of their training. This myth must be exploded, and unless and until that is done, we will have the same sad story being repeated in the third Plan also.

I come to the Central Water and Power Commission. I do not believe in mincing words and drawing a curtain over ugly things. I have tabled a question which is to be answered next week. I find my suspicion has been strengthened by the observations of my friend here, who spoke with a certain knowledge, that all is not well with the CWPC at the highest level. I think we should cut out this job-hunting and patronage business. I know there is a lot of wire-pulling in the political circles and in regard to political appointment. But if we permit this patronage business to percolate into the administrative side, it has a great demoralising effect. I would like the Minister to explain and clear before the House why it is said that all is not well with the CWPC and that there have been certain appointments which have resulted in serious discontentment among the senior-most men.

Having spoken about the need for reorganisation of the CWPC, the need for giving better health to it and the need for cutting out job-hunting and patronage at the highest level, I come

[Shri Harish Chandra Mathur]

to my third point. Shri Iqbal Singh, who was the first to speak from the Congress Benches, wanted the Power Commission to exercise control over the State Governments and the various projects under execution. I think it was also implied in certain speeches which were made from this side and that side. I cannot appreciate the dragging in of district politics and State politics on the floor of this House. When the suggestion is made about control, I feel they forget the resolution by which this Commission was constituted. After due deliberation and careful thought, this was constituted only for initiation and co-ordination. They have not been able to do the work of initiation and co-ordination. If you give them the power of control, which is unconstitutional, which is only adding insult to injury and which I strongly and stoutly oppose, that will only inject in this Power Commission a feeling of administrative bossism, instead of expert knowledge and expert opinion, which it has to give. My friend forgets how this Commission was constituted. The Chairman and the members of this Board do not come somewhere from heaven; they are all drawn from the State cadre. Who is the present Chairman of the Board? He was the Chief Engineer in the Punjab Government. Who is now going to be our new Chairman? He is possibly an illustrious engineer in the Madras Government. Who was his predecessor? He was from the Hyderabad Government. Who was his predecessor? He was the Chief Engineer in the Rajasthan Government. Sir, we want not only to go against the provisions of the Constitution, but we also want to insult the State Governments and entire engineering staff working in the the State Governments. That will create serious complications. So I strongly and stoutly oppose this idea of control over engineers. They have a definite purpose to serve, and I wish that they confine themselves to that purpose and discharge their responsibility in that connection.

Another point which I wish to cover is about the constitution of the all-India services. This point has been hampered by me for a long time and now it is agreed that we will have an all-India services. When we are constituting this all-India service, I wish the grades and status of the engineers in the all-India service is in no way inferior to the grades of the IAS services. We must give this feeling to the engineering staff and to the country that the best type of our talent has got to be drawn to the engineering service, and now they are, at the present moment, concerned with the constitution of the engineering service I wish them to take a particular note of it.

In another two minutes, Sir....

Mr. Deputy-Speaker: Order, order. There is a large number of speakers. The hon. Member must conclude now.

Shri Herish Chandra Mathur: Sir, I have to develop one point for which I will take another minute and half. I would like to refer to the question of rural electrification. I had drawn the attention of the hon. Minister, the Planning Commission and all of them here as to how on earth they have made these allocations for rural electrification. In the rural electrification, a particular State has got Rs. 30 crores—I do not want to name the State—another State got Rs. 9 crores, a third got Rs. 8 crores, a fourth Rs. 7 crores and Rajasthan got Rs. 1.2 crores. What is the justification for all this, I cannot understand. There is such a simmering discontent in the State about these allocations which are made through the Planning Commission that one simply fails to understand the justification for it.

The last point which I want to mention is about the large projects which my hon. friend also mentioned. These large projects must be taken out of the State sector and must be kept in the central sector. We have the Rajasthan Canal. We are all proud of the Rajasthan Canal project. Everyone

is proud of it. It is a national project. But the Rajasthan Government would never have taken up this project except in the fourth or the fifth Plan. We are already surplus in foodgrains, we do not need it. This one project which gives benefit to one district has been responsible for the starvation of another 25 districts all the time. Therefore, if the hon. Minister wants that these national projects covering about Rs. 70 crores are to be in the State sector, they must provide additional money. I demand that at least Rs. 5 crores to Rs. 10 crores be provided for small and minor irrigation projects in Rajasthan and another Rs. 6 crores to Rs. 8 crores for rural electrification in Rajasthan, if any semblance of justice is to be given to those backward States, otherwise the present programmes and plans are only perpetuating the backwardness that is already there.

Shri Shivananjappa (Mandya): Mr. Deputy-Speaker, Sir, I congratulate the Ministry of Irrigation and Power on some of its creditable achievements. While supporting the Demands for Grants of this Ministry, I would like to impress upon this Ministry the chronic shortage of power in the State of Mysore. Shri Hanumanthaiya in his speech, incidentally, has referred to this particular problem. The power position in the State of Mysore is dismal and discouraging.

Mysore has done some pioneering work in the development of electricity. In 1902, the first hydro-electric generating station in Asia was established in Shivasamudram. After that, Jog and Shimsa were established. The total firm capacity of all the three generating stations is of the order of 1,40,000 kilowatts, but the peak load in the evening hours would come up to 1,70,000 kilowatts. As a result of this, the existing industries in Mysore cannot be provided with electricity. Irrigation pumping sets, small-scale industries and industrial estates, all these things suffer on account of shortage of power.

I want to bring to the notice of this Ministry the shortage of power in the State of Mysore especially in the field of agriculture. Two Pelton Wheel Buckets at Jog failed due to heavy load and fatigue. These have to be imported from abroad. Due to their failure the State Electricity Board stands to lose about 12,000 to 18,000 kilowatts of power. Moreover, two ferro-silicon plants at Bhadravati are waiting to receive power. About 25,000 kilowatts are required to run two ferro-silicon plants. Added to that, the total requirement of small-scale industries in Mysore State is about 20,000 kilowatts. Machinery worth a crore of rupees is lying idle for want of electricity. The Mysore Electricity Board has taken all possible steps to minimise and save electricity by efficient and economic management.

The measures they have taken are: firstly, to ease off load from the Mysore Iron and Steel Works, Bhadravati to an extent of 10,000 kilowatts on the average every day in the evening hours. This is in spite of the fact that staggering of holidays has been introduced in all big factories and high tension consumers from the last year. Secondly, the State Electricity Board has cut down 30 per cent in the contract load during the evening peak load hours. Thirdly, irrigation pump-sets have been allowed to run by shifts. In addition, applications for new installations are not considered and this causes great hardship on the people of Mysore. The economy of the State might totter at any time.

To remove this difficulty, the Mysore State Electricity Board has submitted two proposals to the Government of India to augment its power resources. One of them is to install two package sets of 12,000 kilowatts at a cost of Rs. 1 crore which may involve about Rs. 90 lakhs in foreign exchange. Mysore State is earning foreign exchange to the extent of Rs. 12 crores by exporting manganese ore and iron ore, waste silk, sandal soap and sandal

[Shri Shivananjappa]

oil, coffee etc. We urge upon the Government to provide Rs. 90 lakhs foreign exchange so that we may be able to install these two package sets to augment our power resources. Secondly, the State Electricity Board has recently resolved to install a number of diesel engine sets to provide electricity for rural electrification and small-scale industries. These sets will have to be imported from the rupee-payment area, from countries like Czechoslovakia and East Germany. I request the Government of India to give the necessary import licences to get these diesel engine sets.

Another point I wish to make is about the vexed question of distribution of the waters of Krishna and Godavari among the various riparian States. In recent times this has been engaging the attention of the Government of India and the States concerned. The Government of India has evolved a national land policy. It is high time that they evolve a national water policy. That national water policy must make for fair and equitable distribution of river waters among the States concerned. Before it lays down certain principles, the Gulati Commission will have to take into consideration the net drainage area, the net sown area, the net cultivable area, the scarcity affected area and the population. Mysore has the largest contribution to make in respect of every conceivable item comprising the Krishna basin, namely, it comprises 44.8 per cent of the drainage area, 47.6 per cent of the net sown area, 47 per cent of the cultivable area, 58 per cent of the scarcity affected area and 40 per cent of the population. Taking all these factors into consideration, the entitlement of Mysore State to Krishna waters is no less than 47½ per cent of the Krishna waters.

But the so-called 1951 allocation did not take any one of these things into consideration. The object of the 1951 conference was to select some projects

and not to allocate all the waters of these two rivers for all times to come. In fact, some of the States like Orissa and Madhya Pradesh were not invited to this conference and the States like Mysore and Maharashtra which attended the conference did not consent to the 1951 allocation. There is an attempt by Andhra State to divert Krishna waters to places other than Krishna basin. This must be stopped. The needs of the basin must be given top priority. In view of this, the 1951 allocations are morally, materially and legally defective and would only help to perpetuate misery and poverty in a large tract of territory.

The Krishna delta in Mysore State, which is a famine-stricken and scarcity area, is one of the driest places in India, next only to Thar desert. Hence, there must be *de novo* allocation of the waters of Krishna among the States concerned on the basis of contribution of each State to the basin, viz., drainage area, cultivable area, net sown area, arid area and population. The Government of Maharashtra has made the same plea.

I hope the Gulati Commission will submit its report early and I wish that all these disputes will be settled amicably among the States concerned.

Mr. Deputy-Speaker: Shri Balakrishna Wasnik. I find he is not here. Shri Bagri.

Shri Warior (Trichur): I suppose those who have moved their cut motions will also get some opportunity.

Mr. Deputy-Speaker: The cut motions are taken as moved.

Shri Warior: Even then, certain explanations are called for in regard to certain points.

Mr. Deputy-Speaker: I have got all their names here. Now Shri Bagri.

श्री बागड़ी (हिसार) : उपाध्यक्ष
महोदय मैं आज इस नहर पानी और बिजली

के बारे में दो तीन बुनियादी बातें आप की मार्फत सदन में रखने के लिए हाजिर हुआ हूँ।

इतने बड़े भारत के अन्दर जो किसानों का मुल्क है जिसको बहुत बड़ी धरती खेतों की है और ४५ करोड़ नर नारियों को अन्न पहुँचाना इस ७२ करोड़ एकड़ धरती का काम है। इस को बहुत बड़ी छात्रों आज एक एक पानी को बूंद को तरस रहे हैं। आज सारे भारत को नीति का अगर कोई बनना और बिगड़ना है तो वह इस पानी के सवाल पर है। अगर हिन्दुस्तान भूखा है अन्न मिलता नहीं है तो कभी रूत से अन्न लो कभी अमरोंका से अन्न लो यह रंभशेज को नीति आकाश में उड़ती रहेगी और कामयाब नहीं हो सेंगे। जब तक यह अन्नशताओं का देश अन्नशता नहीं बनता जब तक यह देश मित्रारियों का देश रहेगा अनाज के लिए कभी जाओ अमरोंका के आग श्रोतो पसारो कभी बहिन श्रोमतो विजयलक्ष्मी श्रोतो पसारती है और कभी कोई और पसारता है तब तक इस देश की नीति, नीति नहीं बन सकती। अनाज का संकट कैसे मिटे? अनाज का संकट मिटेगा पानी से। इस पागल आत्मान के भरोसे इस देश को जिंदा नहीं रक्खा जा सकता। जिस आसमान को यह पता नहीं कि कहां बरसना है और कहां नहीं बरसना है कहीं बाढ़ आ जाती है और कहीं सूख के अन्दर बिलबिला कर मारता है और उस रीति नीति के ऊपर आजकल इरीगेशन मिनिसट्री चल रही है। जहां पर सैलाब आ रहा है नीचे से वहां पानी भेज रहे हैं। राजस्थान और भिवानी तहसील जैसे इलाके जोकि एक एक बूंद पानी के लिए तरस रहे हैं वहां पानी के लिए कुछ सवाल ही पैदा नहीं होता।

उपाध्यक्ष महोदय इस वक्त इस प्यासी जमीन को भारत की प्यासी जमीन को पानी देने की जरूरत है और यह आज की बात नहीं है बल्कि हिन्दुस्तान को परम्परागत बात है। आज भारतवर्षी भगीरथ का नाम ले कर अभिमान और गर्व का अनुभव करते हैं क्योंकि

इस देश के अन्दर गंगा को भगीरथ की देन बताते हैं भगीरथ की वह देन गंगा जिसने कि जनता से कुछ लिया नहीं लेकिन दिया सर्वस्व। गंगा ने हिन्दुस्तान के पुराने पुरखों का जो सदियों पहले मरे थे उनका कल्याण किया। आज के हमारे इस इरीगेशन डिपार्टमेंट का उस भगीरथ से मुकाबला करो। उसने पानी दिया लेकिन इसलिए नहीं कि आने वाली संतानें खुशहाल बनें बल्कि डम पानी को बिना पर कई साल के मरे हुए मुँदों के कफन भी उस ने टैक्कों द्वारा खोस लिये और मिसाल देते हैं उस भगीरथ से जिसने कि पुराने कब्रों भी गंगा की देन से उतार दिये। मेरे अर्थ करने का मतलब यह है कि इस देश के अन्दर जो ७२ करोड़ एकड़ जमीन है उसको सिर्फ यह बड़े-बड़े बांध ही नहीं बना सकें बल्कि इस देश के अन्दर जो छोटी छोटी आबारा नदियां हैं चाहे वह पंजाब की घग्गर हो चाहे वह बिहार की छोटी छोटी नदियां हों और चाहे वह ब्रह्मपुत्र हो मैं आज दावे के साथ यह बात कहना चाहता हूँ कि जब मैं नदियों का सवाल करता हूँ तब मैं यह समझता हूँ कि वह लोग जो कहते हैं कि देश के एक दो प्रोजेक्ट्स इस देश का कल्याण करते हैं वह देश की जनता के साथ बेवक़ाई की बात करते हैं। हिन्दुस्तान का कल्याण तभी हो सकता है जब हिन्दुस्तान की आबारा दरिया जोकि हिन्दुस्तान के कमरे लोगों की न सिर्फ पुरानी कमाइयों को ही लूटते हैं बल्कि आग के लिए भी उन के पैर दलदल में फंसा देते हैं उन आबारा नदियों को कंट्रोल किया जाय। चाहे वह घग्गर नदी हो चाहे वह ब्रह्मपुत्र हो और चाहे वह पू० री० और बिहार की नदियां हों जब तक उन पर छोटे छोटे बांध बना कर किसानों तक उनका पानी नहीं पहुँचाया जा सकता है उस वक्त तक यह एक दो डैम भालड़ा जिसकी योजना की बहुत बड़ी बड़ी बातें करते हैं यह ठीक बात है कि जहां पर नहर होती है उससे कुछ पानी अगर पहुँच जाता है तो थोड़ा बहुत उस से अन्न बढ़ता तो है लेकिन वह बुनियाद

[श्री बागडी]

नहीं बदलती है, बुनियाद तब तक नहीं बदलती है जब तक कि प्यासी जमीन को मजमूई तौर पर पानी न मिले। अब आप देखिये राजस्थान का इलाका यह तहतोल भिवानी महेन्द्रगढ़ व गुड़गांव का इलाका रोहतक और झरन तहसील के इलाके उस इलाके अन्दर जो यह नहर चली गयी आज के भगीरथों ने उसके दर्शन दिखा कर पंडे बन कर टैंकों द्वारा उन गरीबों का खून चूसना शुरू कर दिया लेकिन पानी उस जमीन के अन्दर नहीं लगा और नीचे से लगा कर ऊपर तक रोति नोति एक तरीके से चल रही है। तो मैं आप से भर्ज कर रहा था कि उस नहर को यह जितनी आबारा नदियां हैं उन पर बांध बांध कर भारत की प्यासी जमीन को पानी पहुंचाया जाये। जब मैं पानी पहुंचाने की बात करता हूं तो उसी के साथ मैं आप की खिदमत में यह भी भर्ज कर देना चाहता हूं कि इस तरीके से एक दो व्यक्तियों के उठने से इस देश के अन्दर यह बांधों का काम नहीं चलेगा। उस के लिए इस देश की मजमूई जनता को उठाना है और उसके लिए हमें यह ठेकेदारी सिस्टम खत्म करना पड़ेगा।

आजकल क्या हालत है? एक बांध बांधा गया लेकिन उस बांध के अन्दर लूटेरा बर्ग करोड़ों रुपया जनता का लूट कर खा गया। जैसे कि आप भादड़ा नहर की मिसाल ले लीजिये। कभी उस का चैनल टूट जाता है तो कभी उस का साइकल टूट जाता है। सीमेंट की जगह मिट्टी लगी रहती है। जब जनता के साथ इतना विश्वासघात हो तब जनता के अन्दर उठने के लिए शक्ति नहीं आती और उस का मन नहीं उठता है और वह भागे को नहीं चलती है। इसलिए अगर इस देश की जनता को इस बांधों की तरफ उठाना है तो इस मुहकमे से भ्रष्टाचार को हटा देना चाहिए। आजकल गांधी में एक ग्राम मसल मशहूर है कि रिपब्लिक गैर परमरना के पास और कहने लगी भगवान हम कहां जायें, हमें तो कहीं रहने ही नहीं देते तो भगवान ने कह दिया कि जाओ

मुहकमा नहर के अन्दर बढ़ जाओ। वहां से तुम्हें कोई निकालने वाला नहीं है . . .

उपाध्यक्ष महोदय : आइंर, आइंर । यह अलग बात है ।

श्री बागडी : अगल बात नहीं है। इस विभाग में जो भ्रष्टाचार फैला हुआ है उसकी बाबत म सदन् को बतला रहा हूं। इरीगेशन के अन्दर यह भ्रष्टाचार एक बहुत बड़ा धंग है जोकि इस मुहकमा नहर को भागे बढ़ाने के बजाये पीछे डालता है।

मैं आप से भर्ज करना चाहता हूं कि नहर है, पानी है लेकिन अगर किसान की एक बीघा जमीन है, पानी लगाया नहीं एक किले के अन्दर और पटवारी अगर १५ किले के अन्दर उस पानी को लगा हुआ बतला दे तो वह किसान उतना अन्न पैदा नहीं कर सकता। वह पानी उसके लिए न्यामत नहीं एक जहमत बन जाती है। इसलिए जरूरत इस बात की है कि इसका आपरेशन किया जाये और इस मुहकमे के भ्रष्टाचार को खत्म किया जाये। यह जो परमिट सिस्टम चल रहा है और इस ठेकेदारी सिस्टम ने समाज को जर्जरी भूत कर दिया है और इस मुहकमे को तबाही के मुंह में डाल दिया है उसको खत्म करना जरूरी है।

नहर बनती है तो उसके लिए किसानों से उसका टैक्स लिया जाता है। इस देश के अन्दर जब भाखड़ा नहर बनी तो उसका पैसा सेंटर से लिया गया, सेंटर से सारी हैल्प ली गई लेकिन जब उस के पानी के तकसीम करने की बात आई तब यह जो भला और दलित इलाका हिसार और राजस्थान का था उसको पानी नहीं दिया जा सका और उधर पंजाबी स्पीकिंग इलाके की तरफ दे दिया गया जहां कि सेम से और भी तबाही होती जा रही है। सरकार की गलत नीति का परिणाम यह

हुआ कि लेने के देने पड़ गये—बजाये लाभ के हानि हो गई। अगर किसी बीमार आदमी को धी दिया जाये, तो वह उस के लिए जहर बन जायेगा। अगर मिनिस्टर साहब को हृष्ट-पुष्ट भोजन दिया जाये, तो वह चन्द दिनों में बीमार पड़ जायेंगे। इस लिए यह जरूरी है कि आदमी को वही चीज दी जाये, जिस को वह हज्म कर सके। किसी इलाके को जिस चीज की जरूरत है, अगर वह उस को मुहिया की जाये, तो वह उस के लिए अमृत का काम देगी। ऐसा न करने पर फायदे के बजाये नुकसान होगा। मेरे कहने का मतलब यह है कि नहर के महकम से भ्रष्टाचार को खरम किया जाये और मूखे इलाकों को पानी देने का प्रबन्ध किया जाये।

जहां तक बिजली का सम्बन्ध है, बिजली अंग्रेज के राज में भी थी, लेकिन उस का उपयोग बहुत ऊँचे स्तर पर किया जाता था। इस बारे में तरक्की यह हुई कि जहां लकड़ी या दीरे से काम लिया जाता था, वहां अब बिजली के बल्ब और ट्यूब्स लग गई, लेकिन मैं यह कहना चाहता हूं कि इस से देश की मजमूद तरक्की नहीं हुई है। अगर देश को उठाने के लिए बिजली से काम लेना है, तो ग्रामों में ट्यूब-वैल्व लगाये जाने चाहिए और खेतों में पानी पहुंचाने के लिए पम्प को व्यवस्था की जानी चाहिए। अगर बिजली का बेस्तर हिस्सा किसानों के काम के लिए जुटाया जायेगा, तभी यह देश जीवित रह सकता है। अगर बिजली को ऐंशाशी के साधन जुटाने के लिए, बड़े बड़े अफसरों के बंगलों को एयरकंडीशन करने के लिए और बड़ी बड़ी प्रारामगाहों में इस किस्म की सहायित्वें पहुंचाने के लिए काम में लाया जायेगा, तो इस से देश को उन्नति और विकास नहीं होगा, बल्कि यह देश की तबाही का पेश-खेमा होगा। अगर वक्त की नज़ाकत को समझते हुए पानी और बिजली का इस्तेमाल भारत के भ्रष्टाशासकों को उठाने के लिए नहीं किया जायेगा, तो इस बात का भय है कि इस देश में वग़ावत

के शोल भड़केंगे और यह देश बर्बादी और तबाही के रास्ते पर जायेगा।

Shrimati Yashoda Reddy: Mr. Deputy-Speaker, Sir, while intervening this morning in the debate the hon. Minister of State very correctly pointed out that though a total potential of irrigating 37.56 million acres of land from irrigation projects was created during the two Plans, all that potential that was created could not be utilised for a variety of reasons. He also said that barring one place in Madras and another place in Andhra it cannot be expected that that potential could be utilised very soon. I would like to suggest to the hon. Minister why sometimes this potential cannot be utilised.

In many States the farmers are asked to dig the field channels to irrigate their own fields. It has been found many times that either for lack of economic power or for any reason the farmer is not able to dig the channel. So, I suggest to the Government that if any farmer is not digging these field channels and thus utilising the potential created, the Government itself, whether it is the State Government or the Centre by giving the necessary authority to the State Governments, should build these field channels and recover the cost from the beneficiaries. This is one thing that I would like to place before the hon. Minister for his consideration.

The second thing is that there has been a feeling that the construction of our dams is not only for storing water for power and irrigation but also for seeing that enough cushion will be created when floods occur. But we have found from experience that in areas where floods are quite often this so-called cushion in these irrigation projects is not upto the capacity. So, I would like to suggest that in future designing and construction of dams greater cushion should be provided. This, I am told,

[Shrimati Yashoda Reddy]

can be done by a little more expenditure on heightening the dam walls. The hon. Minister may say that it will cost a little more. Certainly, it will cost a little more, but the damage and misery that you are going to avert by this little more expenditure is certainly worth while.

But today what I have to say here is about the famine areas. Irrigation and power have been very important fields of economic activity in our country and power needs are pre-requisite for industrial production. We have had so many multi-purpose projects which the hon. Minister was pleased to state. But as far as minor and medium irrigation is concerned, specially in scarcity areas, Government has not taken enough interest. I am saying that because I come from such an area. In Rayalaseema, Cuddappah, Kurnool, Anantapur and Bellary, which has now gone to Mysore, are the scarcity areas where the rainfall is very scarce and the economic conditions are absolutely backward. The House will excuse me if I refer only to these districts. I am just placing before the House the difficulties of these districts because I know the difficulties there. There may be many more tracts in India which are suffering under the same conditions. But I would like to place before the House the conditions that are prevailing in this area.

The Indian Irrigation Commission of 1903 saying where irrigation should be taken care of most by giving a basis for classifying particular areas as famine and scarcity areas has said: "As a general rule tracts in which rainfall is most liable to be inconsiderable defect from the average are those in which famines are most frequent and the injury of drought in the aggregate greatest. The frequency with which the rainfall in any tract falls seriously below the normal may be taken as the best general index of its needs for protection by means of irrigation works."

The Indian Famine Commission of 1878 states:

"The region in which the average rainfall is between 20 to 35 inches is that which suffers most from droughts."

Again, the Census Report of 1951 in Appendix IX on famine and pestilence says that those districts which have rains between 20 and 30 inches suffer most. These are the bases on which you should judge a famine or a scarcity area. When I apply this yardstick, I find that more than seven or eight districts in my State come under that. Moreover, Rayalaseema is subject to more severe conditions due to greater frequency of successive deficiency. I would like to state before the House the analysis of rainfall for 57 years, that is, from 1897 to 1953. I would like the House to note that during these 57 years there was drought in these districts 12 times due to the failure of the South West monsoon and 24 times due to the failure of the North East monsoon, that is, in 57 years there were 36 times when there was famine.

Even in the Twentieth Century in the recent period economic conditions in these districts have not been very satisfactory. I may quote from the report of Famine Area, 1906-07:

"Towards the end of 1920 distress again felt in parts of Ganjam, Kurnool, Bellary, Anantapur and Cuddappah. 1921-22 relief works opened. 1924 another famine. 1927-31 and 1932 famine works started. 1937 reported famine again and in a very severe form. 1941 failure of South West monsoon in June, July and August and of North East Monsoon in October."

So, 1941-42 was a year of great distress in these parts and relief was started. Again from 1942 to 1946 continuously relief works were started.

There was famine again in 1951-52 and near famine in 1955-56 and in 1960. In 1951-52 it was the worst of its kind. This has been the recurring feature of the last so many years, nearly 100 years, in these parts of the country.

We have had multi-purpose projects. Certainly, India should have them. But of what benefit are they to the people who are living every day from hand to mouth? They do not have enough of food. There is no water. Even drinking water is not available. We want power projects. But we must also think of these tracts which are absolutely backward. If there is one diseased part in the body, certainly some attention should be given to it. As long as all the parts of the country are not paid attention to, the country cannot progress. After all, India should be treated as a whole. I am not pleading for Rayalaseema alone; there may be many other places like that to which greater attention should be given.

As far as the 1951-52 famine is concerned, I have personal experience of it. It was one of the worst famines. There was large scale migration of population and loss of human and cattle life. It was of such magnitude that it drew the attention of our Prime Minister, Pandit Nehru, and he immediately sent the Bhattacharya Committee. But I do not think anything very much has happened, except that the Committee has submitted its report.

Mr. Deputy-Speaker: The hon. Member should now conclude.

Shrimati Yashoda Reddy: I shall conclude in two minutes.

There is a particular village by the name of Manchinelluleni-Vuru. I see the hon. Minister smiling. The name of the village is village without water. It is in my constituency. As the very name suggests, it is a place without water.

I have many more points to make, but as the time is limited, I would just like to refer to two or three important ones. Whatever may be the merits of major schemes, medium, minor and small scale schemes should be taken up in these areas to give them economic stability. In this respect there must be greater cooperation and coordination between the Ministry of Food and Agriculture and the Ministry of Irrigation and Power.

You give subsidies. But these subsidies do not help the poor farmer. As a result of red-tapism there are inordinate delays and by the time he gets it, it is not of much use to him. I suggest that loans, which are recovered in instalments, should be advanced to them.

Mr. Deputy-Speaker: The hon. Member should conclude.

Shrimati Yashoda Reddy: Let me refer to one more point and conclude.

More small-scale industries should be started in rural areas, so that the economic condition of the villages may be improved. Then, Sir, I want Government to introduce crop insurance in areas where there are recurrent famines and floods. Where water is required for agricultural purposes and industrial progress, diversion for power should not be permitted. Perhaps, in no other country in the world is precious water utilised in such wasteful manner. As Brisham Yung said: "No man has a right to waste one drop of water which another man can turn into bread."

So far as Rayalaseema is concerned, it is a question of life and death, of food and bread, and not power and industry or anything like that.

श्री शिवमूर्ति स्वामी (कोपल) :
उपाध्यक्ष महोदय, इस में कोई शक नहीं है कि
सिंचाई और बिजली की सुविधायें लोगों को

[श्री शिवमूर्ति]

उपलब्ध करने में कुछ काम हुआ है। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि डैम कम्पलेंट हो जाने के बाद जो दूसरे काम होते हैं, उनको करने में, तथा उनका डिबेलपमेंट करने में बहुत कम ध्यान दिया जाता है। मैं जहां से आया हूं वह तुंगभद्रा प्रोजेक्ट का एरिया है। इस योजना का उद्घाटन हुए सात साल हो गये हैं। यह जो रिपोर्ट है, इसमें लिखा है :—

"An area of 2,69,725 acres in Andhra Pradesh and 7,40,594 acres in Mysore will ultimately receive irrigation benefits. Under the sanctioned scheme 1,08,000 KW of power will be generated."

This is the target fixed by the Plan.

सात घाट साल इस डैम को खत्म हुए हो गये हैं लेकिन फिर भी आंध्र प्रदेश में सिर्फ १,२०,००० एकड़ को सिंचाई आपके कबानुसार हुई है। मैसूर में आप कहते हैं कि २,३०,००० एकड़ में सिंचाई को सुविधायें उपलब्ध हुई हैं। लेकिन उपाध्यक्ष महोदय, मैं इन फिगरों को चैलेंज करता हूं। लैपट बैक कैनाल ६५ मील तक बना ली गई है। इस पानी को नहर में बहा कर नालों में डाला जाता है। जिन फोल्डिंग को पानी दिया जाता है अगर उनका फिजिकल एसेसमेंट किया जाये और एक्चुअल तरीके से देखा जाये तो यह फिगर और भी कम होगी। पहले से ही जो नहर थी और उसके जरिये से जो पानी को सप्लाई हुआ करती थी, उसको छोड़ कर जो डिबेलपमेंट का काम हुआ है, वह बहुत ही कम हुआ है। यह बात निश्चित तौर पर मैं कह रहा हूं। मैं माननीय मंत्री जी से प्रार्थना करता हूं कि फिजिकल तौर पर इसका एसेसमेंट करके इस काम में तेजी लाई जाये।

आपने लोकलाइजेशन स्कीम को इंट्रोड्यूस किया है। आप किसान से कहते हैं कि अगर वह गन्ना पेरता है, गन्ना बोता है, तो

हर साल उसको मजदूरन ऐसा करना पड़ेगा और साथ ही हर साल उसी जमीन पर धान भी उसको बोना पड़ेगा। यह जो कम्पलेशन एक्सरसाइज को जा रही है, यह खत्म होनी चाहिये। उसको पूरी छूट होनी चाहिये कि वह जो चीज चाहे बोये। साथ ही साथ मैं यह भी कहना चाहता हूं कि लैंड रेवेन्यू की जो दर रखी गई ४८ रुपये फी एकड़ गन्ने की इस को खत्म किया जाये और जो २२ रुपये और २५ रुपये धान को रखी गई है, इसको कम किया जाये। लोकलाइजेशन स्कीम से जो ग्रशान्ति कल्टीवेटज में फैली हुई है, इसको दूर करने के लिए आप को चाहिये कि इस स्कीम को आप रिवाइज करें।

चूँकि समय ज्यादा नहीं दिया गया है इस बारे में आपके सामने प्वाइंट्स को ही रख सकता और उन्हीं को रखूंगा। मिनिस्टर आफ स्टेट साहब ने कहा है कि जो झगड़े हैं, मल्टी-परपज रिजर्व के बारे में उनको आपस में मिल बैठ कर तय कर लिया जाना चाहिये। मैं इसका समर्थन करता हूं। लेकिन अगर वैसे न हो सके तो जो वाटर एंड पावर कमिशन है उसके जरिये इन झगड़ों का निपटारा होना मुश्किल है। गुलाटी कमिशन जो एप्वाइंट किया गया है, उसको एप्वाइंट करने के लिए मैं आपको बधाई देता हूं और चाहता हूं कि वह इम्पार्शल तरीके से इसको इंस्टीगेट करे। मैं नहीं चाहता कि किसी प्रान्त को मजबूर होना पड़े और इसकी नीबट भाये कि लोकल प्रोटेक्शन सीक करने के लिए उसको सुप्रीम कोर्ट में जाना पड़े या तुंगभद्रा के कांस्टीट्यूशनल राइट्स के लिए लड़ना पड़े।

मैं मैसूर का केस माननीय सदस्यों के सामने रखना चाहता हूं। मैं इतने कम समय में केस तो नहीं रख सकता लेकिन चन्द बातें अवश्य कहना चाहता हूं। कृष्णा और गोदावरी के बारे में जो डिस्पूट है इसके बारे में जो एग्रोमेंट १९५१ में किया गया था और जिसका जिम्मे इस हाउस में भी हुआ है, वह सिद्ध

इस बास्ते किया गया था कि कौन कौन सी प्रांजेंट्स को शामिल किया जाये। वह एक टैलेंटिव प्रोग्राम तय करने के लिए कान्फ्रेंस हुई थी। वह डिटेल्ड तरीके पर पानी को तकसिम करने के बारे में कान्फ्रेंस बुलाई नहीं गई थी। इसलिए मैं राब साहब से इक्वलाफ रखता हूँ उससे जो बात उन्होंने कही। इंडो-पेंडेंट कमेटी को जरूर अमल में आना चाहिये। जो यह कहा गया है कि सैट्रल वाटर एंड पावर कमिशन के ऊपर इसको छोड़ दिया जाये, इसको मैं मानने के लिए तैयार नहीं हूँ। मायूर साहब ने बताया है कि हर एक प्रान्त का एक एक बॉरड; इंजिनियर रोडेशन से उसमें आता है और उसका असर जरूर होता है। इंडोपेंडेंट पालिसी चाक आउट करने से जो मुश्किल है वह बिल्कुल दूर नहीं हो पाती है। इसलिए मैं आपके सामने मैसूर का केस रखना चाहता हूँ। कृष्णा बेसिन के अन्दर जो एरिया है वह इस प्रकार है : —

14 hrs.

	Extent in thousand square miles	Percentage
Maharashtra	26.4	26.5
Mysore	44.6	44.8
Andhra Pradesh	28.7	28.7

"The gross cultivable area in the entire Krishna basin is of the order of 50 million acres distributed as under:—

	In million acres	Percentage
Maharashtra	13.4	27
Mysore	23.3	47
Andhra Pradesh	13.3	26

The net sown area in the basin is of the order of 38 million acres distributed as follows:

	In million acres	Percentage
Maharashtra	10.6	28.0
Mysore	18.0	47.6
Andhra Pradesh	9.2	24.4

The population in the basin according to 1951 census is of the order of 27 millions distributed as follows:

	In million acres	Percentage
Maharashtra	7.7	28.9
Mysore	10.7	40.0
Andhra Pradesh	8.3	31.1

Shrimati Lakshmikanthamma: May I know from what document the hon. Member is quoting?

Shri Sivamurthi Swami: This is the Memorandum on Krishna and Godavari waters.

Shrimati Lakshmikanthamma: Submitted by whom?

Shri Sivamurthi Swami: By the Mysore Government.

It goes on:

"Thus it is seen the State of Mysore has the largest contribution to make in respect of every conceivable item comprising the Krishna basin, viz., 44.8 per cent of drainage area, 47 per cent of cultivable area, 47.6 per cent of net-sown area, 58 per cent of scarcity affected area, 40 per cent of the population in the Krishna basin. Taking all these factors simultaneously, the entitlement of Mysore State to Krishna waters is no less than 47½ per cent of the Krishna flows."

And then it says:

"In view of all the above 3 factors, the correct 75 per cent dependable yields of Krishna are of the order of 2,340 T.M.C. ft. Therefore the share of each State in this is as below:—

	Percentage share	Share in 2,340 TMCft
Maharashtra	28.0	655
Mysore	47.5	1,110
Andhra Pradesh	24.5	575

In addition each State would have rights to utilise the regenerations from the works in respective territories."

[श्री शिव मुर्ती स्वामी]

यह जो आंकड़े दिये गये हैं मैंसूर गवर्नमेंट की तरफ से वे केन्द्रीय सरकार को सर्वेपर आधारित हैं। उसी तरह से मैं चाहता हूँ कि हर एक प्रदेश के मेमोरेण्डम को देखा जाय। इस के लिये एक इंडिपेण्डेंट कमिशन को जरूरत थी और इस लिये केन्द्रीय मन्त्रालय ने जो यह काम किया है वह बिल्कुल ठीक है। मैं आशा करता हूँ कि जल्द से जल्द उस को रिपोर्ट आ जायगी। हो सके तो इस सेशन के दौरान में ही आ जायगी।

मैं कहना चाहता हूँ कि मैंसूर में जो पावर की कमी है उस के लिये आप फारेन एक्सचेंज का मुआहिदा कर के जो इन्विपमेंट वह मंगाना चाहते हैं उस की सुविधा दें।

इस मंत्रालय को जो लोकनाइजेशन स्क्रीम है वह बहुत खराब है और कल्टिवेटर्स के इंटेस्ट के भी बिनाफ है इस लिये उस को जल्द से जल्द खत्म कर के फोल्ड चैनेन्स का काम शुरू कर दिया जाय और तुंगभद्रा के डेवेलपमेंट को और काफी तबज्जह दी जाय जो कि आज कल स्टैंड स्टिल हो गया है।

Shri Shivaji Rao S. Deshmukh (Parbhani): Sir, I wish to congratulate the hon. Minister of Irrigation and Power on the sacred occasion of commissioning of the first stage generator set of the Koyna project. As has been rightly noted by the hon. Minister, this commissioning of the Koyna project is an event of national or, I should say, international significance. But still, the commissioning of one generator set of 60,000 kw. cannot have even a marginal effect towards relieving the acute pressure of electricity demand in this area. I wish that the hon. Minister should take note of this fact that in spite of the commissioning of this generator set which is going to augment the power potential of Maharashtra and Western Indian in general, still there cannot be any appreciable

change in the easing of the pressure of demand. Because, this particular generator set is going to utilise the after-effects of the silencing of the generator set of an equal value owned by Tatas, and therefore in the near future the restriction on the conversion of electricity in this area is not likely to ease. I wish to say from this point of view that the demand for the Koyna project for stage II development deserves sympathetic consideration at the hands of the Ministry of Irrigation and Power.

Koyna is ideally suited for hydel project, with a head of 1,500 feet and with a small length of a few hundred miles, having a catchment area of 300 inches annual rainfall, and with an ideal dam site in the right transmission zone or in the consumption zone of higher electrical demand. Koyna thus outstands on sheer merits, and therefore, the so-called anxiety expressed here on the floor of the House that not a drop of water should be utilised for power generation and converted into bread for another man, should be viewed from this point of view that acute power shortage also retards the formation of bread. Because, in Maharashtra we have accepted the socialistic pattern of society on an agro-industrial base. And agro-industrial base means that processing societies and processing co-operatives and small-scale industries should receive a boost and encouragement at the hands of the Irrigation and Power Ministry. And the power demands of Maharashtra have to be looked into from this context, as inseparable from the question of bread, because it also means bread to another person.

It is not that all the water that goes west into the Arabian Sea is being utilised for the Koyna project. Certain minimum quantities of the waters of the west-flowing Koyna might have been converted for power and diverted to the east, but that does

not materially affect the position. And I wish the hon. lady Member who spoke just a little while ago to remember that in spite of the diversion of more than 300 TMC ft. in the case of the Nagarjunasagar project, not a drop of that water goes to the famine-stricken area of Rayalaseema which she happens to represent.

Therefore, diversion from one river basin to another should be viewed from this point of view that it should not be allowed, as far as possible, unless it is in the national interests, and particularly in the extensive interests of the region concerned. From this point of view I wish that Koyna's case for having more water allocated for stage II development should receive the sympathetic consideration at the hands of the Irrigation and Power Ministry.

The rural electrification programme of Maharashtra appears to have been stalled on the basis of the total installed capacity in Maharashtra. It has been stated that Maharashtra's total installed electrical potential is next to that of West Bengal and Bihar. But I think that Maharashtra has got only a paltry sum of Rs. 8 crores for electrifying 1,100 villages, as compared to Madras which has been granted Rs. 30 crores for electrifying 5,500 villages. Rural electrification in Maharashtra is for meeting two basic demands, the first relating to the agricultural processing and small-scale industries and the other relating to irrigation and other agricultural uses. Therefore, the rural electrification programme in Maharashtra deserves sympathetic consideration at the hands of the Irrigation and Power Ministry. And I earnestly urge the hon. Minister to consider, if possible, increasing the share of Maharashtra's quota for the rural electrification programme.

Much has been said on the floor of the House as regards inter-State water disputes. Shri K. L. Rao also

spoke on this matter. With due regard to his engineering talents and to his experience in that field, I feel that he has over-simplified the case. It is not so simple as that. So many pleaders of the parties concerned sat together and arrived at the 1951 agreement. If you would kindly look into the 1951 agreement, you will see that the conference which started with reviewing certain immediate projects in Maharashtra and certain adjoining States ended up by allocating waters on a permanent basis for 25 years. This very fact goes to prove that the 1951 agreement was a sort of eye-wash. I wish that this fact should also be taken into consideration by this House while considering this case, that Orissa which happens to be one of the major States involved was not at all represented in this conference and another sister State, namely Mysore State, has so far not even ratified this agreement. When, on the basis of this agreement, which cannot be supported on moral values, which cannot be supported on the basis of irrigation potentialities, particularly when the Madras State and the then Hyderabad State put together, wanted schemes which required 950 T.N.C.—the Krishna Pennar Scheme which has been replaced by the Nagarjunasagar scheme—in the face of such huge allocations for such huge schemes which could not be completed in 12 years since then, and which cannot be hoped to be completed in another 3 years or 10 years to come, and this Maharashtra State could only put forth a scheme which was ready, in the interests of Maharashtra, to say that Maharashtra's allocation should only be marginally considered, consequent upon the State's re-organisation, would be to deny the existence of concrete facts. Therefore, I say that the right step that has been taken by the Ministry in the appointment of the Fact-finding Gulhati Commission should also be appreciated in this light. The Gulhati Commission could not be brushed aside so lightly as my hon. friend Dr. K. L. Rao wished to do. I think

[Shri Shivaji Rao S. Deshmukh]

the appointment of the Gulhati Commission is the only step that probably the Ministry could have taken. Since the Ministry has taken that step and the Commission has extensively toured the area, I wish to record simultaneously my feeling that the so-called increase in the mass feelings or mass agitation on the dispute of allocation of water was not attributable to the Gulhati Commission or the tours of the said Commission, but to the rather irresponsible statements from time to time made by the various leaders including the ministerial leaders from the Andhra State. On this basis, if the interstate dispute was to be considered on merits, a fact-finding commission of the type of Gulhati Commission was an essential necessity. In the face of such a necessity.....

Shrimati Lakshmikanthamma: We did not have strong leaders as you have.

Shri Shivaji Rao S. Deshmukh: You have the strongest leader in the present Congress President.

Mr. Deputy-Speaker: Order, order; no personalities.

Shrimati Lakshmikanthamma: What about riparian rights?

Shri Yallamanda Reddy: When your State was represented, why do you bother about other States?

Shri Shivaji Rao S. Deshmukh: Even if this question is to be looked at from the legal point of view, I think the rights and privileges of the upper riparian States as guaranteed in international law are first and what remains only can be drawn.

Shrimati Lakshmikanthamma: Not for power; only for irrigation.

Shri Shivaji Rao S. Deshmukh: Even on the legal basis, Maharashtra's case stands on sheer merits. Therefore, I hope the labours of the Gulhati Commission will not go waste.

The fact that I wish to stress upon the hon. House is that Maharashtra has got the lowest irrigation potential in India. So far, our present irrigation from all sources does not cross 6 per cent. According to the Water Investigation Commission which has been recently established in the Maharashtra State, if all the irrigation schemes recommended by the Maharashtra State, which together can cost Rs. 1200 crores, are included, the land irrigated in Maharashtra will not cross 17.6 per cent which is the all-India average today. Therefore, Maharashtra is the State which stands the lowest in irrigation potential, in irrigation facilities and it is the State which has only got Rs. 75 crores in the Third Plan—a State which would require a net amount of Rs. 1200 crores. This target could only be achieved after hundreds of years. I wish Maharashtra's case for additional grants for irrigation schemes has to be looked at from this point of view.

The hon. Minister of State in the Ministry of Irrigation and Power was pleased to state that the total for irrigation schemes in Maharashtra comes to Rs. 26 crores. I wish that this statement should have been proved. In fact, it is not so. Marathwada is a tragic region which has been most backward in the backward State of Maharashtra. Today, the total land irrigated in Marathwada does not exceed even half a per cent by Government canals. Even if all the schemes are taken together—the First Plan, the Second plan and the Third plan—they do not exceed—taking into consideration even the minor irrigation schemes—the paltry sum of Rs. 14 crores. Let me assure this House that during all the three plans, Marathwada could only get the Poorna project which could be deemed as a medium-sized irrigation project. All the five districts, that too the famine stricken region of Maharashtra, have been totally neglected in the field of irrigation. This

fact should be taken cognisance of by this hon. House. I wish the House and the Ministry should sympathetically consider further demands from Marathwada especially in this light that all the three schemes that were suggested for inclusion in the Third Plan by Maharashtra, could not find a place in the Third Plan. I submit that the need for irrigation potential being utilised at a larger level in Marathwada should be viewed at from a larger perspective of it being a famine stricken area. Marathwada which is more or less entirely the famine stricken area in Maharashtra, should definitely have a favourable treatment from the Irrigation and Power Ministry, I, again, earnestly request the Ministry to consider the future claims from Marathwada from this point of view and try to include as may as possible.

Mr. Deputy-Speaker: The hon. Minister.

Shri P. G. Sen (Purnea): Before the hon. Minister begins to reply, I want to put one question in respect of the Kosi project. There are so many canals. The villages are being bifurcated. So far as the construction of canals is concerned, the villagers object where bridges are not erected. The road level crossings are left aside and the lands are falling on the other side of the canals.

Mr. Deputy-Speaker: What is the question?

Shri P. G. Sen: The Administration is most probably erecting the bridges one mile after another. The question is, with regard to the works which are being held up by the villagers, what decision has been taken by the Government, so far as erection of bridges at these points are concerned?

Shrimati Lakshmikanthamma: May I put one question?

Mr. Deputy-Speaker: This cannot be converted into a Question-hour.

Shrimati Lakshmikanthamma: Because I am not getting a chance to speak,

Mr. Deputy-Speaker: What is the question?

Shrimati Lakshmikanthamma: I want to ask whether they will take legal opinion before they come to any conclusion on the river water dispute.

Shri Warior: I have submitted some important cut motions.

Mr. Deputy-Speaker: Hon. Members have been sending their names.

Shri Warior: I thought the hon. Minister will be called at 2-30.

Mr. Deputy-Speaker: We have to close at 2-45; it is now 2-15.

Shri Warior: There are some important cut motions.

The Minister of Irrigation and Power (Hafiz Mohammad Ibrahim): Mr. Deputy-Speaker, I am grateful to hon. Members who have taken keen interest in the work of the Ministry of Irrigation and Power. Instead of doing what I thought before, now, I begin from those points which have been raised here during the discussions this morning.

My hon. friend Shri Hanvmanthaiya said about Russia that they were not fulfilling their promises in regard to the supply of equipment which is required in this country for the purpose of construction of the power stations. The information which he has received is not correct, because the matter is not closed. This question is still going on between India on the one hand and Russia on the other. What the result will be, we will see. After that we will know what our position will be and how to remedy it.

[My hon. friend/said something about the Gulhati Commission. What I heard him say was that they are taking too much time, they should have completed their work before now. I see there is nothing on the basis of which the

Gulhati Commission can be blamed for the delay. The work entrusted to them is to find out the waters of the two rivers. For that, there must have been some old records which may be required and in that connection some other information, so that they could find it out. At the time when they wanted to finish the work within time, that material was not made available by the States.

Shri Hanumanthaiya: My point was, when he is the Chairman of the Commission, he should not have been asked to do some other work—one thing at a time and that done well, as they say should be the guiding principle—why did you send him in a delegation abroad? He could have minded his work, this work of the Commission.

Hafiz Mohammad Ibrahim: By the term 'going abroad' does my hon. friend mean 'going to the States. Where there was work to be done'?

Shri K. N. Tiwary (Bagaha): Not going to the States but going outside India.

Shri Hanumanthaiya: He went and attended some international conference at Moscow or some other place, for some time.

Hafiz Mohammad Ibrahim: For what time?

Shri Hanumanthaiya: The hon. Minister might know it.

Hafiz Mohammad Ibrahim: He might have gone outside India for some days only. If it had been a long stay, that would have come to my knowledge, and I would have been taken into confidence in that matter. I know nothing about it.

As a matter of fact, the fact is that the Gulati Commission could not finish its job simply because the material which was required by them could not be made available to them in time.

Shri Hanumanthaiya: Who did not make it available?

Hafiz Mohammad Ibrahim: The States which had to provide that information; they were expected to have those records with them and not the Centre.

Dr. M. S. Aney: The hon. Minister did not know what that man was doing during all this period.

Mr. Deputy-Speaker: Order, order!

Hafiz Mohammad Ibrahim. My hon. friend Shri Harish Chandra Mathur said something about appointments in the CWPC here at the Centre. Probably he does not know that no appointments are made by the Union Public Service Commission. The candidates' names are sent to them and they make the selections. So, that complaint which my hon. friend had made in this connection has no root at all; neither the Government nor the Commission nor the Ministry can be blamed for any selections which have been made by the Union Public Service Commission.

Besides this, in the notes which I had taken at that time, I came across several suggestions which had been made by my hon. friend Shri Harish Chandra Mathur. Instead of disposing of them summarily at this moment, I am prepared to discuss with him, if he would agree and he would so desire, and then come to certain conclusions in the light of the discussions.

Now, I shall take up certain points raised by the hon. Members at the last sitting of the House, particularly, under the cut motions. It was said during the discussion that embankments in Assam should be constructed in such a way that openings may be given for the purpose of the outcomings of water which may be used for the purposes of irrigation. I would like to inform the hon. Member who has raised this point that it is already being done there; the same thing which he desires is being done there.

Another point raised was in regard to increasing the tempo and reviewing the progress year by year of anti-water logging. As far as waterlogging is concerned, this is a disease particularly in Punjab; as far as other States in India are concerned, they are more or less free. As far as Punjab is concerned, six schemes were started some time ago; they were in the nature of exploratory schemes in order to find out whether the particular device which has been fixed by the engineers in those schemes will be suitable for that area in which anti-waterlogging will be done. Without, doing that, we cannot proceed further. Waterlogging is not caused by only one factor; something may cause waterlogging here, another thing may cause waterlogging there, and a third one may cause elsewhere. One single medicine or one single treatment cannot be utilised for the purpose of universal application. Therefore, some experiment has to be made first in order to find out what sort of treatment will suit a particular area. As I said, in Punjab, six areas are going to be treated for waterlogging, and so, six schemes were started for that purpose. Those experiments will be over by this year probably, and, then, we shall be able to take up the work in those areas. This is what I would like to say about waterlogging.

Then, certain remarks were made by some hon. Members during the discussions in regard to floods, particularly, in some areas. If I were to tell the House the story of floods in the country, there would be no time for me.

In the discussion the other day, it was stated that Kerala wanted many flood-control measures.

Shri Warior: It is to be pronounced as 'Kerala' and not as 'Karela'.

Hafiz Mohammad Ibrahim: Whatever that may be.

Shri Warior: At least the Central Ministers should know the proper

pronunciation and pronounce the names of the States correctly. It is 'Kerala' and not 'Karela'. We take objection to this kind of wrong pronunciation.

Mr. Deputy-Speaker: Order, order.

Shri Warior: For instance, we do not say for 'Punjab'. That is not the way to pronounce it.

Mr. Deputy-Speaker: Order, order.

Hafiz Mohammad Ibrahim: As far as financial assistance by the Centre to the Kerala State in regard to this matter is concerned, I will inform the House that during the Second Plan Kerala asked for Rs. 32 lakhs in connection with flood schemes. This was given to them. During the Third Plan, they have asked for Rs. 61 lakhs. This much has been earmarked for them.

There is another malady affecting the State—sea erosion. The treatment of that is very costly. That is another thing for which money is required there. About this also, it was said during the last discussion in this House that to tackle sea erosion Rs. 360 lakhs have been provided for in the Third Plan for Kerala.

There was something said about DVC. But these are covered by the terms of reference to a committee which has been set up there by the State Governments. So it will not be right on my part to go into these questions when that Committee is sitting and has not come to any conclusion.

Something was said about Orissa. Again, these are matters of such a nature as are covered by the terms of reference to a committee which is set up by the Orissa Government. This question has been brought before the Orissa Flood Inquiry Committee. Its report is awaited. So nothing can be said on that now.

[Hafiz Mohammad Ibrahim]

There was much mention made about power shortage. My hon. colleague, the Minister of State, has dealt with it in his speech and has probably not left much to be said by me. But still I would like to say something on this, particularly as regards the position in States where at present there is shortage of power. We know already that by the end of the Third Plan we shall have 7 million kw. of additional electricity in the country. Although power shortage is there practically everywhere, acute power shortage is being experienced in the States of Andhra Pradesh, Mysore and West Bengal-DVC-Bihar area; these are the places where the shortage is more acute than anywhere else. To meet the needs of these areas, package sets of 10 MW each are proposed to be provided. That is not something which is included in the money which is provided for power in those States. But this money will be invested in projects and from the power from them we will be able to lessen the shortage there. Another way of doing that—it will take time—is inter-connection, which has already been referred to pay my hon. friend here.

As regards nuclear power, my hon. friend, Shri Hanumanthaiya, was saying that it should be handled by the Irrigation and Power Ministry, if I correctly followed him, I have been in touch with electricity, but I have never been in touch with this. So I cannot say how far both can go hand in hand. It is a matter of opinion. After taking opinion, I could say about it definitely whether such a suggestion should or should not be made. Personally, I cannot say anything about that now.

As far as DVC is concerned, a committee called the Sachdev Committee was set up. To relieve power shortage in the Bengal-DVC-Bihar area, the Committee made certain recommendations which include five new schemes. They have been considered by Government. Three have already been sanctioned, and steps are being

taken to see if the necessary foreign exchange cannot be found for the rest.

There was mention of rural electrification in the discussion today and also probably the other day. May I draw the attention of hon. Members to the fact that as far as this matter is concerned, it is not so easy as considered by them. Probably the conditions in which the villages in India at present are and the conditions regarding communication to these areas and the economic conditions are such—they may be better than ten years before; that is another thing—that that level has not been reached where it would be possible for us to export that immediately electricity will be provided there, it will certainly be consumed. This is one thing which has to be taken into consideration. But we have been proceeding on the assumption that if electricity is reached there, it will be consumed. It will not go waste. Then, it requires a lot of money. You have to programme the plans. Each item is considered separately; this member will say so much is required for this and other member will say so much is required for that. Every item will be emphasised for the purpose of allotment of funds. So, unless and until we know fully how much of money is going to be allotted for that purpose and what priority is to be given we cannot do that. The amount has to be ear-marked according to priority also. Unless you cut somewhere else you cannot make provision for this.

From this list, I see that the total number of villages, electrified before and after the Plans, has been given. At the beginning of the First Plan, that is before the First Plan, there were 3,000 villages in India which were electrified. At the end of the First Five Year Plan, it became 7,400. Then, at the end of the Second Five Year Plan, the number became 23,000.

Shri K. N. Tiwary: Then the apprehension of Government, that there would be no consumption in villages

if electricity is given to them, is taken away by this argument.

Hafiz Mohammad Ibrahim: I never said that. You have not understood me at all. I never mean that. (Interruptions). I said that in spite of the conditions which are there if you reach electricity it will not be easy. As soon as you provide electricity consumption may not be started. It may start or may not start. But we are providing electricity in the villages looking to the conditions that are there. They may start using it or not.

Shri Harish Chandra Mathur: Madras alone has electrified already 10,000 villages; and they are going to electrify another 5,500 villages during the Third Five Year Plan. That is, they are covering the entire rural population. How? Is Madras different from all other States? How is it that other States are to be starved?

Hafiz Mohammad Ibrahim: It is the peculiar condition of the State which determines this—what should be provided for it. Whatever provision is made in the Plan for the States, it is on the basis of the economic condition of the State itself. Whatever the Centre gives to the State is by way of loan. So, it is for the State itself to decide how many villages have to be electrified. It is being done that way.

Shrimati Lakshmikanthamma: What about the other States which have power potential to develop? We go on postponing these projects which can yield much power.

Mr. Deputy-Speaker: The hon. Member is not in her seat.

Hafiz Mohammad Ibrahim: I could not follow what the hon. Member said.

In this way, the total number of villages expected to be electrified at the end of the Third Five Year Plan

is 43,000. I do not know on what basis this has been said here as far as rural electrification is concerned.

About the D. V. C. it is said that the water rate there is much higher than in other places, nearby or so. I have found out and come to the conclusion that they do not compare unfavourably. I do not now remember the place with which I compared it. It all depends upon the construction you put on the figures and what are the figures that are compared. I say that the figures are as good as others.

It was also said that the expenditure in the DVC is very exorbitant. The Public Accounts Committee had suggested that the DVC should set up a committee to go into the question. That committee was set up; and the result arrived at was not what was expected—that there is so much cost.

As far as the services, the personnel in the DVC is concerned, it must be different from time to time, according to the nature of the work and the number of persons required. And the result arrived at by the committee is not what was thought by some persons.

It is also said that the DVC does not construct more dams. Four dams have been constructed. They are not constructing any more. Why? Simply because the West Bengal Government is of opinion that without having experience for a number of years of the dams that have been constructed already they should not construct any more. This is the opinion of the Government of West Bengal. Still, at present, another dam has been suggested to be constructed—I do not remember the name now—and this matter is under correspondence between the Centre and the State. But, as far as the objection that no more dams are being constructed by the DVC is concerned, the reason is this.

Then, there was mention about the CWPC in regard to its reorganisation.

[Hafiz Mohammad Ibrahim]

If reorganisation of any particular type is in one's mind, I will request him to let me know and take me into his confidence about that so that we may be able to examine how far that would be suitable. But as far as the present set-up is concerned, it has been doing all right. On account of the increase in the work, necessity has been arisen for increasing the **numerical strength of the Commission** itself. Probably at present there are four members. Now, it is proposed that there should be six in future for the purpose of meeting the increased volume of work.

In one of the speeches reference was made to the shortage of power in Delhi. The position in regard to Delhi is this. The power available in Delhi is 95 MW. The power load ranges from 92 MW to 94 MW. At present, the power that we have is not as much as we require, and there are so many applications for the supply of power which it is not possible for us to meet. So, a number of applications for industrial and domestic loads have been refused due to shortage of power. The position is expected to improve by August, 1962 when a further quantum of 20,000 KW of power is expected to be received from Bhakra due to the intervention of the Ministry of Irrigation and Power; 5,000 KW out of this are being given early in June this year. So, in June this year they will get so much, and there will be a sort of relief as far as the applications made for new connections are concerned.

Shri Birendra Bahadur Singh (Rajnandgaon): Bhakra has to supply some additional power to Delhi. Why not keep a separate, independent arrangement for the supply of electricity for Delhi?

Mr. Deputy-Speaker: Order, order. It is time that the debate concluded.

श्री बीरेन्द्र बहादुर सिंह : मेरी अर्ज यह थी कि जब कभी भाखरा नंगल की बिजली फल हो जाती है तो दिल्ली की बस्तियां नहीं जलतीं। तब दिल्ली के लिये अलग इन्तजाम क्यों न किया जाय ? खास भाखरा नंगल पर ही डिपेन्ड क्यों किया जाय ? उस के लिये कोई अलग थर्मल प्लांट हो सकता है जिस से कि यहां की बस्तियां जलती रह सकें।

श्री प्रभात कार (हुगली) : वह अगले साल होगा।

हाफिज मुहम्मद इब्राहीम : मैं जनाब के जरिये से अपने दोस्त को तबज्जह दिलाता हूं कि अभी यहां यह जिक्र किया गया था कि जितनी सब स्टड्स हैं उन की तमाम बिजलियों को मिला कर एक कर दिया जाय, लेकिन यह उस के लि. १६ कह रहे हैं कि अलग कर दिया जाये।

श्री प्रकाश बीर शास्त्री (बिजनौर) : उपाध्यक्ष महोदय, मैं आप के द्वारा सिचाई मंत्री महोदय का ध्यान एक और जरूरी बात की ओर खींचना चाहता हूं, जो कि आप ने अपनी इस रिपोर्ट में मेन्शन भी किया है, कि पाकिस्तान की ओर से यों तो कदम कदम पर हिन्दुस्तान के रास्ते में तरह तरह के रोड़े अटकाने जाते हैं, लेकिन जो आप के डिपार्टमेंट से ताल्लुक रखने वाली चीज है, और आप ने लिखा भी है कि पोछ जो हमारे पूर्वांचल में कुछ नदियां हैं उन के मुतालिक हिन्दुस्तान और पाकिस्तान दोनों के कमिशन को बराबर बैठकें होती रही हैं और आपस में तय किया गया कि दोनों नदियों का जल किस प्रकार से इस्तेमाल किया जाये। इसी बांच में यह हो गया कि कर्णफूली बांच के सम्बन्ध में, जिस के बन जाने पर आसाम के मीजो पहाड़ों का कुछ हिस्सा पानी के नीचे डूब जाता, दोनों गवर्नमेंटों की ओर से एक सर्वे चल रहा था, और जिस के सम्बन्ध में आप ने लिखा है

Hafiz Mohammad Ibrahim: It is a long question.

Mr. Deputy-Speaker: It is quite a different matter. It has nothing to do with the present Demands.

Shri P. K. Deo: It is most relevant to the present Demands, Sir.

Mr. Deputy-Speaker: He is making a speech instead of putting a question.

श्री प्रकाश वीर शास्त्री : मैं सवाल ही पूछता चाहता हूं और उस की पृष्ठभूमि के सम्बन्ध में मैं ने बताया कि जिस समय दोनों गवर्नमेंटों का सर्वे चल रहा था, जैसा कि आप ने अपनी रिपोर्ट में लिखा है, पाकिस्तान की ओर से शर्त को तोड़ा गया और तोड़ने के पश्चात् एकतरफा कार्रवाई कर दी गई। दूसरी ओर मंगला बांध का निर्माण धारम्भ हो गया है, जिस का सवाल अभी सुरक्षा परिषद् में है और जो कि अभी तय नहीं हो पाया है। अभी सिंधु जल आयोग की मार्फत करोड़ों रुपये पाकिस्तान को दिये जाने हैं, जिस की किस्त गवर्नमेंट दे भी चुकी है। मैं जानना चाहता हूं कि गवर्नमेंट उस को जारी रखेंगी या अपने निश्चय पर फिर से विचार करेंगी ?

Mr. Deputy-Speaker: He might table a separate question. Now, I will put all the cut motions to vote.

All the cut motions were not and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1963, in respect of the heads of demands entered in the second column thereof against Demands Nos. 66, 67, 68,

130 and 131 relating to the Ministry of Irrigation and Power."

The motion was adopted.

[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND No. 66—MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 20,58,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Ministry of Irrigation and Power'."

DEMAND No. 67—MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 91,97,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Multi-purpose River Schemes'."

DEMAND No. 68—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 2,48,93,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Revenue Expenditure of the Ministry of Irrigation and Power'."

DEMAND No. 130—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 7,52,56,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of pay-

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ment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Multi-purpose River Schemes'."

DEMAND No. 131—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 11,42,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'."

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: The House will now take up the Ministry of Transport and Communications. Those hon. Members who want to move cut motions will please send their chits.

DEMAND No. 88—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 77,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Ministry of Transport and Communications'."

DEMAND No. 89—METEOROLOGY

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,59,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Meteorology'."

DEMAND No. 90—CENTRAL ROAD FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,38,19,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Central Road Fund'."

DEMAND No. 91—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,67,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Communications (including National Highways)'."

DEMAND No. 92—MERCANTILE MARINE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 62,72,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Mercantile Marine'."

DEMAND No. 93—LIGHTHOUSES AND LIGHTSHIPS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 72,78,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Lighthouses and Lightships'."

DEMAND No. 94—AVIATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 4,24,07,000 be granted to the

President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Aviation'."

DEMAND No. 95—OVERSEAS COMMUNICATIONS SERVICE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,20,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Overseas Communications Service'."

DEMAND No. 96—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,37,72,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Revenue Expenditure of the Ministry of Transport and Communications'."

DEMAND No. 97—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 61,89,55,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Indian Posts and Telegraphs Department (including Working Expenses)'."

DEMAND No. 98—POSTS AND TELEGRAPHS DIVIDEND TO GENERAL REVENUES AND APPROPRIATIONS TO RESERVE FUNDS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 10,44,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Posts and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds'."

DEMAND No. 136—CAPITAL OUTLAY ON ROADS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 37,66,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Roads'."

DEMAND No. 137—CAPITAL OUTLAY ON PORTS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,87,86,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Ports'."

DEMAND No. 138—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,06,85,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 139—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 6,72,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

DEMAND NO. 140—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 19,18,57,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

Shri Mohammad Elias (Howrah):

Mr. Deputy Speaker, Sir, after the general strike of the Central Government employees, as you know, the recognition of the unions of the employees was withdrawn by the Government. After a lot of efforts and movement inside the House and outside, the Government ultimately restored the recognition of the unions and federations of the Central Government employees as well as the federation of the posts and telegraphs employees, but it is a matter of great regret that even after the restoration of the recognition of the unions, the grievances of the employees have not been settled and the disputes are every day growing in numbers. They are growing by hundreds.

There was a lot of talk about this, and during the strike and also after the strike, many assurances were given by the Treasury Benches to the effect that there will be a good grievances procedure and negotiating machinery

which will be set up, through which all the grievances and disputes could be settled and the employees will be satisfied.

I want to recall some of the speeches which were made here in this connection and the observations made by those in authority, the late Home Ministry, Shri Govind Vallabh Pant and others. On 8-8-1960, the then Home Minister said as follows:

"...we propose that there should be some definite machinery in all branches of the services for conciliation, negotiation, and where necessary, reference to arbitration, so that things may proceed harmoniously and justice may be done to all."

Again, on 9-8-1960, the Minister of Labour said:

"... the stress is on the machinery to be provided so that disputes will be resolved by mutual understanding. Occasionally if something remained, that would be settled by arbitration, or adjudication or by some process..."

Again, the hon. Prime Minister also said, analysing the lessons of the strike threat of 1957, as follows:

"It has always seemed to me that while the economic questions are not often easy to solve in existing circumstances, even greater difficulty comes from the manner of approach to these problems; if our approach is human, understanding and friendly, then much of the suspicion or distrust goes."

In his broadcast to the nation on 5-8-1960, the Prime Minister said:

"...we should evolve suitable methods of frequent consultations to consider problems as they arise....I hope that these would bring about a meeting of the people concerned as equals and as partners in a common undertaking and not as superiors and inferiors or as those in conflict with each other."

15 hrs.

These were the assurances given from the Treasury Benches, but we find from our experience that not a single dispute after the strike has been satisfactorily settled. If these disputes remain unsolved and unsettled, it may one day flare up and something may happen, which neither the employees nor the Government want. That is why it is a very happy thing that as soon as Shri Jagjivan Ram took charges of this department, he has moved towards this line and he is trying to evolve the old machinery, i.e., the grievance procedure, to settle the disputes. We hope that the Government will try their best and the new Minister will do his best to meet the just demands of the employees of the P. & T. and other departments, so that the efficiency of the employees may increase and the departments may function very smoothly.

In this respect, I would like to say something about the shortage of staff in the P. & T. department. The volume of work is increasing every day and the staff is very short in relation to the huge work of this department. I shall give some examples. If the recruitment is not properly done, it will be very difficult to run this department properly. After the introduction of the new Savings Bank system, the shortage has still further increased. The position is the same in Cochin, Ernakulam, Madras and almost all other places. An R.M.S. sorter has to handle a minimum of 1600 to 1800 letters per hour in place of the scheduled 1200. A.P.O. clerk has to handle 45 to 50 registered articles per hour during peak hours in place of the scheduled 30 and 120 to 150 money orders per day in place of 85 to 90. A telephone operator has to put through 20 to 30 trunk calls per hour in place of scheduled 10 or 15 calls. The Defence Minister said in a public meeting that Government employees do not work more than 2½ hours a day. But here are examples to show how

Government employees have to work more than the schedule. This is happening due to under-staff. So, I request the Minister to see that recruitment is made properly. Our country is suffering from unemployment and I cannot understand why there can be no proper recruitment. For smooth running of the department there should be proper recruitment and machinery should be set up on proper lines.

There was a recommendation by the Pay Commission to introduce an incentive system. Throughout the world, in the factories as well as in other offices, this system is introduced to have more production. So, here also the Pay Commission has recommended that some sort of incentive scheme should be introduced, so that the employees may get a little more cash benefit and efficiency and production may also be increased.

We have seen in the newspapers and the Minister also agreed on the floor of the House the other day, that there is a lot of wrong calculation regarding preparation of telephone call bills. We have got only 5 lakhs telephones. In a country with a population of 44 crores, this is nothing. Government have assured that in the third Plan, there will be 2 lakhs more of new installations. But the demand during the third Plan would be nearly 5 lakhs. We cannot understand what the Government is doing in this respect. In the modern age, where the country is developing so fast, there will be more demands for telephones. Without telephones, a modern developed country cannot function. Therefore, another factory for the production of telephone equipment should be established, so that the growing demands for installation of new telephones can be met. If that is done, I think a lot of grievances which are there due to want of telephones would be removed.

I do not know what is the procedure for giving connection in regard

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to a new installation. We have been told that there is priority basic and according to that, new telephones are given. But we receive many complaints that some person who applied 2 or 3 years ago did not get the connection, whereas those who applied only 1 year or 6 months back get the connection. Government must enlighten us as to what is the actual procedure for giving new telephone connections.

Coming to the problem of ports, I would like to say a few words regarding the Calcutta port. You know that is the biggest port, which handles nearly 80 per cent of the cargo of our country and it is on the verge of ruin now. We have been assured by the Treasury Bench again and again that it will be developed and the silting of the Hooghly river will be removed. But every day the condition of the Calcutta port is deteriorating due to the heavy silting of the Hooghly river. We do not know when the Farakka Barrage will be completed; it may take 15 or 20 years. We cannot wait till then. Unless we do something at this moment, the biggest port in our country and one of the biggest ports in the world will be ruined. I had worked in the port for many years and from my experience I can say that nearly 30,000 ton ships used to come there. In 1937, a P&O liner came inside King George Dock, which was nearly a 30,000 ton ship. Now it is difficult to bring inside the port ships of 10,000 tons. If this condition goes on for a few years, I am afraid even 4,000 or 5,000 ton ships cannot enter the port. That is why there are many suggestions from experts to remove the silting. Rupnarain and Lower Damodar should be developed and the silting should be removed. These things should be very seriously considered. Otherwise, the port will be ruined very soon. If this port goes, Calcutta will go and Bengal will be doomed.

Regarding road transport, I would like to say a few words about the Calcutta traffic problem. I find that Government is giving a lot of attention to other cities like Bombay. The Central Government is not giving their attention to remove the traffic congestion in Calcutta. The population of Calcutta is very fast growing. It is nearly six millions now. The amount of traffic is also growing. But nothing has been done to remove the traffic congestion there. The Chief Minister of West Bengal after his tour every year comes and tells us that there will be mono-rails, underground rails, circular rails, three bridges connecting Howrah with Calcutta and all that. But nothing is happening. Everything has remained in the paper only. If you see the newspaper reports you will find that every day there are not less than five or ten accidents on the G. T. Road. The Bengal papers do not call it by that name, they call it the "death road". Every now and then there are accidents and many people die on this road. There was a proposal that there will be another express highway from Durgapur to Calcutta and there will be another highway from Calcutta to Dum Dum Airport. But in the report we do not find any such proposal from the Central Government. I would, therefore, urge that the Central Government must give their attention and do something to remove the traffic congestion and to improve the condition of roads in the city of Calcutta.

Coming to inland water transport, about hundred years ago that was our only means of transport. We used the rivers for our transport. Many times, whenever I had occasion to speak on the floor of this House, I have stressed that the river transport resources of our country should be developed and if that transport is not properly developed we shall not be able to handle the huge amount of cargo that is offered for transport. The other day Shri Malaviya told us

that we are trying our best to transport coal through river. That is why I say it is necessary to develop our river transport. The Government themselves should do something in this direction instead of giving money to some foreign company. I find that nearly Rs. 2,25,00,000 has been given to the Joint Steamer Company which earned fabulous profits during the last hundred years. Instead of doing something themselves, why is it that this Government has allotted this money to be exploited by this foreign company? We cannot understand under what conditions this money has been given to them. In order to develop our inland water transport, I would urge upon the Government to do something themselves and, at the same time, nationalise the steamer services run by these foreign companies.

Shipping is very very important. I am sorry I have very little time at my disposal. There was some discussion about the Jayanti Shipping Company. There was also some explanation given in the Informal Consultative Committee as to why this money was being given to the Jayanti Shipping Company. This is a shipping company with no experience. It has been started only in the year 1961. They have been allotted Rs. 20.25 crores for making oil tankers. I would request the hon. Minister to clarify this point. In the note circulated to the Informal Consultative Committee in reply to a query by my hon. friend Shri Raghunath Singh it has been said as to why the money has not been given to the public sector. It is said:

"The question whether the public sector shipping corporation should undertake this scheme of expansion of tramp tonnage was considered. It was, however, felt that since the Corporation had already its own Plans of adding substantial tonnage to its fleet for participation in the conference trades and as its main target in the Third Plan was to consolidate

its existing position in the liner trades, it was not possible for the Corporation to undertake further expansion in a new field, i.e., operation of tramp and bulk carriers. Apart from the proposal of the Jayanti Shipping Company no other existing Indian shipping company had come forward with a similar proposal. The implementation of the scheme of the Jayanti Shipping Company will hasten the realisation of the Third Plan target for shipping."

We do not know whether any other company with experience came forward with such a scheme. I would request the Government to clarify this point. But we are very much astonished to see that a company which has absolutely no experience has been given Rs. 20.25 crores. We find that an American national by the name Mr. M. M. Kulukundis is in that company. Ultimately it will be like the Panama Shipping Company. That company has got many ships, but only their flags are hoisted in those ships and they are run by foreign companies. We are afraid the same thing will happen here also. If the policy of the Government is to develop the public sector, why such a huge amount has been given to the private sector?

Regarding tourism I want to say a few words. I find from the report that nearly Rs. 20 crores foreign exchange has been earned by the tourist industry. But I also find from the report that nothing much has been done to develop tourism in our country. Many offices have been opened in some countries. In America, for instance, offices have been opened in Toronto, New York etc. We find that Government proposes to open some offices in UAR, London, Rome etc. In my last speech on the Demands relating to this Ministry I had asked why there was this discrimination in the matter of development of tourism. Government is doing something in foreign coun-

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tries, but they are doing nothing in the socialist country. I know many of our friends want to visit India from the Soviet Union and East European countries. But they are not given visas. There is a lot of restriction imposed on them with the result that they are not able to get the visas and come to India. Again, not a single tourist office has been opened in Moscow, Prague, Budapest and Bucharest. The Government has opened many offices in America but not a single one in Moscow.

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): Restrictions of visas are being put by us or by the socialist country.

Shri Hari Vishnu Kamath (Hoshangabad): So-called socialist.

Shri Mohammad Elias: I can give a number of examples. The Government of India does not allow them to come to our country. They do not put any restriction to visit India.

Shri Raj Bahadur: I would be grateful if the hon. Member would just indicate any specific case in which a genuine tourist has been disallowed.

Shri Mohammad Elias: All right. I shall give.

Shri U. M. Trivedi (Mandsaur): He will study and give you.

Shri Mohammad Elias: I do not want to say anything about the External Affairs Ministry now.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Mohammad Elias: That is why I am not disclosing all these things.

Regarding aviation, I would like to point out that the working conditions of the civil aviation employees are not up to the mark. I only want to

read the recommendations of the ILO and the International Civil Aviation Organisation. They have recommended:

"Whereas the maintenance of proper standards of air navigation is one of the most important factors in conducting efficient air transport operations, and depends to a considerable degree on the maintenance of the essential navigation services such as traffic control, meteorology, communications and their engineering maintenance, invites the governing body to ask the Director General to study the conditions of employment of personnel engaged in air navigation services and see that they are up to the market."

I would request the Government to enquire and examine the joint recommendation of the ILO and the International Civil Aviation Organisation.

Regarding meteorology, Sir, nobody says anything about it. It is very difficult to understand how this department functions. If there is a weather forecast that there will be no rain on a particular day, people make it a point to take their umbrellas with them because they are sure that there will be rain on that day because the forecast has been that there will be no rain. This is the way the department functions. Complaints have reached us that there is no direct recruitment to high posts in that department and people are taken departmentally. Our universities are producing many experts in this line. I would request the Government to see that recruitment to high posts is done directly. We do not know why this is happening. So we would suggest that recruitment must be done directly by the Public Service Commission so that the work of this department is done satisfactorily.

Shri Hari Vishnu Kamath: Sir, on a point of clarification. Are you not

following the practice enunciated by the Speaker to the effect that the spokesman of a group will be allowed half an hour? That has been an old practice.

Mr. Deputy-Speaker: But the time allotted to each party is limited. In this case, they have put up three speakers. So, the time allotted to them will be distributed between them.

Shri Hari Vishnu Kamath: I thought you were not following the old practice, but now it is clear.

भी भक्त दर्शन (गढ़वाल) : उपाध्यक्ष महोदय, सब से पहले मैं परिवहन और संचार मंत्रालय को पिछले एक वर्ष में सफलतापूर्वक कार्य करने की समाप्ति पर हार्दिक बधाई देता हूँ। सब से अधिक प्रसन्नता इस बात की है कि माननीय मंत्री, श्री जगजीवन राम जी, जो कि पहले इस विभाग को छोड़ कर दूसरी जगह चले गये थे, दोबारा इस का कार्य-भार सम्भालने के लिए तशरीफ़ ले आये हैं। मुझे यह आशा और विश्वास है कि उन के नेतृत्व में यह मंत्रालय पहले से भी अधिक स्फुर्ति के साथ और शानदार ढंग पर कार्य करने में सफल होगा।

इस मंत्रालय के अन्तर्गत जो बहुत से अलग अलग विभाग हैं, मैं उन सब के सम्बन्ध में अपने विचार प्रकट न कर के केवल कुछ विषयों पर ही अपने शब्दों को सीमित रखूंगा।

जहाँ तक डाक-तार विभाग का सम्बन्ध है, इस बारे में कोई दो रायें नहीं कि केन्द्रीय सरकार और प्रान्तीय सरकारों के जितने भी विभाग हैं, उन में सब से अधिक जनता की सेवा करने वाला और ईमानदारी से काम करने वाला यह विभाग है और इस लिए चाहे डाक-हरकारा मृत्यु का सन्देश ले कर भी किसी घर में पहुँचे, तो भी उस का स्वागत किया जाता है।

इस विभाग के द्वारा किये गये कार्यों की समीक्षा और केन्द्रीय रूप से उन का संचालन करने के लिए पिछले दिनों एक केन्द्रीय पी० एंड टी० बोर्ड जी स्थापना की गई थी। उस अवसर पर माननीय मंत्री जी ने यह कहा था कि हम कुछ दिना बाद इस बोर्ड के कार्यों की समीक्षा करेंगे और अगर उनमें कुछ कमियाँ पाई गईं, तो उन पर विचार कर के उन्हें दूर करने और इस सम्बन्ध में सुधार और संशोधन करने का प्रयत्न करेंगे। जहाँ तक मेरी जानकारी है, यह पी० एंड टी० बोर्ड अभी तक अपने उद्देश्य में पूरी तरह सफल नहीं हो पाया है। अभी तक वित्त मंत्रालय का अंकुश इस पर रहता है, जिसका परिणाम यह है कि इस के द्वारा कई मामलों में जो योजनाएँ प्रस्तुत की जाती हैं, उनको बीच में ही समाप्त कर दिया जाता है। इसलिए मैं माननीय मंत्री जी से निवेदन करना चाहता हूँ कि वह पी० एंड टी० बोर्ड के बारे में गम्भीरता पूर्वक विचार करने की कृपा करें और उस के अधिकारों में विस्तार और वृद्धि की जाय, ताकि वह अधिक अच्छी तरह से काम कर सके।

प्रत्येक परिमण्डल (सर्कल) में डाक-तार विभाग की जो परामर्शदात्री समितियाँ काम कर रही हैं, मैं अपने व्यक्तिगत अनुभव के आधार पर साक्षी दे सकता हूँ कि वे बहुत अच्छा कार्य कर रही हैं। जनता के विभिन्न वर्गों और तरह तरह के पेशे के लोगों के साथ सम्पर्क स्थापित करने में इन परिमण्डलीय सलाहकार समितियों ने बहुत अच्छा कार्य किया है। इस सम्बन्ध में मैं चाहता हूँ कि यह जो परीक्षण परिमण्डलों में किया जा रहा है, उसको दो दिशाओं में और बढ़ाया जाय। पहली आवश्यकता उसको नीचे के स्तर पर, डिबिजनल लेवल पर भी बढ़ाने की है। रेलवेज में भी हर डिबिजनल सुपरिण्डेंडेंट के यहां इस तरह की परामर्शदात्री समितियाँ हैं। जैसे इंजिनियरिंग का डिबिजनल लेवल

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होता है, वैसे ही डाक विभाग का भी डिवाइजनल लैवल होता है। अगर डाक विभाग में भी डिवाइजनल लैवल पर परामर्शदात्री समितियों का संगठन किया जाये, ताकि साल भर में एक दो बार संज्ञ-सदस्य और एम० एल० ए० साहूजन मिल सकें, अपने विचार उन के सामने रख सकें और जनता को कठिनाइयों के बारे में कह सकें, तो बहुत सुविधा होगी।

जहां तक केन्द्रीय संगठन का सम्बन्ध है, मुझे प्रसन्नता है कि अभी हाल ही में एक सेंट्रल पी० एड टो० एडवाइजरी कौंसिल की स्थापना की गई है। उस के उद्घाटन-समारोह के अवसर पर मैं भी उपस्थित था। इस सम्बन्ध में मैं यह निवेदन करना चाहता हूँ कि अभी उसकी पहली पहली बैठक हुई, लेकिन यह नहीं बताया जाता कि साल भर में उस की कितनी बैठकें होंगी। जहां तक रेलवे नेशनल यजर्ज कन्सल्टेटिव कमेटी का सम्बन्ध है, जिसके माडल पर इस को बनाया गया है उस को बडकें नियमित रूप से हुआ करती हैं, लेकिन इस कौंसिल के बारे में पता नहीं है कि कितना समय बातने के बाद इस को बैठकें हुआ करेंगी।

यद्यपि इसमें विभिन्न राज्य सरकारों के प्रतिनिधि लिए गए हैं, लेकिन राज्यों की गैर-सरकारी संस्थाओं के प्रतिनिधि इसमें पूरी तरह से नहीं लिए गए हैं। जिस तरह रेलवेज में प्रत्येक जोनल रेलवे यजर्ज कमेटी के प्रतिनिधि केन्द्रीय कमेटी में लिये जाते हैं, अगर उसी तरह का विधान डाक विभाग में भी बनाया जाये, तो बहुत सुविधा होगी।

जहां तक भवन निर्माण कार्य का सम्बन्ध है, माननीय मंत्री जी मुझ से सहमत होंगे कि, यद्यपि इसके लिए केन्द्रीय लोक-निर्माण विभाग के अन्तर्गत एक विशेष शाखा पिछले साल स्थापित की गई थी, लेकिन उसका कार्य कुछ संतोषजनक नहीं हुआ। इस सम्बन्ध में पचासों

उदाहरण दिये जा सकते हैं कि प्रत्येक वर्ष करोड़ों रुपए विभाग की ओर से भवनों के निर्माण के लिए रखे जाते हैं, लेकिन उनका निर्माण नहीं किया जाता है। मंत्रालय की वार्ड रिपोर्ट में बताया गया है कि चूंकि नई शाखा का कार्य पूरी तरह से नहीं जम पाया इसलिए कार्य में शिथिलता आ गई है। मैं समझता हूँ कि इस सम्बन्ध में और गम्भीरतापूर्वक विचार करने की आवश्यकता है। मैं इस सदन के उन सदस्यों में से हूँ, जो पिछले कई वर्षों से केन्द्रीय सरकार से अनुरोध करते रहे हैं कि जिस प्रकार से रेलवे विभाग और डिफ़ेंस मिनिस्ट्री के अपने अलग इंजीनियरिंग विभाग हैं, उसी तरह से डाक-तार विभाग का भी अलग इंजीनियरिंग सबशन होना चाहिए। चूंकि उस समय चारों ओर से यह आवाज उठाई गई थी, इसलिए शायद मंत्री महोदय ने उस समय यह मुझसे मंत्री-मंडल के सामने रखा और उसका परिणाम यह हुआ कि केन्द्रीय सार्वजनिक निर्माण विभाग के अन्तर्गत एक शाखा इस के लिए खोल दी गई। लेकिन पिछले एक डेढ़ साल के अनुभव से यह सिद्ध हो गया है कि वह भी पूरी तरह से संतोषजनक कार्य नहीं कर पाई है। मैं माननीय मंत्री जी से, जो कि अपनी सूझ-बूझ के लिए मंत्री-मंडल में और सारे देश में प्रसिद्ध हैं, यह अनुरोध करना चाहता हूँ कि इस समस्या पर वह जरा और गम्भीरतापूर्वक विचार करें कि क्या ऐसा नहीं हो सकता कि जो सी०पी० डब्ल्यू० डी० की विशेष शाखा डाक-तार विभाग के भवनों के लिए स्थापित की गई है, उसका पूर्ण नियंत्रण इस विभाग को दे दिया जाये। वह शाखा अभी भी अपने वीक इंजीनियर और अपने विभाग से आईजें लेती है। उस पर यह जो दोहरा विभागीय अंकुश है, यह जो ड्यूएल अथोरिटी है, उस से काम में अड़चन पड़ रही है। अगर यह शाखा अलग रखी जाती है, तो उस के अधिकार, जवादेदही और उत्तरदायित्व पूरी तरह से इसी मंत्रालय को मिल जाने चाहिए।

जहाँ तक डाकघरों के प्रसार का सम्बन्ध है, इसमें कोई सन्देह नहीं कि पिछले दस वर्षों में बहुत ही उत्साहपूर्वक प्रगति हुई है। लेकिन अभी भी ऐसे बहुत से इलाके हैं, जहाँ डाकघरों की स्थापना का कार्य चालू रहना चाहिए। मैं समझता हूँ कि एक बार माननीय मंत्री, श्री जगजीवन राम ने फ़रमाया था कि हो सकता है कि वह दिन आए, जब कि प्रत्येक गाँव में एक डाकघर हो। उस लक्ष्य—प्राप्ति में अभी बहुत दिन लगेंगे—शायद कई युग बीटेंगे, लेकिन कम से कम प्रत्येक ग्राम सभा में हर एक प्रदेश में ग्राम पंचायत एक्ट के मातहत बनाए गए दो, दो, तीन तीन ग्रामों के समूह में एक डाकघर स्थापित करने के लक्ष्य की प्राप्ति का अगर हम प्रयत्न करें, तो मैं समझता हूँ कि बहुत बड़ी सफलता मिलेगी। मेरा अपना ख्याल है कि अगर हर ग्राम पंचायत में एक डाकघर बनाया जाये, तो उस में अलग डाक रेंटवाने वाले की आवश्यकता नहीं होगी वहाँ केवल हलकारे की आवश्यकता है, जो कि एक दिन में दस बीस ग्राम पंचायतों में डाक पहुँचा दिया करे। जहाँ तक डाक वितरण का सम्बन्ध है, वह उसी व्यक्ति के द्वारा किया जा सकता है। मैं निवेदन करूँगा कि माननीय मंत्री इस सम्बन्ध में विचार करने की कृपा करें।

डाकघरों का विस्तार तो काफ़ी हो चुका है, एक्सपेंशन काफ़ी हो चुका है। अब कन्सोलिडेशन की ज़रूरत है, अर्थात् उन के स्तर को ऊँचा करने की आवश्यकता है। जहाँ तक मुझे जानकारी है, विभाग इस सम्बन्ध में पहले से कुछ कदम उठा रहा है। जितने हमारे पुराने शाखा डाकघर हैं पाँच पाँच, सात सात डाकघरों के बीच में, उनका उच्चीकरण किया जाना चाहिए और उनको विभागीय बनाया जाना चाहिए। मेरी नज़र में इस का सब से बड़ा कारण यह है कि जब से नए डाकघर देश के कोने कोने में, ग्रामीण क्षेत्रों में खोले गए हैं, मनी-आर्डरों के वितरण में अनियमितता और देरी हो रही है। मेरे पास ऐसे उदाहरण मौजूद हैं कि किसी ने दिल्ली से अपने घर के लिए मनी-आर्डर भेजा इस लिए कि उसके भाई की

शादी होने वाली है। वह व्यक्ति अपने घर जाता है, वहाँ शादी हो जाती है और वह लौट आता है, लेकिन फिर भी मनी-आर्डर की डिलिवरी नहीं होती है, क्योंकि डाकखानों में रुपया पहुँचाने में बड़ी अड़चन पड़ती है। इसलिए अगर दूर के क्षेत्रों में पाँच पाँच, सात सात छोटे डाकखानों के बीच में विभागीय डाकघर खोल दिये जायें, जहाँ पर दो, पाँच, सात, दस हजार रुपया रिजर्व में रहे और वह नियमित रूप से छोटे डाकखानों को पहुँचाया जाये, तो विभाग की जो थोड़ी बहुत आलोचना होती है, वह दूर हो सकती है। माननीय मंत्री जी मुझे यह कहने के लिए क्षमा करें कि एक बार मेरे इलाके में जब मनी-आर्डरों के वितरण में पाँच छः महीने तक की देरी हुई थी, तो लोगों में यह शंका होने लगी कि शायद गवर्नमेंट का दिवाला निकल गया है। आलोचना करने वालों के मुँह को कौन बन्द कर सकता है? मेरा कहना यह है कि यह विभाग इतना अच्छा कार्य कर रहा है, लेकिन इस वजह से उस की आलोचना होती है। अतः मुझे आशा है कि उचित कदम उठा कर इस आलोचना को खत्म कर दिया जायगा।

राजन कमेटी ने अतिरिक्त विभागीय कर्मचारियों (एक्स्ट्रा-डिपार्टमेंटल स्टाफ़) के बारे में जो सिफ़ारिशें की थीं, उनमें से अधिकांश को सरकार ने मन्ज़ूर कर लिया है, जिस के लिए मैं उस को धन्यवाद देता हूँ। लेकिन जहाँ तक मेरी जानकारी है, अभी तक उन्हें पूरी तरह से कार्यान्वित नहीं किया जा सका है। शायद पैंतीस प्रतिशत कर्मचारी ऐसे हैं, जिनका पुराना हिसाब अभी तक उनको भ़दा नहीं किया गया है। इस सम्बन्ध में परिमण्डलों को सख्त आदेश देना चाहिये कि उन लोगों का दो तीन साल का हिसाब क्यों रोका गया है और उसको तुरन्त भ़दा कर दिया जाये।

इसके अलावा एक दूसरी शिकायत यह है कुछ ही दिन पहले इस सदन में एक प्रश्न

[श्री भक्त दर्शन]

के उत्तर में माननीय मंत्री जी ने कहा था कि केन्द्रीय सरकार के कर्मचारियों को जो मंहगाई भत्ता दिया जाता है, उसे अतिरिक्त विभागीय कर्मचारियों को नहीं देना चाहते। शायद उनका विभाग में एक तरह से यह सुझाया हो कि वे लोग पूरा समय काम नहीं करते हैं, पूरे समय के वे कार्यकर्ता नहीं हैं और वे पार्ट टाइम वर्कर ही हैं इसलिए उनको मंहगाई भत्ता न दिया जाए। इस सम्बन्ध में मैं स्वयं राजन कमेटी के उस अंश की ओर आपका ध्यान आकर्षित करना चाहता हूँ जिस में श्री राजन ने यह बताया था कि जिन वेतन क्रमों की वे सिफारिश कर रहे हैं उनमें मंहगाई भत्ता शामिल नहीं है और मंहगाई भत्ते का निर्णय स्वयं सरकार परिस्थितियों के अनुसार करे। आज हातर यह है कि सब चीजों के दाम बढ़ गए हैं और दस रुपये माहवार आपने अन्य केन्द्रीय कर्मचारियों को दिया है। उस स्थिति में अतिरिक्त विभागीय कर्मचारियों का मंहगाई भत्ता न बढ़ाया जाए तो यह अधिक न्यायपूर्ण मालूम नहीं होता है। इसलिए मैं निवेदन करना चाहता हूँ कि इस पर सहानुभूतिपूर्वक फिर से विचार करने की कृपा की जाए।

एक विषय जिस की ओर मैं प्रत्येक वर्ष माननीय सदन का ध्यान आकर्षित करता रहा हूँ और जिसमें मुझे कुछ सफलता भी मिली है, वह पर्यटन के उद्योग के सम्बन्ध में है। जहाँ तक विदेशी पर्यटकों का सम्बन्ध है मैं विभाग को बधाई देना चाहता हूँ कि जो आंकड़े हमको मुलभ किए गए हैं उनके मुताबिक हर साल विदेशी पर्यटकों की संख्या बढ़ती जा रही है और विदेशी मुद्रा की उपलब्धि भी इससे बढ़ी है। मैं नहीं चाहता कि इस कार्य में शिथिलता आए बल्कि मैं तो यह चाहता हूँ कि उस में और तीव्रता लाने की जरूरत है। लेकिन इसके साथ ही साथ मैं होम टूरिज्म का, आन्तरिक पर्यटन का जो उद्योग है, उसकी ओर भी आपका ध्यान आकर्षित करना चाहता हूँ और

चाहता हूँ कि इस में और ज्यादा तेजी लाई जाए और इसके बारे में तेजी से कदम आगे बढ़ाया जाए।

पुराने जमाने में जब भारत के अंग आपस में मिलते नहीं थे तो हमारे घर्म व्यवस्थापकों ने चार धाम की स्थापना का धो। उनमें कोशिश यह की गई थी कि हर एक श्रद्धालु हिन्दू कम से कम उन चार धामों में जा कर सारे देश के स्वरूप को पहचान सके, देश के विभिन्न अंग एक दूसरे के निकट आ सके, और एकता की भावना परिपुष्ट हो। इन्हीं दृष्टियों से चार धामों की स्थापना की गई थी। उस जमाने में भारत में यातायात के साधन बहुत कम थे, लेकिन उन साधनों की कमी के बावजूद भी हमारे देश में यातायात चलता रहता था, एक दूसरे के समीप लोग आते रहते थे। कुम्भ का मेला अभी हाल ही में हरिद्वार में हो कर चुका है। यह कुम्भ क्या है? कुम्भों की व्यवस्था इसलिए की गई है कि सारे देश के मनीषी लोग, विचारक लोग एक जगह एकत्र हों, विचारों का आदान प्रदान हो, संस्कृतियों का सम्मिलन हो और यूनिटी इन डाइवर्सिटी का जो हमारा लक्ष्य है, उसकी प्राप्ति हो। अतः इस ओर मैं समझता हूँ कि और अधिक ध्यान देने की आवश्यकता है।

मैंने बदीनाथ धाम का जिक्र किया है। माननीय मंत्री जी ने द्वितीय योजना में दस लाख रुपये उल्लराखण्ड के तीर्थ स्थानों के सुधार के लिए या वहाँ पर विश्राम गृह बनाने के लिए रखे थे। लेकिन मुझे खेद है कि बावजूद में प्रयत्न करने के ओर माननीय श्री राज बहादुर जी के बदीनाथ तशरीफ ले जाने के ओर उनके इसमें दिलचस्पी लेने के, मुझे पूरी तरह तो मालूम नहीं है, लेकिन केवल तीन साढ़े तीन लाख रुपये ही खर्च किये गए हैं। तृतीय योजना में इस काम के लिए आठ लाख रुपये रखे गए हैं। मैं नहीं जानता कि ये आठ लाख रुपये भी खर्च होंगे या नहीं। लेकिन मैं समझता हूँ कि

एक तो रुपया कम रखा जाता है और दूसरे कम रखे जाने के बावजूद भी वह पूरा खर्च नहीं किया जाता है यह कोई बहुत प्रशंसा की बात नहीं है ।

जो सबसे बड़ी दिक्कत बरीनाथ के बारे में आ रही है यह है कि पिछले साल सड़क में बहुत सी दुर्घटनाएँ हुई हैं जैसा कि माननीय श्री राज बहादुर जो को अच्छी तरह से मालूम है । सड़कों के विकास के लिए केन्द्रिय सरकार काफ़ी रुपया पहले के मुकामले में दे रही थी और अब तो जब से बोर्डर रोड डिवेलेपमेंट बोर्ड का स्थापना हुई है, इस काम के लिए अपरिमित धनराशि दी जा रही है । मैं निवेदन करना चाहता हूँ कि इतना रुपया देने पर भी इतनी अधिक दुर्घटनाएँ उस सड़क पर हों और यू० पी० गवर्नमेंट को यह चेतावना देनी पड़े कि इस साल कुम्भ का वर्ष है और बरीनाथ के लिए बहुत कम लोग जायें, यह कोई बहुत प्रशंसा की बात नहीं है । उसको यह चेतावना इसलिए देनी पड़े कि इस बाच सड़क के सुधार का प्रयत्न तो किया गया मगर सड़क की हालत और खराब हो गई । मैंने वहाँ का जो एड-वाइज़री कमेटी है, उसमें इस सवाल को रखा था और निवेदन किया था कि एक एक ग्रंथ को ले करके सुधारा जाए लेकिन उन्होंने कहा कि अधिकेश से ले कर सीधे बरीनाथ तक हमें सारी सड़क को एक साथ सुधारना शुरू करना चाहिये और उन्होंने सुधारना शुरू कर दिया, पर काम को सम्भाल नहीं पाये । परिणाम यह हुआ कि जगह जगह स्लिप्स हैं, और सड़क की हालत खराब है और लोगों को चेतावनी दी जाती है कि वे न जायें लेकिन फिर भी लाखों की तादाद में लोग जा रहे हैं । बहुत से लोग इस विश्वास को ले कर भी जाते हैं कि अगर उनकी उत्तराखण्ड में कहीं रास्ते में मृत्यु भी हो गई तो साक्षात स्वर्ग को वे प्राप्त होंगे . . .

श्री प्र० के० बेंब : आप उस एरिया के प्रतिनिधि हैं ।

श्री भक्त बर्शन : क्षमा कीजिये, उनको स्वर्ग पहुँचाने का जो उपक्रम किया जा रहा है, मैं उसमें साक्षीदार नहीं होना चाहता ? मैं तो चाहता हूँ कि वे सकुशल बरीनाथ, केदारनाथ आदि की यात्रा करके अपने घरों को वापिस आएँ, और अधिक लोग वहाँ जायें, उनके रहने की ठीक व्यवस्था वहाँ हो, और उसका अच्छा प्रचार और प्रकाशन हो ।

अब मैं बोर्डर रोड डिवेलेपमेंट बोर्ड के बारे में कुछ कहना चाहता हूँ ; मैं इस बात को स्वीकार करता हूँ कि जो हमारे सीमावर्ती क्षेत्र हैं उनके बारे में कुछ गोपनीयता का हमें जरूर ध्वलम्बन करना चाहिये और सभी बातें हम को बतलाई नहीं जा सकती और न ही बतलाई जानी चाहियें । लेकिन जो मोटी मोटी बातें हैं, वे तो कम से कम हमको बतलाई जानी चाहियें । उपाध्यक्ष महोदय, बड़े ताज्जुब की बात है कि रुपया तो ट्रांसपोर्ट ऐंड कम्युनिकेशन मिनिस्ट्री के हैंड से दिया जाता है बोर्डर रोड डिवेलेपमेंट के लिए लेकिन सारा काम डिफेंस मिनिस्ट्री करती है । डिफेंस मिनिस्ट्री का मैं प्रशंसक हूँ लेकिन मैं कहना चाहता हूँ कि ट्रांसपोर्ट मिनिस्ट्री का उसमें कुछ भी हाथ नहीं मालूम पड़ता है । रुपया तो इस मंत्रालय का है और नियंत्रण एक दूसरे मंत्रालय का है, यह जो एनामोली है, यह मेरी समझ में नहीं आती है । अतः इस मंत्रालय को कम से कम मोटी मोटी बातों की जानकारी तो हमें करानी चाहिये ।

इस सम्बन्ध में मैं एक निवेदन यह भी करना चाहता हूँ कि इस रिपोर्ट में बताया गया है कि बोर्डर रोड डिवेलेपमेंट बोर्ड जो है, वह जितने भी विभाग हैं, जितनी भी एजेंसियाँ हैं, उन सबका समन्वय करके, उन सबका सहयोग प्राप्त करके, कार्य कर रहा है । नेफा के, लद्दाख के इलाके में जो ग्रेफ़ है, जनरल रिजर्व इंजीनियरिंग फोर्स है, उसके अपने वालेंटियर काम करने वाले हैं, और वे काम कर रहे हैं । लेकिन यह जो सैट्रल सेक्टर है, बरीनाथ और

[श्री भक्त दर्शन]

जोशीमठ का इलाका है, वहां उत्तर प्रदेश पी० डब्ल्यू० डी० के काम दे दिया गया है। इसका अर्थ है कि ठेकेदारी प्रथा वहां चालू कर दी गई है, परिणाम स्वरूप मजदूर नहीं मिलते हैं और काम बहुत धीरे धीरे चल रहा है। जोशीमठ से सड़क आगे बढ़ाने का काम हो रहा है और इसको होते तीन साल गुजर चुकें, पर अभी दो मील भी आगे नहीं बढ़ पाये हैं, विष्णु प्रयाग तक भी नहीं पहुंच पाये हैं, जहां तक पहुंचना बहुत आसान था। मैं चाहता हूं कि जितना महत्व इस सड़क को आपकी ओर से दिया जाना चाहिये, उतना आप दें और इस काम में और प्रगति आप लायें।

कुछ वर्षों पहले जब माननीय शास्त्री जो इस विभाग के मंत्री थे तब उन्होंने एक बड़ी अच्छी योजना चलाई थी। केन्द्रीय सरकार का अधिकांश रुपया तो नेशनल हाइवेज में खर्च हो जाता है और दूसरी सड़कों के लिए इतना बचता नहीं है। साथ ही ट्रैडल रोड फंड से रुपया दे कर आप स्टेट्स को मदद करते हैं। इस बात को उन्होंने एन इंटर-स्टेट और इकोनॉमिक इम्पोर्ट्स को बढ़ावा देने के लिए कोई ड्राई टोन करोड़ रुपया एक साथ रखा जिसकी वजह बहुत से अच्छे इलाकों में जहां कुछ काम नहीं हो रहा था, काम शुरू हुआ। ये वे इलाके थे जो बैकवर्ड और उन्नत अवस्था में थे। मैं माननीय जगजोवन राम जो से भी कहना चाहता हूं कि वह भी यश प्राप्त करें और एक नई योजना पांच दस करोड़ को ऐसी बनायें कुछ रुपया सेंट्रल रोड फंड का या कोई दूसरा लेकर ताकि जो इनके उन्नत पड़े हुए हैं और जिन के बारे में राज्य सरकारें रुपये की कमी की वजह से अपनी योजना में कुछ भी व्यवस्था नहीं कर पाई हैं उनका उद्धार हो सके। यह ठीक है कि नेशनल हाइवेज का रुपया ट्रान्सफर नहीं किया जा सकता। नेशनल हाइवेज के लिए वर्ल्ड बैंक की एक शाखा से आपको पचास वर्ष के लिए बिना मूद के रुपया

मिल रहा है। यह अच्छी बात है। इस तरह की चीज को बढ़ावा मिलना चाहिये। लेकिन साथ साथ मैं यह भी कहना चाहता हूं कि जो इलाके पिछड़े रह गए हैं और जहां पर यातायात की सुविधाओं का अभाव है और जो इंटरस्टेट और इकोनॉमिक इम्पोर्ट्स के हैं, उनका किस तरह से विकास हो सकता है, इसको भी कोई योजना आप बनायें।

श्रीमान इन शब्दों के साथ मैं इस मंत्रालय के खर्च की मार्ग का समर्थन करता हूं।

Shri U. M. Trivedi: Mr. Deputy-Speaker, Sir, the Ministry of Transport and Communications is a hotch-potch department because it deals with so many things and it becomes difficult to find out what it does not deal with. It deals with road transport, wireless, telephones, Postal Department, shipping, tourism, inland water—it deals with all sorts of things; you can go on counting them—national highways and everything.

Shri Daji (Indore): That reflects on the ability of the hon. Minister.

Shri U. M. Trivedi: Yes, it does. The whole question is: Why did this Ministry fight shy of publishing its report like the one which has been published by every department and every ministry? Why has it fought shy of doing that? It has been very careful in avoiding a report on Posts and Telegraphs.

An Hon. Member: It has been published separately.

Shri U. M. Trivedi: If he has got it, he will kindly give it to me. I have been trying to get it since this morning and I have not got it.... (Interruption). You have not studied it; so, please do not disturb me.

Shri Raj Bahadur: Sir, I have the Report with me. The design of the

Reports is the same but they deal with different Departments.

The Minister of Transport and Communications (Shri Jagjivan Ram): He has been confused.

Shri U. M. Trivedi: Is the Report on Posts and Telegraphs there?

Shri Raj Bahadur: There is one for Transport and another for Communications and Civil Aviation.

Shri U. M. Trivedi: Not one word on Posts and Telegraphs is there. I know it.

श्री राज बहादुर : ट्रांसपोर्ट की ब्रलग है ।

श्री उ० मू० त्रिवेदी : पोस्टस एंड टेलीग्राफ की नहीं है ।

That is what I am saying. Particularly Posts and Telegraphs has been omitted from that Report.

Shri Prabhat Kar: There is a third book which is called "Activities of the.... (Interruption).

Shri U. M. Trivedi: I have not received that. I apologise if it is there. Since this morning I have spoken to the hon. Speaker, the Secretary and everybody from whom I could get it.

Shri Raj Bahadur: It was in order to remove the feeling that this Department is a hotch-potch department that we published three separate Reports. I think that misunderstanding should be cleared.

Shri U. M. Trivedi: I could not get it. I will be very thankful if that is passed on to me.

I shall now address myself to road transport. The report on Transport published by the Ministry, says that the Motor Vehicles Act is now administered by them and in doing so they have tried to coordinate the various inter-State goods transport. It is said that for inter-State goods

transport a single point taxation has been accepted by the various States. This is something to the credit of this Ministry. But what is most discreditable is that so far as passenger transport is concerned, this coordination has hopelessly failed. For the last nearly ten years, the Madhya Pradesh Government is trying to utilise about one hundred yards of road which runs into Rajasthan at Shri Chatarpur Station, now known as Jhalawar. But neither has the Central Government succeed in getting this reciprocity achieved, nor has the Rajasthan Government yielded to the request of the Madhya Pradesh Government. Buses running from Madhya Pradesh State are kept outside the limits of the railway station, whereby passengers at night are asked to walk about one hundred yards in the dark. What type of coordination is this? If coordination could be done in the matter of goods transport, I fail to understand why coordination could not be carried out for passenger transport also.

When the Motor Vehicles Act was debated in 1953 and 1954 we found that the question of third party risks was specially attended to. But in actually working the Act, what has been done about third party risks is this. Some of the States have under the law provided for tribunals for deciding the compensation to be awarded where third party risks are involved. The recent example is that of so many accidents which took place on the Badrinath-Kedarnath road last year. People living in far away places were involved in them and died. Although an accident enquiry committee had been appointed, up to date no compensation has been paid. One excuse or the other has been trotted out, no reply is being received and no coordination has been effected with the result that relatives of poor people coming from various places have been done in the eye in the matter of compensation. This needs to be looked into.

[Shri U. M. Trivedi]

While speaking on the Badrinath-Kedarnath route, the very important question of tourism comes to my mind. Instead of being helpful to the Indian tourists, the tourist officers only apply their mind of serving, or acting as sycophants of westerners or outsiders who come to our country. They behave in a very rude manner to the Indian tourists, more particularly to pilgrims. I do not know what type of attitude Government brings to bear so far as Indian tourists are concerned, but when it is a question of pilgrims, certainly the attitude is most step-motherly. The railways provide cheap return tickets at one-and-a-half fare to people who go to Mussoorie, Dehra Dun and Naini Tal, but in the case of pilgrims who want to go to Badrinath or Kedarnath by the same route, even the facility of getting down at Haridwar is denied. Why is this facility denied to them? Why is the facility of using of dak bungalows denied to them?

We are talking of encouragement of tourism. But if you go along some of the highways, you will find that the State Governments have started schools in dak bungalows which were established in the olden days. Recently, passing through Bharatpur, the place to which the hon. Minister of State Shri Raj Bahadur belongs, I found that the dak bungalow had been converted into a middle school. In Rajasthan I found that another dak bungalow had been converted into a basic middle school. At a third place, passing along Maoli, I found the same thing had taken place. Government money is being spent and a big show is made that we have opened many schools.

Shri Raj Bahadur: May I clarify a point which has been made by the hon. Member? In Bharatpur it was not a dak bungalow as such. It was a place for the officers to stay, but others were benefiting. It has now been given to the children of railway employees.

Shri U. M. Trivedi: I have used it as a dak bungalow—I know it.

The main question that arises is this, that we must not tom-tom about things we do not do. Do something solid and by all means publish it. We would welcome them. But tom-tomming about something which you have not done is not good.

Then we come to the question of staff in the Road Wing. If you study the report you will find that in the Road Wing you have got 379 permanent members of the staff and as many as 336 temporary hands. Why such a large number of persons should be kept in the temporary list, I cannot understand.

Then there is the Central Road Fund. Have we been very liberal in the distribution from the Central Road Fund? The partiality about distribution from the Central Road Fund becomes apparent when we examine which Ministers have got a pull and where. Unfortunately there is not a single Minister from Madhya Pradesh in the present Cabinet with the net result that Madhya Pradesh is neglected on this matter to a very large extent.

Madhya Pradesh is one of the biggest States in India. But it has no postal circle of its own. It is part of the Bombay Circle. Rajasthan has got a circle; West Bengal has got a circle; Madras has got a circle; even Kerala has got a circle; but Madhya Pradesh has no postal circle of its own.

An hon. Member: That is in vicious circle!

Shri U. M. Trivedi: Why there should be this sort of discrimination I cannot understand.

Shri Jagjivan Ram: Because Mr. Trivedi is there.

Shri U. M. Trivedi: Yes, because I am here and you are there!

Now I come to the question of our Merchant Navy and the Shipping Corporation. We have got a big shipping corporation under the Government. It was this Shipping Corporation which was managing the Moghul Line. This line had earned some profits also. What guided the Government in detaching this Moghul Line Limited from the Shipping Corporation why it became necessary to take 81,000 shares of this Moghul Line Limited and why, when the Shipping Corporation was meant to be a whole Corporation to control the entire shipping in India, this Moghul Line Limited was created as a separate unit passes my comprehension. Is there anything behind it? We do not know.

As regards the Merchant Navy, some paragraphs are included here that Merchant Navy recruitment is going on like this and so on. I have been told that vegetarians as such do not find any place in the appointments to the Merchant Navy. They are taboo, and unless a person eats meat he has got no chance of serving in the Merchant Navy.

Shri Raghunath Singh (Varanasi): That is not correct. I have travelled and I know.

Shri U. M. Trivedi: I will take you to the officers concerned, if you bear with me for a minute. This is what is going on. And may I tell you that even in the Baroda School of Railway Officers the eating of meat is being made a sort of compulsion. This game was started in one college in Ajmer also by certain officers. I do not know, your report may be correct, but my reports are equally correct. I say that this must be investigated properly.

Then we come to this administration of the Airlines Corporations. To the Corporation which we call the Air India International we have advanced huge sums amounting to Rs. 2,520 lakhs, and without interest—some as a sort of equity capital and some as loan, I think half as loan.

I do not know what excuse we have for granting interest-free loan apart from the equity capital that we have given. With regard to this, I am told that we are not going to charge a farthing as interest from this body. It has to contribute the same amount of interest as we are going to get from the Posts and Telegraphs Department, namely $4\frac{1}{2}$ per cent which ought to have given us a yield of Rs. 112 lakhs. But we are not getting anything, and even the paper profits do not come up to that expectation. We are running it like this at a loss. In other words, we are running it in such an inefficient manner that with this huge capital investment by us, whereas other limited concerns other Corporations and those in foreign countries are making money, tons of money, so far as this type of corporate body is concerned, this is a losing concern. It is better that we should either mend it or end it. If we cannot run it, we should not run it. And if we run it, we should run it in such a way that we get some profit out of it and not at the cost of the country.

A good deal has been said in the Report itself—this is the report which you passed on to me, is it not?

Shri Jagivan Ram: The others also.

Shri U. M. Trivedi: I expected at least the hon. Minister would be fair with me. This is the Report of 1960-61, and this is not a report of 1961-62. I do not know whether I should move a motion of breach of privilege about this, but this is not the thing I expected. Even if I was in the wrong, I could have been told easily that a mistake has been committed.

Shri Raj Bahadur: There are two other things also which have been given as Supplements for 1961-62. They are here, along with that.

Shri U. M. Trivedi: I am coming to that. There also, my hon. friend is completely in the wrong. So far

[Shri U. M. Trivedi.]

as the activities of 1961-62 are concerned, the hon. Minister says that there is a supplement to that activity, and not a supplement to the report which has been shoved on to me, and I have been made to look small in the House. This is not fair.

[At this stage Shri Raj Bahadur handed over two books to Shri U. M. Trivedi].

I have got both the books stitched together. Here it is. And this is only a Supplement. So my submission is this. If it has not been done, it has not been done, and the mistake ought to have been admitted. When I read the Summary for 1961-62 I was reminded of what we all have learnt during our school days, that when there is a bigger book a summary of it is published. Therefore, when I had these three books with me—one, the Summary for 1961-62 for the Department of Transport on so many things; the second, the Summary for the Department of Communications, Civil Aviation; and third a Summary for the Posts and Telegraphs—I was thinking that there must be some Report on Posts and Telegraphs etc.

Shri Jagjivan Ram: So you were depending on the Summary in your school days?

Shri U. M. Trivedi: And you were depending on the Summary, without the original. That is correct.

That is why it has become difficult for me to offer a fulsome criticism which I wanted to offer on the Postal Department. The whole question about the Postal Department is that it does not now savour of that great honesty with which we could look upon the Postal Department in the past. Defalcations to the extent of Rs. 7 lakhs have been admitted by the Postal Department. As regards telephones, recoveries to the extent of four thousands and odd rupees from 1946 have increased to more than Rs. 2 crores now. But today the recoveries

are not made. And why? By paying some two or three rupees, big merchants whose telephone bills come to hundreds and thousands of rupees keep them away and do not pay. It has been admitted by the Ministry that the whole bill comes to Rs. 1 crore and 75 lakhs. And yet it is made to appear as if we are doing much.

A promise has been given from 1952 onwards that every tehsil, every subdivision will be provided with telephones. Where are those telephones which have been promised? No provision has been made for Suvasra, Piplia, Malhargar. We have been clamouring for that. This must be happening all over the country. Only 529 you have provided. That is not enough. Hundreds of people in Delhi are clamouring. They have applied, but the telephone is not forthcoming. For nearly two years the applications are laying and the telephones are not supplied. The telephones are supplied to those who have got some relatives in the Department or who have some pull. Other wise they are not supplied. This sort of affairs must be checked by the hon. Ministers and only then we will be able to know whether we are progressing in the Postal Department or not.

Many things have to be done in the Postal Department. I am not here to criticise every aspect of it. But I do submit that all is not quite well in the Postal Department. Some sort of inefficiency has taken root in the Postal Department. The Postal Department which always consisted of very honest persons from top to bottom is not looked upon as such. The net result is that every now and then cases of defalcation, conspiracies to defalcate, conspiracies to commit fraud, conspiracies to commit forgery go on, and thousands of people are deprived of their right. We have been suffering for a long time in this respect and it is time that all of us, including the two stalwart Ministers, must buck up and put a stop to this.

16 hrs.

Shri Fatehsinhrao Gaekwad (Baroda): Mr. Deputy-Speaker, I rise to support the Demands for Grants of the Ministry of Transport and Communications. However, while doing so, I would like to offer a few words of constructive criticism. The Ministry covers a large range of subjects. I will restrict my constructive criticisms to a couple of, or if time permits, to a third subject.

My first subject is roads and road-transport. Even before Independence and especially since Independence, I have been marking, that whenever the Ministry of Transport and Communications sponsors cases of more roads, the Ministry of Railways develops cold feet. All along, they seem to have felt, and it seems they still feel, that by developing our roads, by building more roads, the income of the Railways will decrease. I beg to submit that while in the last 15 years, we have progressed tremendously industrially and otherwise, our road building has not kept pace with this progress. Every now and then, almost every week, we have on the floor of this House a case of shortage of wagons. I submit that if this Ministry looked into this matter again, they need not look upon the Ministry of Railways as its enemy, but as an ally. The ex-Minister of Railways is now the Minister of Transport and Communications. I am sure he knows the correct facts.

Although this Ministry does not deal with road building at the State level, here are what we call in our country National Highways. One such National Highway, No. 8 they call it, runs from Bombay to Ahmedabad and it happens to pass through Baroda which happens to be my constituency. This road was completed, I think, in 1957. I was looking into the Demands. I see on National Highway No. 8, 8-A, and 8-B, actual expenditure to the end of 1960-61 is Rs. 4 crores 85 lakhs, probable expenditure during 1961-62, is Rs.

1,03,96,000. Therefore, the total so far has been Rs. 5,89,73,000. I am glad to see that another sum of Rs. 155,00,000 will be spent. That is only in Gujarat. I am very happy to see this. I drive along that road many a time. It was completed, as I said, in 1957, I think. It was during the general elections. Even then it had a very poor surface. Even then I expressed grave doubts as to its durability. No sooner had the 1957 monsoon got over than grass was actually growing on the road. I would not have objected to that because cars can still go over grass. In my own district—I am not going even beyond my district—a large number of culverts and bridges had collapsed. Immediately after the monsoon, if one had to go to Surat from Baroda one had to use so many diversions that there were more miles of diversion than the actual highway. We call it National highway No. 8. I have referred to it in conversation as national disgrace No. 8, and I refuse to name the other seven. I hope that this Ministry will look into this matter. These are facts as I have seen them.

The other subject on which I wish to speak today is the Indian Air lines Corporation.

Shri Raj Bahadur: The hon. Member may kindly indicate which particular section he is referring to where he has seen grass and culverts have collapsed.

Shri Fatehsinhrao Gaekwad: Baroda district.

Shri P. K. Deo: The hon. Minister should have patience: too much of interruption.

Shri Jagivan Ram: That is not interruption. The Leader of the Swatantra party should know what is an interruption.

Shri Raj Bahadur: I have to provide the answer for that.

Shri Fatehsinhrao Gaekwad: I am probably one of its best customers and I am probably one of the largest

[Shri Fatehsinhrao Gaekwad.]

tax-payers in this country. I certainly do not mind paying taxes as long as I see that they are utilised properly. While the service in the air is excellent, I am afraid, the ground service in the Indian Airlines Corporation is, to say the least of it, shocking. The staff are indifferent. Of course, all hon. Members are aware how difficult it is to secure bookings. You are always on the waiting list. Suddenly you ring up and you have got a seat the next morning. I do not know how this happens. This is my personal experience. I know the same is the experience of a number of hon. Members. I hope the Minister will look into this shocking state of affairs.

Take only the question of Bombay-Delhi service. We have today, four viscounts services each day plus the Night air mail service. You cannot get a seat at least for the next three days. That is normal. During the tourist season, I can appreciate this. But, in the summer also in the monsoon also, the same thing continues. I hope the Minister will look into this. In the air, of course, as I said, the service is good. As far as the pilots or the crew are concerned, they can compare with the best in any part of the world. I like my food. I do not mind eating decent food. But, I cannot eat bad food. I can, if I were hungry, even eat bad food. But, at least knives and forks with which I eat my food should be clean. This, I find is not so on most of the journeys on the Indian Airlines Corporation. I trust the Minister will also look into this.

Then, comes the question of policy—the future policy of the Indian Airlines Corporation. Sometime ago, I read with a certain amount of distress—I was happy to begin with—when I thought over it, when I went into it more deeply, I was greatly distressed; only hope we have not concluded the deal I believe we are about to enter into an agreement to

buy a fleet of Caravelles, which are pure jets.

The first time that I travelled in the Caravelle was about five years ago on the Continent. But, today, these Caravelles have outlived not entirely their life, but two-thirds of their life has been spent.

I believe it is a question of a certain amount of prestige; because other countries have got jets we feel that as a matter of our pride, we must. This, I submit, is not in the national interest.

What I would suggest is to increase the fleet of Viscounts. This will eliminate the major factor of maintenance, because till now, we have the pure-propeller aircraft and now with the Viscounts, turbo-props. While bringing in a third kind of plane, the pure jet, we shall not only have to have special maintenance staff, but I believe also a different kind of fuel. If we can increase the fleet of Viscounts, that would be better and I learn from very reliable sources that good second-hand Viscounts are available in the world market.

Shri Jagjivan Ram: Very old model.

Shri Fatehsinhrao Gaekwad: I am supply the information.

Apart from these Viscounts, we have got today the Skymasters; then, we have got the Dakotas. We have also got the Forkker Friendships. I do not know whether we have still got those Herons.

Shri Jagjivan Ram: We have.

Shri Fatehsinhrao Gaekwad: To add to this long list of aircraft, we are now thinking of adding Caravelles. I would request Government to consider this matter. I shall supply the necessary information to the hon. Minister, as to where good second-hand Viscounts are available in the market.

These Viscounts have undoubtedly spolt us, because we do not like the Dakotas any more; I know that we want at least a turbo-prop. But travelling in Dakotas today is a matter of life and death. The first Dakota flew, I think, as long ago as 1932. I would use the words 'scrap the Dakotas', but there, I must restrain myself, because let me put it on record on the floor of this House that the Dakotas have done yeoman service to this country. Had it not been for the Dakotas left over by the war, I do not know what would have happened to our internal airlines. But the time has come when a decent burial must be ordered to the Dakotas. I would even venture to suggest a State funeral for the Dakotas. I, for one, still travel by Dakotas as I have to travel. But my life is always in my mouth. I hope Government will look into this. The necessary information will be supplied by me to the hon. Minister later.

The third subject on which I wish to speak a few words is the telephone system in the country, especially the trunk call system. As my hon. friend here says, the less said the better will it be. I believe that there are two trunk lines to Bombay. One is always out of order, and you are always about forty on the list of priority calls or urgent calls. I do not know what the Ministers' experience is; probably, the Ministers get through quickly, and therefore, they do not realise the difficulties. But, for an ordinary citizen of the country, and I think, as a Member of Parliament I enjoy a slight better position than the ordinary man or the common man, the telephone system is shocking. Apart from this, I do not mind waiting for two hours, if I can get the connection. Sometimes, I do get through, but then by the time I have said 'Hallo', the girl or the man who is the operator says 'Time up'; on purpose, deliberately, I have kept a stop-watch, and that indicates that the maximum I have ever spoken for is two minutes; so, you

are naturally forced to say 'Extension, please', and you are through for another two minutes. Then, you have to pay for six minutes. I do not mind paying for six minutes instead of the actual four minutes, but then, the voice is hardly heard, and if you say 'Good Morning', the other party thinks it is "good night"'.

Shri Jagjivan Ram: Provided it is night.

Shri Fatehsinhrao Gaekwad: So, I trust the Ministry or the Department concerned will look into this too, because we become the laughing-stock outside this country. We should try and compete with them. If we cannot, let us not show off.

I believe that recently a statement appeared in the press; I think it was by Mr. Dean Rusk who passed through Bombay. I think he must have been forced to make this statement that he got through to Ahmedabad in two minutes from Bombay. Anyway, if that is true, I am very happy, and I hope that it will remain so.

With these words, I support the Demands of the Ministry.

श्री सोलंकी (करा) : माननीय उपाध्यक्ष जी मैं शुरू में रेलवेज के बारे में कुछ अर्थ करना चाहता हूँ, हालांकि रेलवे बजट पर इस सदन में विचार हो चुका है। मैं कुछ बातों की तरफ सरकार का ध्यान दिलाना चाहता हूँ और मुझे आशा है कि इस सम्बन्ध में कुछ तरक्की की जायगी।

आज हमारे देश में मालगाड़ियों के डिब्बों की काफ़ी शार्टेज है। बुकिंग के लिए लोगों को काफ़ी देर तक राह देखनी पड़ती है और ट्रांसपोर्ट में भी लोगों को काफ़ी मुसीबतें उठानी पड़ती हैं। बाइ-गेज और मीटर-गेज लाइनों पर भी

Mr. Deputy-Speaker: We are not discussing the railways now, but we are now considering transport and communications, posts and telegraphs, civil aviation etc.

Shri Solanki: I shall just go over the railways first and then come to transport and communications.

Shri Warior: This is because of the hon. Minister's earlier association with the railways.

Shri Dajl: There is a mixture of old associations and old memories.

Shri Hari Vishnu Kamath: Hang-over.

श्री सोलंकी : रोड ट्रांसपोर्ट के बारे में मेरे राय यह है कि आजकल रेल और रोड ट्रांसपोर्ट के बीच में जो कम्पोजीशन हो रहा है, वह बहुत ही गलत बात है। ये दोनों परिवहन व्यवस्थाएँ राष्ट्र की तरक्की के लिए कायम की गई हैं और अगर उनमें ऐसी स्पर्द्धा होने लगी, तो उससे राष्ट्र में काफी तकलीफें पैदा हो जायेंगी। अभी कुछ दिन पहले देश में कोयले की शार्टेज हो गई थी। यह उपाय किया जा सकता था कि रोड ट्रांसपोर्ट से कोयला और भी सस्ती रीति से पहुंचाया जाता, परन्तु रोड ट्रांसपोर्ट को रेलवे मंत्रालय एक दुश्मन की तरह से देखता है, जो कि एक गलत बात है। रोड ट्रांसपोर्ट को भी जतनी ही तरक्की देनी चाहिए, जितनी कि रेल ट्रांसपोर्ट को दी जाती है। मसानी कमीशन ने भी यह बात सरकार के सामने रखी थी और उसने कहा था कि रोड ट्रांसपोर्ट को तरक्की देनी चाहिए। इस सम्बन्ध में यह भी सुझाव दिया गया है कि देश में और ट्रक बनने चाहिए और रोड ट्रांसपोर्ट को और भी सस्ता बना कर चलाना चाहिए।

एक राज्य से दूसरे राज्य में चलने वाले रोड ट्रांसपोर्ट के बारे में मैं यह कहना चाहता हूँ कि ट्रक माल लेकर एक राज्य से दूसरे

राज्य में जाते हैं और बीच के किसी राज्य में न तो माल उठाते हैं और न ही डिलिवर करते हैं, लेकिन फिर भी उनसे टैक्स लिया जाता है। मैं चाहता हूँ कि उनसे वह टैक्स नहीं लिया जाना चाहिए और उनको यात्रा की सुविधाएँ दी जानी चाहिए। नेशनल हाईवेज के बारे में मैं भ्रज करना चाहता हूँ कि प्रोवर-ब्रिज जो रास्तों पर बनने चाहिए, वे आजकल बहुत कम बन पाये हैं। कहीं कहीं १८० मील की दूरी पर भी हम देखते हैं आगे जाने के लिए कोई दूसरा रास्ता नहीं होता है। जिसको डबल करैज वे कहा जाता है वैसे डबल करैज बेज रखने की व्यवस्था भी आपको करना चाहिए और उस और भी आपका ध्यान जाना चाहिये।

अब मैं शिपिंग के बारे में कुछ कहना चाहता हूँ। टनेज में जो वृद्धि की गई है, उसका मैं स्वागत करता हूँ और समझता हूँ कि वह एक अच्छी बात हुई है। परन्तु हमारे देश में इन चीजों को जब सरकार बनाती है तो उनकी कीमत बहुत बढ़ जाती है। हमें यह सोचना चाहिये कि क्या किसी प्राइवेट एंटरप्राइज के सुपुर्द इस काम को कर देना ज्यादा लाभदायक नहीं होगा। साथ ही जो विदेशी हैं, उनको बुला कर उन से भी इन कामों में अगर पैसा लगवाया जाये तो क्या यह अच्छा नहीं होगा, इस पर भी आपको विचार करना चाहिए। मैं नहीं समझता कि इसमें कोई बुरी बात है। आपको यह भय नहीं होना चाहिये कि हम उनके साथ किसी पालिटिक्स में आ जायेंगे। मैं आपको क्यूबा को मिसाल देना चाहता हूँ। क्यूबा में विदेशी लोगों ने पैसा लगाया है लेकिन फिर भी वह किसी पालिटिक्स में नहीं फंसा है। इस वास्ते हमें भय नहीं होना चाहिये कि अगर विदेशी लोग यहां पर पैसा लगाते हैं तो उसके कोई बुरे परिणाम निकलेंगे। अगर कोई विदेशी यहां पैसा लगाते हैं तो

इसका मतलब यह नहीं है कि हम किसी दूसरे राष्ट्र के साथ जाकर बैठते हैं। मैं समझता हूँ कि इस मामले में आपको प्राइवेट एंटरप्राइज को या फिर फारेन एंटरप्राइज को तरक्की देना चाहिये। यह मैं इसलिये कह रहा हूँ कि सरकार जो कुछ भी इस मामले में कर रही है उसमें काफ़ी खर्चा हो रहा है और वांछित फल भी नहीं प्राप्त हो रहा है। वर्ल्ड बैंक को जो बम्बई पोर्ट को बढ़ाने की योजना है, वह ही काफ़ी नहीं है। देश की अगर आप औद्योगिक तरक्की करना चाहते हैं तो मैं समझता हूँ कि इस पोर्ट की ही नहीं, दूसरी पोर्ट्स को भी आपको बढ़ाना चाहिये। फेरल में एक पोर्ट है जिसका नाम बेपोर है। उस पोर्ट के लिये फौरन ही आपको कुछ करना चाहिये और उसकी तरक्की के लिये इकोनोमिक रिसर्च मिशन ने बात रखी है, उसे आपको चाहिये कि आप अपनायें।

इनलंड वाटर ट्रांसपोर्ट जो हमारे देश का है, उसमें भी हम बहुत पीछे हैं। मेरे पास कुछ फ़ीगर्ज़ हैं जो मैं आपको बतलाना चाहता हूँ। १४२ लाख रुपया खर्च करने के लिये प्रॉजरी दी गई थी लेकिन उसमें से केवल ६७ लाख रुपया ही आज तक खर्च किया गया है। दूसरे प्लान में भी इस में बहुत कमी रही है।

अब मैं एयरलाइज कारपोरेशन के बारे में कुछ अर्ज करना चाहता हूँ। मेरे कांफ़ेसी मित्र ने जो कुछ इसके बारे में कहा है उनके साथ मैं सहमत हुए बिना नहीं रह सकता हूँ। मैं भी यह मानता हूँ कि ट्रैकिंग के लिये आजकल भी लोगों को वेटिंग लिस्ट में रहना पड़ता है और उनकी यह बात सत्य है। ट्रैफिक में हवाई जहाजों की इतनी कमी है कि बहुत से शहरों में हवाई सर्विस के साथ जो लिक्स होते हैं, उनको आज तक पूरा नहीं किया गया है। अगर ज्यादा एयरोप्लेन खरीद लिये जायें तो उनसे बहुत शहरों में यह सुविधा उपलब्ध हो सकती है

और जो लोग हवाई जहाज से यात्रा करना चाहते हैं, किसी उपयोगी कार्य को करने के लिये या शीघ्रता से पहुंचने के लिये, वे आसानी से पहुंच सकते हैं। हमारे देश में बाहर के यात्री भी काफ़ी संख्या में आते हैं। उनको यात्रा में सुविधा देने की दृष्टि से काफ़ी संख्या में हवाई जहाजों का होना बहुत जरूरी है। इससे उनको सुविधा होगी। अमरीका और इंग्लैंड के लोग जो यहां आते हैं वे हमेशा शिकायत करते हैं कि उनको लम्बी लम्बी यात्रायें करनी पड़ती हैं और इन यात्राओं के दौरान में उनको बहुत सी कठिनाइयों का सामना करना पड़ता है। गर्मी के दिनों में जब वे लोग यात्रा करते हैं, और उनको पूरी सुविधायें नहीं मिलती हैं, तो इनका शिकायत करना स्वाभाविक है। इस वास्ते उनकी शिकायतों को दूर करने के लिये उनको प्रत्येक सुविधा मुलभ करना अति आवश्यक है।

एक शिकायत यह भी है कि इंडियन एयरलाइज कारपोरेशन का जो स्टाफ है, उसको पांच साल से ट्रैफिक स्टाफ में लिये जाने की जो बात हो रही थी उसमें काफ़ी देर हो चुकी है। केवल दो वर्ष पहले यह बात हाथ में ली गई है। ऐसा जान पड़ता है कि बहुत से छोटे छोटे कर्मचारी जो कि अनुभवी कर्मचारियों के नीचे शिक्षा ले रहे थे उनको आगे बढ़ाया जा रहा है और जो सीनियर कर्मचारी थे उनको आज तक तरक्की नहीं दी गई है और न दिये जाने की संभावना है। मेरी सरकार से प्रार्थना है कि उनके इस असन्तोष का निवारण करने के लिये वह जल्द ही कोई ऐसा मुझाव लाये जिससे उनकी तकलीफें दूर हो सकें। आजकल हवाई जहाजों में जो ट्रैफिक स्टाफ हमारे पास है, वह बहुत कम है। इस वास्ते जो पड़े लिखे हैं, जो अनुभवी हैं, उनको आगे लाने की आवश्यकता निर्विवाद है। कोई भी किसी किस्म का फेवरिटीज्म नहीं होना चाहिये। जो अच्छा काम कर सकता है उसको आगे बढ़ाने की हमेशा कोशिश करनी चाहिये।

[श्री सोलंकी]

अब मैं कम्युनिकेशन के बारे में कुछ अर्थ करना चाहता हूँ। हमारे देश में पोस्ट्स एंड टेलीग्राफ्स के जो आफिसिस हैं, उनकी बहुत तंगी है। जगह थोड़ी होती है और कर्मचारी काम करने वाले ज्यादा होते हैं। अहमदाबाद के एक पोस्ट आफिस की रिपोर्ट मेरे पास है। इसमें लिखा है कि एक ही कमरे में जो बारह बाई अठारह फीट का है, तीस लोग काम करते हैं और उसमें केवल एक दरवाजा है। और कोई उसमें मुविधा नहीं है। पीने के पानी के लिये भी उनको नीचे जाना पड़ता है। जिस पोस्ट आफिस का मैं जिक्र कर रहा हूँ यह असारवा का पोस्ट आफिस है बम्बई और मद्रास में भी यही हालत है। वहाँ के पोस्ट आफिसिस में जो लोग काम करते हैं, उनको कोई मुविधायें उपलब्ध नहीं की गई हैं। बहुत ही बुरे हालात में उनको काम करना पड़ता है। जब काम करने की हालत अच्छी न हो तो उनसे कैसे आशा की जा सकती है कि अच्छा काम करें, तेजी से काम करें, फुर्ती से काम करें। अगर उनको मुविधा नहीं दी जाती है तो न केवल हमारा काम बिगड़ेगा बल्कि देश का भी काम बिगड़ेगा। मैं समझता हूँ कि पोस्ट्स एंड टेलीग्राफ्स डिपार्टमेंट में जो लोग काम करते हैं और जिस नेबर का यह काम है, वह बहुत महत्वपूर्ण है और उनको अच्छी से अच्छी मुविधायें उपलब्ध की जानी चाहियें।

ऐसा भी देखने में आया है कि सरकार के पास अपने मकान नहीं हैं और बहुत सी जगहों पर उसने किराये के मकान ले रखे हैं जिनके लिये उसको बहुत बड़ी रकम बतौर किराये के अदा करनी पड़ती है। मकानों के मामले में अगर आप रेल विभाग को देखें या दूसरे विभागों को देखें तो पता चलेगा कि उन्होंने काफी तरक्की की है। परन्तु इस डिपार्टमेंट ने मकानों के मामले में कुछ भी नहीं किया है। अगर सरकार के पास अपने मकान हों तो वह किराये का पसा बचा सकती

है और लांग रन में उसको फायदा ही फायदा होगा। इतना ही नहीं सरकार अपने कर्मचारियों को ऐसा करके मुविधायें भी उपलब्ध कर सकती है और वे अच्छी एनविरनमेंट में काम करके एफिशेंसी को बढ़ा सकते हैं। इस बातसे सरकार को चाहिये कि वह अपने मकानों की व्यवस्था करे।

अब मैं कर्मचारियों के रहने के मकानों के बारे में कुछ कहना चाहता हूँ। पिछले बरस पूना में बाढ़ आई थी जिसकी वजह से पांच सौ के करीब कर्मचारी बेघरवार हो गए थे। उनके पास रहने को कोई मकान नहीं बचा था। उस समय डायरेक्टर जनरल पोस्ट्स एंड टेलीग्राफ्स ने उन कर्मचारियों को यह वचन दिया था कि वह उन लोगों के लिये एक कालोनी बनायेंगे और उनके रहने की उचित व्यवस्था करेंगे। इस काम में महाराष्ट्र स्टेट ने भी काफी मुविधा दी है। परन्तु मुझे दुःख के साथ कहना पड़ता है कि इस मामले में अभी तक कुछ भी नहीं हुआ है और ये पांच सौ कर्मचारी अभी भी बेघरवार हैं। उनको जो वचन दिया गया था उस वचन का पालन आज तक नहीं हुआ है। मैं चाहता हूँ कि इस वचन को पूरा किया जाए।

अब मैं स्टाफ की बात कहना चाहता हूँ। आजकल लोगों को यह मान्यता हो गई है कि सरकारी विभाग ओवर-स्टाफ्ड हैं। यह ठीक हो सकता है। लेकिन मैं कहना चाहता हूँ कि जहाँ तक पोस्ट्स एंड टेलीग्राफ डिपार्टमेंट का सम्बन्ध है, यह सब से ज्यादा अंडर-स्टाफ्ड है। यहाँ पर पूरे लोग काम करने के लिये नहीं दिये जाते हैं और लोगों से बँलों की तरह काम लिया जाता है। ऐसी हालत में अगर आप यह आशा करते हैं कि डिपार्टमेंट का काम इम्प्रूव होना चाहिये, तो वह आपकी आशा पूरी नहीं हो सकती है। बँलों की तरह उन पर काम लाद देवे से काम अच्छा नहीं हो सकता है। आपको कोई ऐसी व्यवस्था करनी चाहिये कि स्टाफ

के मामले में बिना सरकार के पास गए हुए लोगों को एम्पाईट किया जा सके। सरकार अगर आयोर्निटो डिपार्टमेंट को दे देती है और कह देती है कि अगर स्टाफ की जरूरत हो अगर कोई सुपरीयर या सौनियर आफीसर यह समझता है कि स्टाफ अधिक होना चाहिये तो वह फौरन उस स्टाफ को नौकरी पर रख सकता है। इस तरह अगर किया जाये तो काम अच्छी तरह से चल सकता है। यहां तो यह बात होती है कि सरकार तक पहुंचने में बहुत देर लग जाती है। काम होता नहीं है और उससे लोग चिल्लाते हैं कि सरकार ठीक तरह से काम नहीं चला सकती है, और यह जो काम करने वाले हैं वे बहुत डोले हैं। मेरे पास कुछ फॉर्म हैं जो मैं पढ़ना चाहता हूं। चूंकि वे अंग्रेजी में हैं इसलिये अंग्रेजी में ही कहूंगा :

An RMS sorter has to handle a minimum of 1,600 to 1,800 letters per hour, as against the scheduled 1,200. A post-office clerk has to handle 45, to 50 registered articles per hour in the place of the scheduled 30, and 120 to 150 money orders per day in the place of 85 to 90. A telephone operator has to put through 20 to 30 trunk calls per hour in the place of the scheduled 10 or 15 calls.

Shri Daji: He will get the explanation!

Shri Jagjivan Ram: He has switched over to English now!

Shri Solanki: I have to, because it is in English. A telegraphist has to send 40 to 45 telegrams per hour in the place of the scheduled 30. A messenger has to deliver 70 to 80 express delivery letters per day though the number is 30 for determining the normal staff strength.

अगर यह बात होती है तो फिर हम उन लोगों से अच्छे काम की आशा नहीं कर सकते।

इसके बाद में जो स्ट्राइक हुआ था उसके बारे में कहना चाहता हूं। जो स्ट्राइक जुलाई सन् १९६० में हुआ था उस के बाद एक समझौता सरकार ने कर लिया है।

श्री जगजीवन राम : किस से समझौता हो गया है ?

श्री सोलंकी : आपने एम्प्लायीज से किया है।

श्री राज बहावर : कोई समझौता नहीं हुआ।

श्री सोलंकी : मैं श्री जगजीवन राम जी का आभारी हूं कि उन्होंने इस समझौते में काफी हिस्सा लिया है, और इसीलिये मैंने उनको धन्यवाद दिया है। मैंने समझा कि वे उत्सुक थे कि मैं उनका नाम लूं, और वह मैंने ले लिया है।

16.32 hrs.

[SHRI MULCHAND DUBE in the Chair]

इस समझौते में एक ऐसी बात है कि आजकल जो मीटिंगें होती हैं वह सिर्फ सैकिल के लेबल पर होती हैं। आपने आज तक भाल इंडिया लेबल पर उन कर्मचारियों से कोई मीटिंग नहीं की है। इस सम्बन्ध में मुझे एक कहानी याद आती है। एक सियार था उसने कौबे को खाने पर बुलाया। जब सियार ने वाली उसके सामने रखी तो उस वाली में से सियार तो खा सकता था पर कौबा नहीं खा सकता था। कौबे ने भी ऐसा ही किया कि सियार को खाने के लिये बुलाया और शीशी में खाना रखा। उसमें से कौबा तो खा सकता था लेकिन सियार नहीं खा सकता था।

श्री जगजीवन राम : आप दोनों जानते हैं।

श्री सोलंकी : आप अगर इन कर्मचारियों से अच्छी तरह से बात करना चाहते हैं तो भाल इंडिया लेबल पर कोई कॉन्फरेंस

[श्री सोलंकी]

होनी चाहिये। मेरे जाने में यह बात आई है कि २५ मई को एक कांफ्रेंस होने वाली है। मैं आशा करता हूँ कि इस चीज को बढ़ाया जाये और जल्दी जल्दी मोटिंगें रखी जायें। आपके जो रिलेशनस पहले थे आल इंडिया लेबेल पर उनको फिर से स्थापित किया जाये ताकि उन्हें जो कहना हो वे कह सकें। उनके पास काफी शिकायतें हैं, उन का कोई समाधान नहीं हुआ है। अगर कोई बात सरकार के खलाफ हुई है तो वह सरकार के दूसरे कर्मचारियों ने की है। ऐसी मोटिंगें होनी चाहियें ताकि वे दूसरी बातों को कह सकें। और पहले की बातों को भुला कर देश की तरफ की को सब मिलकर आगे बढ़ायें।

16.34 hrs.

[MR. SPEAKER in the Chair]

एक बात और है जो कि मेरे मित्र पहले कह चुके हैं। जो आज का एस्ट्रू डिपार्ट-मेंटल स्टाफ है उस को डिमरनेस भलाउन्स देने से सरकार इन्कार कर रही है। सरकार कहती है कि राजन कमेटी ने जो अपनी रिपोर्ट दी है उस की राय से वह ऐसा कर रही है। मेरा कहना यह है कि राजन कमेटी ने कोई रिपोर्ट उन के डिमरनेस भलाउन्स के बारे में नहीं दी है और जो डिमरनेस भलाउन्स रेगुलर स्टाफ को मिलता है वही इन लोगों को भी मिलना चाहियें। सरकार को यह नहीं समझना चाहिये कि राजन कमेटी की राय से यह हो रहा है क्योंकि उस ने कोई ऐसी राय नहीं दी है। राजन कमेटी को ऐसी राय देने का कोई अधिकार सरकार ने नहीं दिया था, इस लिये राजन कमेटी को बीच में लाने की कोई आवश्यकता नहीं है और इन कर्मचारियों को डिमरनेस भलाउन्स मिलना चाहिये।

इस के बाद यूनिफार्म्स का सवाल आता है। सरकार ने उन लोगों को जाड़े के दिनों में गर्म कपड़े देने का निश्चय किया था, लेकिन

अब मई के महीने में, गर्मी के दिनों में उन को गर्म कपड़ों का स्टॉक दिया जा रहा है। यह वाकई सरकार के लिये शर्म की बात है कि जो कपड़े उन को जाड़ों में मिलने चाहियें थे वे उन को गर्मी में मिल रहे हैं। ऐसी बातें भी देखने में आई हैं कि बहुत से कपड़े मल्टी कलर्ड या टेकनीकलर्ड दिये जा रहे हैं। कोई भूरे रंग का है कोई नीला है, कोई लाल है, किसी की बांह हरी है किसी का कालर पीला है क्योंकि टुकड़े जोड़ कर उन को तैयार कर दिया गया है। इस तरह की यूनिफार्म्स लोगों को दी जा रही हैं। मैं कुछ थोड़ा सा यह अर्ज करना चाहता हूँ कि आखिर यह कैसे हुआ। यह इस लिये हुआ कि छोटी यूनिफार्म्स बनाई गईं। जब छोटी छोटी यूनिफार्म्स काम नहीं दे सकी तो उन को फिर बढ़ाना पड़ा। बढ़ाने के लिये उन को छोटे छोटे टुकड़े लगाने पड़े। इस टुकड़े जुड़ी यूनिफार्म्स को पहन कर कोई आदमी पोस्ट आफिस का कर्मचारी तो नहीं लग सकता, भले ही कोई जेल का आदमी समझ लिया जाय तो बात दूसरी है। इस लिये ऐसी व्यवस्था होनी चाहिये जिस में अच्छी यूनिफार्म्स उन को मिल सकें।

जो मेरी आखिरी प्रार्थना है वह यह है कि जिन कर्मचारियों से हम काम लेना चाहते हैं, अगर उन को हम सन्तोष नहीं देंगे, उन की बातों पर हम जल्दी ध्यान नहीं देंगे, तो उन में डिस्सेटिस्फेशन आ जायेगा और जब डिस्सेटिस्फेशन होता है तो इस तरह की हड़तालें हुआ करती हैं और उस की वजह से देश की बहुत सी तरक्की रुक जाती है। मेरी सरकार से यही प्रार्थना है कि ऐसे लोगों के साथ वह अच्छा बर्ताव करे और उन की आवश्यकताओं पर पूरा पूरा ध्यान दे।

श्री रघुनाथ सिंह : अध्यक्ष महोदय, मैं नये मंत्रियों का स्वागत करता हूँ और साथ ही साथ जो द्वितीय पंच वर्षीय योजना का अन्त्य पूर्ण किया गया है और उस को पूर्ण

करने में जो सहायता मंत्री महोदय ने दी है उसके लिये उन्हें धन्यवाद देता हूँ ।

श्री रुरेन्द्रनाथ द्विवेदी (केन्द्र पाड़ा)
अब कोई नई बात बोलिये ।

श्री रघुनाथ सिंह : यह नई बात है । जहां तक जहाजरानी का सम्बन्ध है, कोई ज्यादा तरक्की हमने नहीं की है । हम देखते हैं कि संसार में करीब १३ करोड़ जी० आर० टी० के जहाज हैं, हमारे पास सिर्फ ६ लाख ५५ हजार जी० आर० टी० के जहाज हैं । संसार में जितने जहाज हैं अगर उनके प्रतिशत के हिसाब से देखा जाये तो भारत का प्रतिशत ७ आता है, किन्तु आज से पहले वह केवल ५ था यानी ८ वर्ष में सिर्फ २ प्रतिशत तरक्की हमने की है । इसके साथ ही साथ इस वक्त जो जहाजरानी वाले देश हैं उनमें हमारा स्थान १६वां है । बल्कि अगर देखा जाय तो जो नार्वे, हालैंड स्वेडेन और डेनमार्क जैसे छोटे छोटे देश हैं हम उनसे भी बहुत पीछे हैं । इसी प्रकार देखा जाय तो संसार में जो व्यापार होता है उस व्यापार में भारतवर्ष का स्थान १४ वां है, और संसार में जो व्यापार होता है उसके हिसाब से भारत का व्यापार केवल १.५५ प्रतिशत है । अगर यह व्यापार १.५५ प्रतिशत हो और उसी हिसाब से हम जहाजों को भी देखें तो हमारे पास कम से कम २ मिलियन जी० आर० टी० के जहाज होने चाहिये थे । हमने जैसा लक्ष्य सन् १९४७ में स्थिर किया था उसमें करीब १५ वर्ष बीतने के बाद भी हमारे पास १ मिलियन जी० आर० टी० के जहाज कम हैं ।

इसमें कोई सन्देह नहीं कि जब से यह मिनिस्ट्री बनी है, एशिया और अफ्रीका में हिन्दुस्तान का द्वितीय स्थान है । पहला स्थान जापान का है । लेकिन जापान और हिन्दुस्तान दोनों को अगर हम देखें तो हमारे जहाज जापान के मुकाबले में १० परसेन्ट ऊपरते हैं । यह स्थिति बहुत अच्छी नहीं है ।

जब कि हिन्दुस्तान का व्यापार दिन प्रति दिन अधिक होता जा रहा है तो हमारे पास बल्ड टनेज का कम से कम ७७ प्रतिशत और जरूर होना चाहिये क्योंकि जो हमारे ट्रेड का हिस्सा है उसके अनुसार जहाजों का भी हिस्सा होना चाहिये ।

टैकर का जहां तक सम्बन्ध है, करीब ३० करोड़ रुपया साल हम फारिन शिपिंग कम्पनीज को टैकर के फ्रेट के रूप में देते हैं । १२-२६ मिलियन टन आइल हम हिन्दुस्तान में इम्पोर्ट करते हैं लेकिन हमारे पास टैकर केवल २४,००० जी० आर० टी० के हैं और हमारा जो पूरा जहाज का व्यवसाय है उसमें टैकर का स्थान आता है २-३, जब कि सारी दुनिया में जितने जहाज हैं उनमें टैकर का परसेटेज आता है ३२-३ । जब कि बल्ड का रेशियो ३२-३ पर सेंट है तो हमारा रेशियो २-३ पर सेंट है । यह स्थिति ठीक नहीं है । हम जो ३० करोड़ रुपया फारिन शिपिंग कम्पनीज को टैकर के फ्रेट के रूप में देते हैं इसको हमें बन्द करना चाहिये ।

मेरा मुझाव है कि आयन्दा हम हिन्दुस्तान में जो तेल कम्पनियां हैं उनसे एग्रीमेंट करें तो हमारा यह एग्रीमेंट होना चाहिए कि जो भी तेल हिन्दुस्तान में बाहर से आवेगा वह हिन्दुस्तानी टैक्स में आवेगा । हमें अफसोस है कि जब हमने इन आइल कम्पनियों के साथ एग्रीमेंट किया उस वक्त यह शर्त नहीं रखी गयी । अगर उनके साथ कोई और एग्रीमेंट हो तो उसमें यह शर्त होनी चाहिये ।

जहां तक हिन्दुस्तान शिपयार्ड का सम्बन्ध है उसमें हम लोग बहुत पीछे हैं । इस वक्त हिन्दुस्तान शिपयार्ड की स्थिति यह है कि सन् १९६५ तक जितने जहाज बन सकते हैं उनके लिए वह बुकड है । अब एक भी और जहाज बनाने की कपेसिटी सन् १९६५ तक नहीं है । आप देखें कि हिन्दुस्तान में जहां तक जहाज बनाने के व्यापार का सम्बन्ध है उसमें संसार में हमारा स्थान १७ वां आता है ।

[श्री रघुनाथ सिंह]

और हम ३६ परसेंट जहाज यहां बनाते हैं। हमारी यह स्थिति ठीक नहीं है क्योंकि हमारी जो आवश्यकता है उसके आधे जहाज हम बाहर से इम्पोर्ट करते हैं और उनका पेमेंट फारिन एक्सचेंज में करते हैं। इस लिये सब से बड़ी आवश्यकता यह है कि जो कोचीन में सिकड शिपयार्ड बनने वाला है उसमें अविलम्ब हाथ लगना चाहिये ताकि हम देश में जरूरत के जहाज बना सकें।

साथ ही साथ गोम्रा हमारे पास आ गया है। गोम्रा में जो आइरन और निकलता है उसमें आइरन का कंटेंट ६० परसेंट होता है। हम इस आइरन को जहाज बनाने के उपयोग में लावें और वहां छोटे छोटे जहाज बनाने की व्यवस्था करें तो बहुत अच्छा हो सकता है।

मैं आपको बताना चाहता हूं कि जहां तक कांस्ट्रक्शन का सम्बन्ध है, इस वक्त दुनिया में १४४६ जहाज बन रहे हैं, लेकिन हिन्दुस्तान में सिर्फ २१ जहाज बनाने की व्यवस्था है, और जो जहाज हिन्दुस्तान शिपयार्ड में बनते हैं उनको आप छोड़ दें तो करीब ६० हजार टन जहाजों के आर्डर बाहर दिए जाते हैं। हम बाहर जहाजों का इम्पोर्ट करते हैं यह व्यवस्था ठीक नहीं है। हमें हिन्दुस्तान में इस व्यवसाय की उन्नति करनी चाहिए।

दूसरी बात मैं यह कहना चाहता हूं कि करीब ६३ करोड़ रुपया प्रति वर इम्पोर्ट में हम लोग फारिन कम्पनीज को फ्रंट के रूप में देते हैं। इस प्रकार से आप देखें तो आपको मालूम होगा कि जब से हिन्दुस्तान की रिपब्लिक बनी है, या १९५२ से करीब आज तक २००० करोड़ रुपया हमने फारिन शिपिंग कम्पनीज को फ्रंट के रूप में दिया है, जिसमें से १३७० करोड़ तो एक्सपोर्ट के फ्रंट के रूप में दिया है और ६३० करोड़ रुपया इम्पोर्ट के फ्रंट के रूप में दिया है। मैं नहीं समझता कि भारत सरकार क्या सोचती है। जो देश अपने बजट का करीब २० परसेंट

फारिन एक्सचेंज के रूप में विदेशी जहाजी कम्पनियों को देता है उस देश की आर्थिक अवस्था कैसे सुधर सकती है यह मेरी समझ में नहीं आता। इस वास्ते मेरा यह निवेदन है कि जो यह करीब २०० करोड़ रुपया सालाना फारिन शिपिंग कम्पनीज को हम फारिन एक्सचेंज के रूप में देते हैं और जो हमारे हिन्दुस्तान के रुपए का इस प्रकार ड्रेनेज हो रहा है यह अविलम्ब समाप्त होना चाहिए।

हमारे भाइयों ने जयन्ती शिपिंग कम्पनी का नाम लिया है। मैं उनको स्मरण दिलाना चाहता हूं कि दुनिया में जो शिपिंग है वह रूस और चीन को छोड़ कर प्राइवेट सैक्टर में है। हिन्दुस्तान में भी आप देखें तो केवल २० परसेंट पब्लिक सैक्टर में है और ७६ परसेंट प्राइवेट सैक्टर में है। हिन्दुस्तान में लोकतन्त्र है, हम लोक तन्त्र को मानते हैं। इस प्रकार जब लोकतन्त्र को हम मानते हैं तो आप यह सोचें कि सभी जहाज का व्यवसाय पब्लिक सैक्टर में चला जाए यह बात अनुचित है। दोनों सैक्टर साथ साथ चल रहे हैं और उनको चलने देना चाहिए। चाहे वह जयन्ती शिपिंग कम्पनी हो या तीन चार वर्ष में हिन्दुस्तान में जो और कम्पनियां प्रारम्भ हुई हैं हम को उनका स्वागत करना चाहिए, और इसलिये स्वागत करना चाहिए कि उनके कारण कुछ न कुछ तो हिन्दुस्तान का रुपया हिन्दुस्तान में आता है। अभी तो हमारा २०० करोड़ रुपया सालाना फ्रंट के रूप में बाहर चला जाता है। हिन्दुस्तान में जो भी कम्पनी कायम होगी उसके कारण हिन्दुस्तान का रुपया हिन्दुस्तान में तो रहेगा। वह कम्पनी हिन्दुस्तान के रुपए को बाहर भेजने वाली नहीं है।

इसके बाद मैं कोस्टल शिपिंग के बारे में आपसे कहना चाहता हूं कि सन् १९५१ में हमारे पास २ लाख १३ हजार टन के जहाज कोस्टल शिपिंग में लगे हुए थे और सन्

१९६१ में, इतने समय बाद, हमारे कोस्टल शिपिंग में अब २ लाख ७७ हजार टन के जहाज हैं। अर्थात् दस बरस में हमने सिर्फ ६४ हजार जी० आर० टी० के जहाज कोस्टल शिपिंग में और जोड़े हैं। यह प्रगति सन्तोषजनक नहीं है। इस हिसाब से हर साल सिर्फ ६ हजार टन के जहाज हमने कोस्टल शिपिंग में बढ़ाए हैं। अगर हमें कोस्टल शिपिंग को जीवित रखना है तो उसको एक अच्छे आधार पर कायम रखना चाहिए। कोस्टल शिपिंग के वास्ते जो टारजट निश्चित किया गया था उसमें एक लाख ३५ हजार टन के जहाजों का शार्टेज है। अर्थात् सन १९५१ से लेकर आज तक आपने कोस्टल शिपिंग के वास्ते बहुत कम किया है। आपकी नीति ऐसी रही कि जिसके कारण कोस्टल शिपिंग की तरक्की नहीं हो सकी।

हमारे मित्र ने कहा कि दूसरे लोगों को जहाज देना चाहिए। मैं उनसे स्पष्ट कहना चाहता हूँ कि जहाँ तक जहाजी व्यवसाय का सम्बन्ध है हमें उसको भारतीयों के हाथ में रखना है। यह हमारी सैकिड लाइन आफ डिफेंस है। युद्ध के समय हमारे काम आ सकती है। इस वास्ते इसमें चाहे कुछ अंशों में फारिन कोलेबोरेशन हो लेकिन इसको हिन्दुस्तानियों के हाथ में रखना है आपत्ति के समय हम इसका उपयोग कर सकें।

अभी थोड़े दिन हुए एक सी और रेलव कोआर्डिनेशन की कमेटी कायम हुई थी। हमारे मिनिस्टर साहब ने यह कहा कि चूँकि रेलव से पूरा कोयला नहीं जा सकता साउथ और सौराष्ट्र, लिहाजा एक मिलियन टन कोयला कोस्टल शिपिंग वाले ढोवें। उनका पहले एक मिलियन टन ढोने का टारजट था। अब उनसे कहा गया है कि दो मिलियन टन कोयला ढोवें। कोई भी आदमी जो व्यापार करेगा अगर उसमें उसको दो पैसे का फायदा नहीं होगा तो वह उसमें अपना रुपया इनवेंस्ट नहीं करेगा। आप देखें कि आपको एक मिलियन टन कोयला सौराष्ट्र और साउथ

को मेजना है। उसको आप रेलव से भर्जें तो उसके लिए आपको १५०० बैगन्स की जरूरत होगी और २०० इंजनों की आवश्यकता होगी। इसके मानी यह है कि पांच करोड़ रुपया इस मद में और १५ करोड़ रुपया एडीशनल लाइन बनाने में खर्च होगा। इस प्रकार २० करोड़ रुपया खर्च करके आप दस लाख टन कोयला सौराष्ट्र और दक्षिण भारत को भेज सकते हैं। लेकिन अगर आप पांच या ६ करोड़ रुपया कोस्टल शिपिंग में इनवेंस्ट कर दें तो आपका यह सारा काम हो सकता है। इसलिए मैं मानता हूँ कि हम को कोस्टल को बढ़ाना चाहिए। मन्त्री महोदय पहले रेलव के मिनिस्टर थे और अब ट्रांसपोर्ट में आ गए हैं। इस तरह आपको दोनों का ज्ञान है। मैं आपके सामने यह इकानमी रखता हूँ कि क्या इस काम के लिये २० करोड़ रुपया खर्च करना अच्छा है या ५ या ६ करोड़ रुपया इनवेंस्ट करना। आप ५ या ६ करोड़ रुपया खर्च करके यह काम कोस्टल शिपिंग द्वारा कर सकते हैं। अगर उसको पनपाया जा सकता है तो क्यों न पनपाया जाए क्योंकि कोस्टल शिपिंग हमारे देश के उत्थान के वास्ते अत्यन्त आवश्यक है।

आप देखें कि आपने तीसरी पंचवर्षीय योजना में रेलवे को योजना की कुल रकम का १२ परसेंट दिया। और इसके मुकाबले आपने शिपिंग और ट्रांसपोर्ट को क्या दिया है? जहाँ तक शिपिंग का सम्बन्ध है उसको आपने हारबर, पोर्ट आदि सब जोड़ कर कुल १५३ करोड़ रुपया दिया है और इससे आप चाहते हैं कि भारतवर्ष के शिपिंग की तरक्की हो। इसमें हारबर भी शामिल हैं, लाइट हाउस भी शामिल हैं और दुनिया भर की चीजें शामिल हैं। इससे काम हो नहीं सकेगा। आप देखें कि रेलवे का सम्बन्ध तो अन्तर्देशीय ट्रांसपोर्ट के साथ है। आज रेलवे देश के ट्रांसपोर्ट का ८० प्रतिशत काम करती है और जहाँ तक पेंसिजर ट्रैफिक का सम्बन्ध है रेलवे उसका ६० परसेंट काम करती है। लेकिन जहाँ

[श्री रघुनाथ सिंह]

तक थर्ड फाइव इयर प्लान के टागैट का सवाल है १२ प्रतिशत रेलवेज को दिया है। अगर उसमें से सिर्फ ५ परसेंट आप शिपिंग को दे देते तो उसका फल यह होता कि २०० करोड़ रुपया जो आप हमारे देश का बाहर जा रहा है उसमें से कम से कम, २५, ३० या ४० करोड़ रुपया सालाना आप बचा सकते थे। एक तरफ तो आप की ओर से फौरन एक्सचेंज के वास्ते इतने जोर से आवाज उठाई जाती है कि हमारे पास फौरन एक्सचेंज नहीं है, सारा काम हमारा बिल्कुल अटका हुआ है और दूसरी तरफ २०० करोड़ रुपया हर साल आप विदेशी कम्पनियों को फौरन एक्सचेंज के रूप में दे देते हैं यह व्यवस्था ठीक नहीं है और इसका शोघ्रातिशीघ्र जैसे भी हो अन्त होना चाहिए।

अन्त में मैं यही निवेदन करना चाहता हूँ कि जहाँ तक शिपिंग का सम्बन्ध है इसको टोप प्रायर्टी आपको देना चाहिये। आप देख रहे हैं कि तीन, तीन शिपिंग लाइनें हमसे कम्पिट करने के वास्ते जारी हो रही हैं। पाकिस्तान, जापान और मलेशिया से एक लाइन जारी हो रही है। जो कि फारस तक जायगी।

दूसरे आप ने देखा होगा कि साउथ ईस्ट एशिया, मलेशिया के देशों ने एक दल बना लिया है और वह भी चाहते हैं कि उनकी भी एक शिपिंग लाइन हो। अगर जापान एक बार पाकिस्तान के साथ मलेशिया देशों के साथ इम ट्रेड में आ गया तो जाहिर है कि हमारी इंडियन शिपिंग के व्यापार को उससे धक्का लगेगा। जो मार्केट इस वक्त हमारी दुनिया में है उस मार्केट को हमें कायम रखना चाहिए। फौरन एक्सचेंज अगर न हो तो दूसरे कामों को रोक कर वह फौरन एक्सचेंज शिपिंग के वास्ते ले लेना चाहिए और ज्यादा जहाज आने चाहिए ताकि हम इस ड्रिनेज को रोक सकें।

जहाँ तक कोस्टल शिपिंग का सम्बन्ध है...

अध्यक्ष महोदय : कोस्टल शिपिंग से तो अब साहिल पर उतरने का वक्त आ गया।

श्री रघुनाथ सिंह : अगर आपका बैठ जाने के लिये आदेश हो तो मैं बैठ जाने को तैयार हूँ।

कोस्टल शिपिंग का जहाँ तक सम्बन्ध है मैंने आप से अर्ज किया कि इसका फ्रेट एकोनामिकल होना चाहिये। हाँ हमारे भूतपूर्व रेलवे मिनिस्टर जो कि अब ट्रान्सपोर्ट के मिनिस्टर हैं यहाँ पर बैठे हुए हैं, उनसे मैं निवेदन करना चाहता हूँ कि ३५ रुपये में एक टन कोयला कलकत्ते से सौराष्ट्र तक ले जाया जाये यह नामुमकिन है, अस्वभाविक और अनैकोनामिकल है। इस वास्ते मेरी प्रार्थना है कि कोई एकोनामिकल फ्रेट फिक्स किया जाय। यह जो कोस्टल शिपिंग के जहाज हैं उनको आप कोयला दीजिये ताकि उनकी भी तरक्की हो सके और वह भी जो सकें।

जहाँ तक शिपयार्ड का ताल्लुक है जो सेकेंड शिपयार्ड होने वाला है उसको व्यवस्था में...

Shri Warior: May I ask how that compares, favourably or unfavourably with world standard rates?

श्री रघुनाथ सिंह : बहुत लो है।

३५०० मील की हमारी कोस्ट लाइन है। आप चाहते हैं कि ३५०० मील में कोई ३५ रुपये में एक टन कोयला ले जाय यह असम्भव है और हो नहीं सकता है। आप चाहे कोई भी कानून बनाइये वह चल नहीं सकता है।

तीसरी बात हमें यह कहनी है कि जहाँ तक सेकेंड शिपयार्ड का ताल्लुक है इसे अविलम्ब हाथ में लेना चाहिए। और जो

बाहर से शिप्स आ रहें हैं उनको बंद होना चाहिये ।

चौथी बात मैं यह कहना चाहता हूँ कि जहाँ तक टैंकर्स का सम्बन्ध है चूँकि हमारे यहाँ आयल कम्पनियाँ हैं, आयल कम्पनियों को हम बाध्य करें कि हमारे जो जहाज हैं उनमें लायें ।

आखिरी बात मैं यह कहना चाहता हूँ कि अमरीका ने जो यह ५०-५० परसेंट का नियम बनाया है कि इस प्रपोरशन से व्यापार होगा अर्थात् ५० परसेंट अगर हमारे जहाजों से सामान आता है तो ५० परसेंट दूसरे जहाजों से भी सामान आवे । यह जो प्रपोरशन है इसको हिन्दुस्तान को भी कायम रखना चाहिए । अगर इंग्लैंड से हमारे यहाँ सामान आता है तो इंग्लैंड को हमें यह कहना चाहिए कि ५० परसेंट हमारे जहाज में सामान जायगा और ५० परसेंट सामान बाहर के जहाजों में जायेगा ।

मैं आपको एक बार फिर धन्यवाद देता हूँ और कहना चाहता हूँ कि जहाँ तक शिपिंग का सम्बन्ध है, खाली व्यापार से हो इसका सम्बन्ध नहीं है बल्कि यह सेकेंड लाइन आफ डिफेंस भी है और इस वास्ते शीघ्रातिशीघ्र जहाँ तक सम्भव हो अगर उन्नित की जाय तो अच्छा है ।

Shri Hari Vishnu Kamath: Mr. Speaker, I sincerely sympathise, Sir, with my good old friend, the senior Minister who, after having laboured hard for over five years at running our Railways, the biggest single transportation net-work in India—perhaps in Asia—with some measure of success, and a considerable degree of failure, has been entrusted with the more difficult task of tackling even a bigger problem, that is, transport by air as well as water, not to say of road, and including the problem of co-ordination of the various means of transport. I am reading from the report presented to the Lok Sabha that the Transport Department includes not merely the road, water and air trans-

port systems, but also the co-ordination of all these systems, including the Railways, of which he has got a large fund of experience. So, I think he is eminently qualified for administering the new portfolio with his previous experience of the Railways, and I do hope that with my younger friend, the junior colleague by him side, Shri Raj Bahadur, and the Deputy Minister also, in co-operation with them, I hope that he will achieve a greater measure of success with his new portfolio than he did with his old one. Because, I am afraid that unless he does that, the Third Plan is likely to founder upon the rock or, shall I say, the shoals of the inadequate, inefficient and chaotic transportation system that prevails in our country today.

The House will agree that transportation and communication are of paramount importance, not merely for the economic development of our country, but also, in the troublous years ahead, for the defence of our country. And that is why, realising this aspect of the matter, there has been a new Border Roads Board constituted within the Ministry, presided over by the Prime Minister and the Defence Minister. But unfortunately, I am sorry to say that the Government's attitude to the vital problem of transport policy and co-ordination has not been what it ought to be.

In 1959 the Government appointed a committee—to use a hackneyed phrase, a high-powered committee—with a former Minister and Member of the Planning Commission, Shri K. C. Neogy, as Chairman. The committee was asked to report on this very vital problem. Three years have passed. I will confine my observations, Sir, largely to the cut motion standing in my name, that is, to discuss "Government's failure to evolve a rational coherent transport policy". The failure of this committee, the Neogy Committee, to submit a blueprint, if not a completely full plan, for transport policy and co-ordination is the measure of the Government's

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failure to achieve a rational, coherent transport policy which is so vital for the success of the Third Plan.

17 hrs.

What has the Committee done so far? Last year, in February 1961, the Committee submitted a preliminary report, and I am afraid there has been a major breakdown since then a breakdown that is comparable to the breakdown that overtakes many of our transport vehicles time and again. You will permit me to read an answer, a very illuminating answer given by the Minister only ten days ago on this subject.

"The Committee on Transport Policy and Co-ordination was appointed in July, 1959 to recommend "a long-term transport policy for the country" taking into account the various economic and other considerations, to define "the role of the various means of transport during the next 5 to 10 years" against the background of this policy and to suggest a "mechanism for the regulation and co-ordination of the various means of transport". The Committee submitted its preliminary Report in February, 1961 . . ."

Then, it is up against the hurdle now. I charge the Government with being non-cooperative, un-helpful to the committee in so far as the vital and important issues that it has raised in this report that Transport policy and co-ordination have not had serious consideration of the Government, neither of the Central Government, nor of the State Governments. What does the Minister say? The various interests concerned were approached, they were supplied with copies of the report and they were asked to supply the necessary information to the committee. Up to date, though more than one year has elapsed since February 1961, only two State Governments have sent in the necessary information to the committee. Out of sixteen States, I believe, in our country, only

two State Governments have been helpful.

Not merely this, I have reliable information that when the committee wrote to the Head of one of our Missions in Europe for certain vital information regarding transport in that particular country, the Head of the Mission in that country was unhelpful almost to the point of being rude to the committee and it was only the Prie Minister's intervention at that stage, that secured for the committee the information that it needed. I want to ask, are there elements in the Government, in the administration that want to scuttle the Third Plan, that do not want to see the Third Plan successful in the country, that want the Plan to end in a fiasco. Otherwise, I cannot imagine for the life of me the lackadaisical, lotus-eating, cavalier attitude to the issues raised by the Neogy committee in this report, none of which has been answered by the Government—by the Union Government or most of the State Governments. It is now perhaps put in cold storage. I do not know what happens to this committee in the coming years. The committee has, unfortunately, observed that with this sort of cooperation from the Government, it may not be possible for the committee to submit to the nation, to Parliament a blue-print of transport coordination even before the end of the Third Plan. That means to say that the Third Plan is well on the rocks.

I referred to the un-helpful attitude of one of our Missions abroad to this committee. It is a very tragic episode that not far off from the country where this Mission is situated, another Envoy, an Indian diplomat, was specially sent by the Government to help the implementation of the Third Plan and he was doing very good work for the Plan to succeed. He was specially sent to another neighbouring country in Europe to see that the implementation of the Plan was helped by smashing a notorious gold-smuggling racket. I am sorry to say

that, according to reports emanating from a London Journal supported by reports from International police and Austrian S.I.D. the Envoy who did valuable work for the Plan was poisoned of death in December last. And the Government has not given us any accurate picture or any accurate report of this grim tragedy. And the London journal has charged that behind the death, the poisoning to death of this Indian Envoy in Vienna in December last, there are certain vested interests, big tycoons in India, I think, in collaboration with some of the high-placed men in the party in power. I do not want to go more into this, and I expect the hon. Minister or the Prime Minister to throw more light on this matter, as it affects vitally the success of the Third Plan, because the attitude is unsatisfactory.

Here is the ECAFE, the well-known organisation, the United Nations Economic Commission for Asia and the Far East; in its report on transport . .

Shri Raj Bahadur: I would only like to know from the hon. Member what the connection or the relation is between the alleged facts or the allegations that he has made and the Demands for Grants relating to the Transport and Communications Ministry.

Shri Hari Vishnu Kamath: Probably, my hon. friend was not listening to me patiently. I referred to the attitude of the Government and to the attitude of certain elements in the Government towards the implementation of the Third Plan.

Mr. Speaker: The objection taken is whether that has any relevance with the present discussion on the Demands for Grants relating to the Ministry of Transport and Communications.

Shri Hari Vishnu Kamath: The relevance of the matter which I referred to first was the refusal, in the first instance, from one of our Missions

abroad to send material to the Neogy Committee. That was vitally connected with this particular matter.

Mr. Speaker: The objection is to the reference to poison being administered, and there being many vested interests involved in that poisoning.

Shri Hari Vishnu Kamath: I gave that as a matter of contrast, as if to say 'Look at this' and 'Look at that'.

Shri Raj Bahadur: If I may say so, these are very sweeping and very surprising allegations coming from a responsible Member.

Shri Hari Vishnu Kamath: Not against the Transport Ministry but against the Government as a whole.

Shri Raj Bahadur: I want to know what the relevance of these things is to the Demands for Grants with which we are concerned.

Mr. Speaker: Because that case of poisoning had been taken notice of by certain hon. Members, and certain notices of calling-attention as well as perhaps adjournment motions had been given to me, and I had then said that they could not be taken up but they could be referred to under the Demands for Grants, therefore, I sat silent; but, as Shri Hari Vishnu Kamath himself admits, these facts have nothing to do with the Transport Ministry at all.

Shri Hari Vishnu Kamath: That was why I said that I expect a reply from the Transport Minister or the Prime Minister when he comes back from his holiday. This was a very grim tragedy.

Mr. Speaker: Probably, the hon. Member might have been apprehensive that he might not have any opportunity under the relevant Demands, and, therefore, he might have referred to them. Otherwise, they have nothing to do with this Ministry at all.

Shri Raj Bahadur: Thank you very much.

Shri Hari Vishnu Kamath: I myself gave notice of a question on this matter. I thought that the attitude of Government, or certain elements in Government or inside the Administration . . .

Mr. Speaker: That creates a confusion; at least only the relevant facts should be mentioned.

Shri Hari Vishnu Kamath: Confusion can be overcome by what I have said, and it has been overcome, I believe. And Government should pay some attention to what has happened.

Mr. Speaker: It would require a very ardent seeker of truth to go into all the details to get over that confusion. Therefore, he will kindly stick to the relevant points only.

Shri Jagjivan Ram: First, let him remove his own confusion.

Shri Hari Vishnu Kamath: Who is a more well-known seeker after truth than my hon. friend Shri Jagjivan Ram?

Shri Raj Bahadur: An allegation has been made about the poisoning of our Envoy, and it has been stated that there were some big tycoons behind that and that these tycoons had some relation with high-placed people or members of the ruling party.

Shri Surendranath Dwivedy: That is published in the papers.

Shri Raj Bahadur: These are very serious allegations, and they cannot be made in such a light-hearted manner.

Shri Hari Vishnu Kamath: That is the charge that has been made . . .

Shri Surendranath Dwivedy: That is published in the papers.

Mr. Speaker: These allegations have appeared in the papers, but Shri Hari Vishnu Kamath ought not to have utilised this opportunity or this discus-

sion on the Demands of the Transport Ministry to refer to them.

Shri Raghunath Singh: That is the main point.

Shri Hari Vishnu Kamath: I wanted to illustrate the attitude of certain elements in the Government towards the Third Plan, and this is one of the instances of their attitude towards the Plan.

Mr. Speaker: Why should the Demands of the Transport Ministry be taken advantage of for that purpose?

Shri Raj Bahadur: This is spinning too fine.

Shri Hari Vishnu Kamath: May I say that the Council of Ministers is jointly and severally responsible?

Mr. Speaker: That is a different thing altogether. Under that logic, it can be said that everything can be discussed and brought up under the Demands of the Transport Ministry; then, we might have the railways, the fertilisers and so on, because there is joint responsibility. That is why we have divided the subjects under various sub-heads, and the Demands are being taken up separately. So, that argument is a different thing altogether. When we have the Demands for Grants of the Ministry of Planning and then the Third Plan, and then the Finance Bill also, these things can be referred to.

Shri Thirumala Rao: May I submit that this is a serious matter to which the Chair has to give some attention? I would request you to give it because he is making serious allegations against some people outside and also some people high up in Government, exercising his privileges as a Member of this House. The Speaker has to look into this matter as to how far they are relevant and how far they are fair, at one time or other.

Mr. Speaker: Order, Order. As I have said, these allegations have already been made and have been published in some papers. Notices of adjournment motion and calling attention also had been received by me. I had said that these were not cases which could be brought up in that manner; these things could be referred to during the discussion of the Demands for Grants. That was all right so far. But this Transport Ministry was not the Ministry concerned where this matter ought to have been mentioned. So I only wanted to tell Shri Hari Vishnu Kamath who utilised this opportunity that this was not the proper moment for these things to be referred to. This should have been done under other heads.

Shri Raj Bahadur: May I humbly ask, whether the question does or does not arise, whether a Member using his privilege of expressing his views or opinions about a particular Ministry, can import extraneous and irrelevant matter into the debate or the record of the debate pertaining to that Ministry? Is it not that such remarks, which you have just now termed irrelevant, should be entirely expunged because they improperly reflected on that Ministry?

Mr. Speaker: Whoever goes through the records would certainly see that they were not declared to be relevant to the discussion of the Demands for Grants of the Ministry. That is enough.

Shri Hari Vishnu Kamath: I have tried to the best of my ability to link up with the Plan the transport policy and co-ordination.

Mr. Speaker: Order, order. Now perhaps he might take up some other subject. I have said more than once that this is not relevant here.

Shri Hari Vishnu Kamath: May be. I have to submit to your ruling.

The ECAFE, in its report on trans-

port development, in December 1960, made this very useful observation:

"In the process of economic growth, the need for transport is continuous. In a word, increasing economic activity involves and depends to a large extent on increasing mobility".

As regards the estimation of transport demands, the report of the Committee emphasises the need for having information on the following two important aspects. The two important aspects that are stressed are (1) physical inventory of existing transport facilities and their use, and (2) an overall economic development programme that would indicate the economic and social goals and the volume and character of the economic activity to be anticipated.

Now, on both these matters, the Neogy Committee says very pathetically that little information is available and little information has been supplied so far. This is a grim commentary on the state of affairs, on Government's attitude to the Plan in which they are vitally interested. Without transport, as I have already said at the very outset, without a proper, efficient, co-ordinated transport system, the Third Plan is bound to end in an ignominious fiasco. I am inclined to think that transport, more than any other single factor, is going to be the linchpin or the kingpin of the Third Plan, and by that the Third Plan will stand or fall.

The main problem that confronts the Committee—perhaps confronts the nation—is this co-ordination of road and rail transport. The Committee has given very interesting figures as regards the road mileage and rail mileage in our country. Motable road mileage parallel to the Railway lines is about 70 per cent of the railway mileage. Here the Committee has very rightly observed that it is up against three possibilities of coordinating the road and rail transport systems. One is free unrestricted

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ed competition. The second is Government regulation and control, and the third, integration of all the means and methods of transport into one single unified unit. On these three alternatives before it, the Committee has asked for light and guidance from the Governments concerned before it proceed formulate its final scheme. The information it has asked for has not yet been made available to the Committee, even though 16 months have elapsed since the Committee submitted its preliminary report in February 1961. And, today, we are in May 1962. I want to ask the Minister, who is new to the department, whether Government has got any intention of helping the committee onward on putting it again on its feet so that within a year at least we can have a full and clear picture of what our transport system is going to be and how the various systems of transport are going to be co-ordinated.

I would refer to the problem of nationalisation. Government, at one time, during the Second Plan period, made a statement in the House that there might be a moratorium on the nationalisation of transport of goods, while the principle of the nationalisation of transport of people had been accepted. Now, latterly, there has been a shift in the policy. As regards this policy of nationalisation of transport of goods also it is not completely ruled out.

While on this subject of nationalisation, may I briefly suggest that nationalisation is neither governmentisation nor bureaucratisation. Nationalisation, if it is to be socialisation, has to be undertaken in a different manner and has to be administered with a different outlook and a different approach. May I suggest, therefore, that the Committee on Public Undertakings that is going to be shortly constituted here in Parliament should really reflect public opinion—the true socialisation of a venture or an undertaking—and should therefore be pre-

sided over by a Member of the Opposition in Parliament.

We have pleaded for that in other committees. It has not been accepted. But at least for this committee, the Committee on Public Undertakings, I say, with all the emphasis at my command, that it should have as its Chairman, a Member of the Opposition, because, even in the last General Elections, the majority of the public vote went to the Opposition. It may be that it went to various groups; but it went to the Opposition as a whole and the Congress Party got a minority vote. Therefore, the Committee on Public Undertakings must have as its Chairman a Member of the Opposition. I hope the Government would accept it.

I will briefly refer to the question of transport by waterways—inland waterways. Many years ago, I believe—I do not remember exactly when—a visionary engineer had a dream.

Dr. M. S. Aney: In India?

Shri Hari Vishnu Kamath: Yes, in India. He dreamt of linking up the Ganga with the Cauvery.

This matter was raised in the first or Provisional Parliament also, Sir, when you were also with us, though in a different capacity. You may remember how it was raised in that Parliament. It was raised, I believe, during the debate on the DVC. And, I would seriously suggest to Government that a survey should be undertaken with regard to this matter, the linking up of the Ganga with Kaveri, with a network of canals which shall provide a new system of transport by inland waterways. I had ardently hoped that in our own time, in the next 10 or 15 years, we might have as good inland waterways in India as there are in Europe—the Rhine, the Danube and the Volga—which could carry people and goods by water. I think the

scheme should be examined more thoroughly and more earnestly than what the Government has done so far. (*Interruption*).

Shri Raj Bahadur: Realisation of a dream!

Shri Hari Vishnu Kamath: It is not an empty dream. I think there are people in India, there are so many persons in India who have referred to it. Recently some articles have been written in papers. This is not a mere dream. Everything happens first as a dream. (*Interruption*). Then only it becomes a reality. Unless our leaders had dreamt of freedom, how can our friends be there on the benches opposite?

I would briefly refer to the Posts & Telegraphs Department. I have not got much time; I will make points briefly. The Posts and Telegraphs Board, I think, is as important as the Railway Board with which my hon. friend was connected till lately. I do think that the Posts and Telegraphs Board should be invested with the powers which are vested in the Railway Board. They should be on a par with each other, so to say. Next, I understand that some years ago the services of a British expert were loaned to the Ministry under the Colombo Plan to study the programme of mechanisation of work in the post and telegraph offices, and that subsequently a departmental committee also studied the problem and made some recommendations. I want to know at what stage this matter rests, the mechanisation of work in the post and telegraph offices.

I support the demand made by hon. friends in the House earlier, namely, that the extra-departmental staff in the post offices must also get the benefit of dearness allowance that has been conferred recently on the Central Government employees. In 1957, when the interim relief of Rs. 5 per mensem was granted, I understand that the extra-departmen-

tal staff was granted an increment of Rs. 2 *pari passu* with the dearness allowance given to the Central Government employees. This matter should be taken up and examined, namely, the granting of dearness allowance for the extra-departmental staff.

There has been a notorious scandal in the past few months about telegrams being sent by express delivery or even by ordinary post in some telegraph offices. This should be put an end to. It is in Calcutta perhaps.

Shri Jagjivan Ram: That is over.

Shri Hari Vishnu Kamath: Over? Then I hope it will not recur!

Mr. Speaker: After a year, when again these Demands come!

Shri Hari Vishnu Kamath: Next year? God only knows what will happen. Then, I would request the Minister to consider this matter of the Madhya Pradesh circle. All other circles are coterminous with the boundaries of the new States created in 1956. Only in the case of Madhya Pradesh is this invidious distinction made.

Shri Jagjivan Ram: Name it.

Shri Hari Vishnu Kamath: Berar has been tagged on the Madhya Pradesh so as to constitute the Central circle. I am not saying this in any provincial spirit, but while all other postal circles are coterminous with the State boundaries, I do not know why on earth—probably is it for administrative or for some other reasons?—the Central circle alone has been constituted like that.

Lastly, I would just like to refer to the Indian Airlines Corporation. In the last few years, there was a lot of wasteful expenditure incurred by the IAC on, I suppose, the DeHavilland Doves which figured in the first Parliament, and later on came the Vikings both of which proved useless or air-unworthy and were grounded. There was an offer of sale by auction, but I was told that no buyer came for-

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ward. I hope this mistake, this blunder, will not be repeated in the future. The purchasing agency or the purchasing machinery and the selling organisation in the IAC should be re-constituted, if necessary, with expert operators on it and not really laymen without any experience of these aircraft.

One last word about tourism. The report tells us—

Mr. Speaker: Already the last word has been said!

Shri Hari Vishnu Kamath: One last word. I am the only spokesman for my Group. The report of the Department of Transport tells us that: so many incentives, so to say, were offered to tourists from abroad, which we poor Indians, when we go abroad, are not offered; no country offers us such incentives, not even one. While these rich tourists come here, they are offered these various incentives which have been detailed by the Ministry at page 139 of the report. There is a whole paragraph about it, but I do not want to read it. But it is strange that in spite of these very, very large incentives, which include—will you believe it—“travel as you like” tickets valid for 30 days at a lump sum of Rs. 495-00 on air-conditioned and first class (where air-conditioned service is not available)”—they give tickets valid for 30 days at Rs. 495-00 only—there are other things also, but in spite of all this, the number of tourists attracted to our country has not been commensurate, except from some countries, with the incentives offered. I want to ask the Minister to examine this problem and find out whether prohibition has got to do anything with this.

These are the main points which I wanted to make in connection with the Demands for Grants under this Ministry.

Mr. Speaker: There are some selected cut motions relating to the Demands under the Ministry of Trans-

port and Communications which the hon. Members may move subject to their being otherwise admissible.

Failure to evolve a rational, coherent transport policy.

Shri Hari Vishnu Kamath: I beg to move:

“That the demand under the head Ministry of Transport and Communications be reduced to Re. 1.” (1).

Transport policy in respect of developed areas

Shri Sivamurthi Swami: I beg to move:

“That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100.” (2)

Policy of publishing commemoration stamps in respect of social reformers and historical personalities in the country

Shri Sivamurthi Swami: I beg to move:

“That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100.” (3)

Transport policy in villages and places far off from National Highways

Shri Sivamurthi Swami: I beg to move:

“That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100.” (4)

Need to provide navigation facilities in all River Valley Project canals including Tungabhadra main canal

Shri Sivamurthi Swami: I beg to move:

“That the demand under the head Ministry of Transport and

Communications be reduced by Rs. 100." (5)

Delay in appointing Technical Consultants for the Second Ship-building Yard

Shri M. K. Kumaram: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (12)

Need for immediate completion of the broadening work of National Highway No. 47 in Kerala region

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (39)

Need for aid for construction of Chethurai Bridge

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (40)

Need to expedite the construction of the Neendakara Bridge on National Highway No. 47

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (41)

Need to survey the load capacity of National Highway No. 47 in Kerala State and to upgrade portions found substandard

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (42)

Need to give more funds to upgrade important State Roads and for reconstruction of bridges and culverts

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (43)

Need to survey the Cranganore backwaters and estuary to reconstruct a minor port

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (44)

Delay in establishing an automatic telephone system in Trichur Town

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (45)

Need to deepen the transport canal between Cochin Harbour and Trichur through Manakkodi Lake

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (46)

Need to allot more funds by ways of loan to States to nationalise road transport

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (47)

Need to construct a bridge over the Enammar outlet

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (48)

need to construct a separate road bridge on National Highway No. 47 where it passes over Chalakkudy river

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (49).

Need to construct a bridge to connect Cranganore with Vypeen islands

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (50).

Delay in constructing a Port Trust for Cochin Harbour

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (51).

Need to provide foreign exchange to establish an up-to-date repair workshop in Cochin Port

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (52)

Need for constructing a Dry Dock in Cochin Port

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (53)

Need for more facilities for telephone connections to private parties

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and

Communications be reduced by Rs. 100." (54)

Need to provide more trunk telephone lines between Delhi and Trivandrum via Coimbatore

Shri Warrior: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (55)

Need to develop canal navigation between Trivandrum and Mangalore

Shri Koya: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (56)

Delay in the construction of the second ship building yard

Shri Koya: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (57)

Need for constructing an aerodrome at Calicut.

Shri Koya: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (58).

Need to start monthly meeting between the representatives of National Federation of F. & T. Employees and Director General, Post and Telegraph.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (59).

Need to continue night air-mail service from Nagpur.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (60).

Need for a peaceful settlement of the dispute with Hooghly Pilots.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (61).

Need for negotiating machinery to settle disputes with employees.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (62).

Need to reinstate all employees discharged, removed or dismissed from service after July, 1960 strike.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (63).

Need for restoration of pay of employees reduced as a result of disciplinary action taken for participating in July, 1960 strike.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (64).

Need to implement the report of the Telegraph Enquiry Commission.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (65).

Need to implement report of the R.M.S. Reorganisation Committee.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (66).

Need to implement all the recommendations of Pay Commission in the case of employees working in Civil Aviation.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (67).

Need to nationalise the private air companies.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (68).

Need to issue commemoration stamps in honour of Shree Narayana Guru, the great social reformer of Kerala.

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (69).

Need to issue commemoration stamps in honour of Kunjan Nambiar, the social reformer of Kerala.

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (74).

Need to issue commemoration stamps in honour of Pazhassi Raja, Kunjali Marakkar, Thacholi Othenan and Unniyarcha, the great warriors of Kerala.

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (75).

Need for scientific research in finding out the exact quantity of rains in the next season.

Shri Sivamurthy Swamy: I beg to submit:

"That the demand under the head Meteorology be reduced by Rs. 100." (13).

Need for more grants to States for converting the existing roads in villages into pucca roads.

Shri Shivamurthy Swamy: I beg to submit:

"That the demand under the head Central Road Fund be reduced by Rs. 100." (14).

Need for giving more funds to State for the maintenance of roads under Land Development Schemes.

Shri Koya: I beg to move:

"That the demand under the head Central Road Fund be reduced by Rs. 100." (76).

Need for inclusion of the Chettuvaya bridge in Trichur district of Kerala in central schemes under Third Five Year Plan.

Shri Imbichibava: I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100." (15).

Need to convert Hubli-Guntakal and Koppal - Mundargi - Hesarur - Haddagali to Karwar way in Mysore into a National Highway.

Shri Sivamurthy Swami: I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100." (16).

Need to take over the construction of Kadalundi bridge in Kozhikode district of Kerala as a Central scheme.

Shri Koya: I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100." (77).

Need to convert the road from Alwaye to Calicut through Cranganore in Kerala into a National Highway and to shorten the distance of the West Coast road.

Shri Koya: I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100." (78).

Need to convert the road from Shornur to Calicut which goes parallel to the railway line into a National Highway and to connect it with National Highway No. 47.

Shri Koya: I beg to move: -

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100." (79).

Need for development and modernisation of the age-old country-craft and sailing vessel trade of the Kerala Coast.

Shri Imbichibava: I beg to move:

"That the demand under the head Mercantile Marine be reduced by Rs. 100." (19).

Need to provide shipping facilities to the Haj pilgrims at Cochin harbour.

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Mercantile Marine be reduced by Rs. 100." (80).

Need to adopt schemes in the Central Sector for development of tourism in Kerala

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport and Communications be reduced by Rs. 100" (24).

Need for development of Beypore Port in Kerala

Shri Koya: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport and Communications be reduced by Rs. 100." (83).

Need for more publicity schemes for the development of tourism in Kerala

Shri Koya: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport and Communications be reduced by Rs. 100" (84).

Need to acquire 'sand banks' in Badagara for developing tourism in Kerala in the Central sector

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport and Communications be reduced by Rs. 100." (85).

Need to increase the pay scales in rural and sub-post offices in villages

Shri Sivamurthy Swami: I beg to move:

"That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (25).

Need to issue commemoration stamps of Bashaveshwar, the first reformer of humanity and untouchability in 12th century in Karnatak

Shri Sivamurthy Swami: I beg to move:

"That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (26).

Need to increase the emoluments of extra-departmental postal employees

Shri Koya: I beg to move:

"That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (86).

Need to issue commemoration stamps of Moulana Mohamed Ali the great patriot

Shri Koya: I beg to move:

"That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (87).

Need to open telegraph offices in Sindhanur, Kustagi, Deodurgu talukas of Raichur district, Mysore State

Shri Sivamurthy Swami: I beg to move:

"That the demand under the head Posts and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds be reduced by Rs. 100." (29).

Need to open post and telegraph offices in all villages and towns where the population exceeds five thousand.

Shri Sivamurthy Swami: I beg to move:

"That the demand under the head Ports and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds be reduced by Rs. 100." (30).

Need to open telephone and telegraph offices at Nadapuram, Kuttiyadi and Perambur in the Kozhikode district of Kerala

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Ports and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds be reduced by Rs. 100." (88).

Need to expedite work on National Highway development scheme in Kerala

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Capital Outlay on Roads be reduced by Rs. 100." (34).

Need to expedite work on development of the West Coast Road

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Capital Outlay on the Roads be reduced by Rs. 100." (35).

Need for special financial assistance to the State of Kerala to construct motorable roads in the hilly tracts of Kozhikode district

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Capital Outlay on the Roads be reduced by Rs. 100." (93).

Need to convert Karwar Mangalore into a major port

Shri Sivamurthy Swami: I beg to move:

"That the demand under the head Capital Outlay on the Roads be reduced by Rs. 100." (37).

Desirability of development of Ponnani as a supplement port to Cochin in view of the growing traffic from Cochin

Shri Imbichibava: I beg to move:

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100." (38).

Need to convert Beypore in Kerala major port

Shri Koya: I beg to move:

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100." (94).

Need to convert Beypore into a major port

Shri A. V. Raghavan: I beg to move:

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100." (98).

Need for developing Paradip as an all weather port during the Third Five Year Plan

Shri S. N. Divedi: I beg to move.

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100." (103).

Need for an aerodrome at Kozhikode

Shri Imbichibava: I beg to move:

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100." (99).

Need to develop Trivandrum air port into an international airport

Shri M. K. Kumaran: I beg to move:

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100." (100).

Mr. Speaker: These cut motions are now before the House.

Shri Warior: Can we take it that these cut motions are in order?

Mr. Speaker: Unless that is examined, it cannot be said. If it is examined and if there would be some objection, that would be removed. But primarily they have been included.

Shrimati Sharda Mukerjee (Ratnagiri): Mr. Speaker, Sir, the hon. Member, Shri Kamath, having spoken much longer than Members of this party could afford to indulge.....

Shri Hari Vishnu Kamath: Join the opposition; then you can have more time.

Shrimati Sharda Mukerjee: I am afraid the temptation is not enough at the moment. We cannot indulge in the same flight of fancy. We have only 10 minutes....

Mr. Speaker: I will give her 15 minutes.

Shrimati Sharda Mukerjee: This Ministry of Transport and Communications has been called earlier in this debate a hotchpotch Ministry. One cannot help sympathising with the Minister of Transport and Communications, because he has to cope with a varied range of departments and has to satisfy the requirements of people of all classes and standards of living. He is expected to look after everything from roads in the remote villages to aeroplanes and tourism; from ships, ports and harbours to Posts and Telegraphs.

Mr. Speaker: From deep seas to the highest sky.

Shrimati Sharda Mukerjee: Yes, Sir. If I may comment on this, I think Shri Kamath's flight of fancy is very infectious. (Interruptions). One fully appreciates the difficulties and problems that the Minister faces, but it is time our country had a better co-ordinated transport policy. This has been said before and I reiterate it. I cannot help feeling that the crisis through which our transportation system passes from time to time is not only undesirable, but it is most upsetting to the public and that it can be avoided with some planning and forethought.

As I come from a coastal area, I am particularly concerned about the complete lack of unity in the policies followed by the railways and by the shipping companies. In my district of Ratnagiri, one of the main issues at the moment is the threatened closure of the Konkan Shipping Service, which takes passengers from Bombay to nearby coastal ports. The problem is very simple. The Konkan service, which is operated primarily by the Scindia Steam Navigation Company, is according to this private sector company, unremunerative and they, therefore, decided to close the service or wish to be compensated for the losses they incur here. As there is no rail service at present in this area and the only mode of transport is either a bus or a boat, these people are necessarily very perturbed. The distance by boat to Ratnagiri is approximately 140 miles whereas by road it is 285 miles. This is so because of the hilly region interspersed by innumerable creeks and small rivers. The road has therefore to follow a circuitous route. The road surface is bad—it is dusty and full of pot-holes. People, therefore, prefer to travel by boat except during the monsoon months when the boat service is closed for four months. The boat journey is not only free of dust and heat but the passengers are a little more comfortable and can carry more baggage. Most of the men

[Shrimati Sharda Mukerjee]

from this district are forced to work in cities. In fact, the people in this area subsist mainly on the money orders they receive from members of their family who work in the cities. Therefore, this district is known to have a rupee-economy. Agricultural return is poor and as there are no industries of any kind, people are forced to work in cities, especially in the rich and prosperous city of Bombay. Hence, these people have to travel frequently between Bombay and their homes in the district. We cannot, therefore, countenance a closure of this service; yet an increase in the fares would be unfair to the people of this poor district.

Although the Rau Committee has said that the Scindia Steam Navigation should be allowed to increase the fares to meet their costs, they also go on to say that a passenger to Konkan pays double for every mile he travels by sea than he would if there was a rail service. I must confess, I cannot understand why a man from Konkan should pay twice as much to get to his home as a man travelling the same distance in another part of the country. What, in fact, happens is that the railways are prepared to run unremunerative services and their fares are devised to help the poor man. They can afford to do this because they can make up the deficit in other areas which are economically better off. They do not charge fares on the cost of operation in a given area. On the other hand, shipping fares are charged on the cost of running the service.

There must surely be one policy, one principle behind all fares. After all, both the railways and the shipping companies serve the same public. It is surely the misfortune of my under-developed district that there is at the moment no railway line. Although a beginning has been made of the Konkan Rail Service at Panvel a few months ago, it is still in its early stages and it will take some

years before it is complete. Under the circumstances, either the Government should undertake the running of the shipping service or give an adequate subsidy to Scindias to make up their losses on this line. In any case, it would be most unfair if the burden of higher fares were to fall on the people of this poor district.

The average number of people using this service is about one million per year, but according to the Rau Committee the number is expected to decrease to 6.75 lakhs in the near future. The Committee goes on to say:

"When better and somewhat faster ships arrive, it stands to reason that traffic will respond to improved conditions."

Now, Sir, I would like to say that it is not only in Konkan where there is no uniform transport policy. Although it has been mentioned before in this debate, I would like to add to it. Everyone has been hearing much about the movement of coal by sea. The estimated requirement is about two million tons per year, but so far the coastal ship owners have come nowhere near the target. However, no one can blame them for this shortfall. For years, they were most enthusiastic to increase the quantity of coal moving by sea, but at that time, unfortunately, the Railways would not consider the scheme—I know that the ex-Railway Minister who is now the Minister of Transport and Communications is here. In 1947, every month approximately 18 ships would sail from Calcutta with coal for coastal ports; by 1959, the total had actually been reduced to 14 and then to 9. And here is what the Planning Commission writes about our shipping:

"Actual achievement in respect of overseas tonnage has exceeded the target while, in the case of coastal shipping, there is a substantial shortfall."

The target for coastal shipping by the end of the Second Five Year Plan was 4.1 lakh GRT but the actual achievement was 2.92 GRT. Not surprising! In comparison, road transport has expanded remarkably. The number of goods vehicles has risen from 81,000 in 1950-51 to 1,60,000 in 1960-61. It is anticipated that within the next five years, the freight traffic by road will increase by 120 per cent more. The railways carried 91.5 million tons in 1951; by 1956 they were carrying 114 million tons; by the end of 1961 they carried 1554 million tons of cargo. The target for 1966 is 245 million tons, or over 250 per cent more than in 1951. In the same period, the traffic round the coast increased only by 3.2 per cent from 25,84,572 to 26,65,417 tons. The House will be startled to know that in March 1960, when the coastal ship owners offered to help out in the movement of coal, as they understood that there was considerable wagon shortage, they received the following reply from the Ministry of Transport and Communications:—

"I am directed to refer to your telegram dated the 12th March 1960, on the above noted subject and to say that the Ministry of Railways, with whom the matter was taken up, has stated that the recent difficulties in the supply of empty wagons for loading of Coal were only of a temporary nature. The supplies have since been stepped up and the movement of coal to the railways has been generally satisfactory. The Railway Board does not, therefore, consider it necessary to increase coal movements by the sea route at this stage."

Within 9 months of this communication, the railways were requesting coastal ship owners to carry two million tons of coal, which was exactly double the amount they were previously offered.

What is the result? The ship own-

ers do not have ships to carry the cargo. Instead of having a policy of gradual expansion over a period of years, ship owners have up to 1960 been actually discouraged from expanding. Coal movement, which forms over 60 per cent of the total cargo movement round the coast, was being catered for almost entirely by the railways. Now when we want the ships, when we want to move the coal in increasing quantities, we are no longer able to do so. Nor is expansion of coastal shipping likely to take place immediately for just as in the passenger services, the principles for fixing fares are not common, so in the cargo service the policy of fixing the rates is different. The railways have a freight structure which is based on considerations other than the cost of carrying the freight. Coal, for instance, is carried at a cheaper rate per mile over longer distances than over shorter distances. The Railway Ministry have frequently pointed out that they incur losses in coal movement, specially over long distances. Coastal ship owners, on the other hand, do not have the same aims as railways; they are only prepared to offer their services, provided their costs are met. This is not surprising because the ship owners are not a public sector company. The present freight structure is such that they cannot meet their costs. It is irrational because it is influenced by the rail freight structure. For instance, the sea freight rate for coal from Calcutta to Bombay, as Shri Raghunath Singh has pointed out just now, is the same as from Calcutta to Bombay or from Calcutta to Saurashtra. The fact that the latter route, Calcutta to Saurashtra, is one thousand miles more by sea does not make a difference in the freight rate. The consequences are that freight rates are uneconomic and therefore rapid expansion becomes impossible. The Government, I understand, have recently conducted an inquiry into coastal shipping and it would be interesting for us to know what the results of this inquiry are.

[Shrimati Sharda Mukerjee]

How can coastal shipping be set right? How can transport system be improved? The answer to these questions is not easy nor do I think it can be given in a brief speech. However, one thing is absolutely clear and that is the present lack of co-ordination. Many hon. Members have stressed on this and if I may have your permission I would like to add to the same. Lack of co-ordination is and will be disastrous to this country. Already the failure to expand coastal shipping has led to foreign vessels being chartered for the transportation of coal. We are today spending at the rate of Rs. 10 lakhs per month in foreign exchange for the charter of these ships. Anyone will admit that this is a sheer waste.

When one considers that during the Second Five Year Plan India paid in terms of foreign exchange Rs. 130 crores per annum to foreign shipping companies for obtaining their services, one realises the importance of developing this very basic national industry. And yet, as I said earlier, a great deal of wastage occurs due to inadequate co-ordination in our transport system and lack of forethought.

In conclusion, I can do no better than to quote from the report of the Estimates Committee 1960-61 to prove my argument:—

"The Committee feel that the policy of the Government in relation to the Shipping Corporations is expressed in negative terms lacks positive approach. They, therefore, recommend that the policy of the Government with respect to the Shipping Corporations should be redefined in a positive manner."

With these words I support the Demands for Grants for the Ministry of Transport and Communications.

Mr. Speaker: Now she has no complaint, I suppose.

Shri Basumatari (Goalpara): Sir, at the outset I offer unreserved support to the hon. Minister who has come from the Railways to this Department. The other day he was saying that the Railway Department was improved while he was in that Ministry. Now we hope that he will do better when he is here in this Ministry.

I want to submit something about Assam. Time and again we have been submitting how there is a transport bottleneck in Assam.

Mr. Speaker: He was right in prefacing it. That was a good preface when he wants something for his own State.

Shri Basumatari: This Ministry of Transport and Communications deals with three important subjects—air, land and water. I shall deal first with water. As Shrimati Mukerjee has said, they have alternative preference for selecting the mode of transport; when they do not like to travel by train or by air they travel by sea. But we do not have any sea. We have got only one source of water and that is the Brahmaputra. In Brahmaputra navigation had been started long before by a company which is known as the Joint Steamer Company. This monopoly, the Joint Steamer Company sometimes increases its freight rate and makes it difficult for the people of Assam. At the same time there is no port. Without a port a ship cannot run on dry water. So, there is a suggestion for constructing a port at Pandu. I hope the hon. Minister will consider the construction of this port immediately.

I also suggest one river port at Tezpur, which is far away from Gauhati, on the other bank of the river. I hope he will kindly consider the question of constructing a river port at Dibrugarh also if possible.

I now come to roads. Assam is surrounded on all sides by foreign

countries, and there is only one corridor of forty miles, to go to Assam. The other day I pointed out that even though there is the railway system, this railway remains under suspension for about three to six months in the year in monsoons. So you can well imagine what alternative that we have. We do not have any smooth navigation where we can have easy transportation of goods and cargo. We do not have efficient railway services. Compared to other areas, out of a total of 14,880 miles, we have only about 500 miles of highway road. This highway road was also constructed not by the Government by its own goodwill in normal times, but this was constructed at the time of the war, and since the war time this has not been repaired. The gradient of this road is very bad. I think the hon. Minister has got some experience of this when he travelled in Assam, where he might have felt the dancing of the car while driving on this highway road. The gradient must be improved.

At the same time, the bridges and the culverts over the rivers also have to be improved. There are so many rivers. Assam, as you know, is full of rivers. The curves of the bridges and the culverts are such that you cannot take any heavy vehicle over them.

Assam has now come into the picture because we are having petrol. We produce petrol, we produce tea also. But we are in great difficulty on account of the transport bottleneck. I hope the hon. Minister will consider the need for improving this backbone of Assam, the only highway road from Cooch Behar to Digboi via Dhubri and Goalpara.

After having a bridge over Brahmaputra, this highway road is going to be diverted from North Salmara to Mamaitamuli Gor to meet the bridge and this "Gor" is on the north bank

of the Brahmaputra, five miles from Gauhati. From there we are going to the bridge. This National Highway used to pass through Goalpara via Jogighopa to Gauhati. My request is that this road should not be abandoned, because a large number of people including the tribal people of Garo Hills are also using this road. Once you abandon this road, the State Government will not be able to maintain this road, because this black-topping tar road is very expensive and it is not possible for the Assam Government to maintain this road. Therefore, I request the hon. Minister to keep this road also as a special highway road.

Another proposal the Ministry might have received from the Government of Assam from the strategic point of view a highway road from Charali to North Lakhimpur via Tezpur. This is a most important road, and you are going to construct a railway line from Tezpur to North Lakhimpur from the strategic point of view. Therefore, I request the hon. Minister to take note of this as a proposal to construct this highway road. If the hon. Minister does not understand the difficulty, I am very glad that our Deputy Minister, newly appointed from Assam—we are very proud of him—will explain what difficulties we are facing. I therefore request, again, that he may have a look at it and may kindly see this Charali-North Lakhimpur road constructed.

I would like to suggest a Second highway road. You know how much transport difficulty we are facing. So we want to suggest second highway from Jamdoor via Gurubhasha, Chapaguri and Bijni to Charati. From Gurubhasha we have one strategic road to Bhutan constructed by the Central Government. This road is important not only from the point of view of strategy, but it is important from the point of view of other important business also. You know we are producing timber

[Shri Basumatari]

in abundance and getting a revenue of Rs. 3 crores from timber. And this road passes through this timber reserved, forest Kachugaon and Holtugaon to Charali. Therefore, this road from Jamdoor, on the border of West Bengal, to Charali via Gurubhasa and Chapaguri is a very important road. I request the Government to take note of this. It is no use my saying how the hon. Minister is respected and honoured by Assam for having a Railway Zone with headquarters at Gauhati. People say, it is only because of Shri Jagjivan Ram. He will be worshipped if he will take up this road also which is important from all points of view.

Then, I would like to say about the post offices. We are having a socialistic pattern of society and we are having a plan for more post offices in the rural areas. But, these post offices are opened only when somebody comes forward with a lump-sum money for the construction of the building for the post office and its staff. This is very difficult in the tribal areas. There should be some special consideration for the tribal people so that they may get the post offices without advance payment from the local people. It is not done. We have been urging upon the Government for a long time; but it is not heard. While there is a special guarantee in the Constitution, I do not see why on every step there should not be some special consideration for them. Sir, they cannot afford to construct their own houses. When you ask them to construct a building for the post office, it is not possible for the tribal people to construct a house, not to speak of a building for the post office. When the benign Government is thinking of developing the tribal people, why don't they think about this also? I urge upon the Government to give them special facilities so that they may also

enjoy the utility of post offices without any difficulty.

Of course, I cannot say about telephones. We are not so advanced as to ask for phones. Still we ask for telegraph offices. A telegraph office is very necessary for all important places. Now, roads have been constructed connecting various places and people go like anything in the tribal area. Therefore, telegraph offices are very important. These telegraph offices should be located in all important places. It is needless for me to say which are the important places. I think Shri Bhagavati will be the right person to point out what are the important places and he will help the Ministry.

As regards air services, I think we have the highest number of air services connecting all the districts. But, if you go to details, really this is working in a discriminatory way in various respects. My hon. friends have been saying that this Dakota running is a national funeral. We are running a national funeral by Dakotas. Dakota is the only service in which we can fly. Of course, it will be ungrateful on our part if I did not mention that there are two Fokker Friendships also.

Mr. Speaker: The Minister has to run even a bullock cart. He has given you a Dakota.

Shri Basumatari: My point is this. When there is difficulty in the Railways, and there is no transport by river navigation, why should not air transport be developed? There is also discrimination in the matter of food. Just now, my hon. friend Shri. Fatehsinhrao Gaekwad said that the food is supplied badly, and it is not fit for human consumption. In our area, not to speak of human consumption, it is not fit even for—I do not like to say. One thing, in the Fokker Friendships, just to please us, two air hostesses run. I asked,

why two air-hostesses? Do you supply food or breakfast; they said, no, we are not given. I asked, do you supply magazine; they say, no, we are not supplied with magazines. Why are you two? They say, what do we know. Without service, there are two-air-hostesses. There is no break fast. The snacks that is supplied is not at all fit for human consumption. There is discrimination if you compare other areas with Assam. The Government think that the Assamese people are not comparable with others and therefore they are neglected in every way.

I hope the hon. Ministers will look into these matters. I know that Shri Raj Bahadur comes from a very backward area like Rajasthan where the development is very low. Also, the hon. Minister, Shri Jagjivan Ram, comes from a backward community. My hon. friend the Deputy Minister Shri Bhagavati comes from a backward State. Therefore, I hope that if the three together join, they will realise the difficulty of Assam and they will do something in this regard.

Shri Jagjivan Ram: What about the Deputy Minister Shri Mohiuddin?

Shri Basumatari: I do not wish to say anything about the Deputy Minister in charge of Civil Aviation, because I do not know whether he thinks about Assam or not; for, I have not seen him in Assam. Therefore, I request him to fly in the Dakota service himself to Assam and see how the service is running and with what kind of food.

With these few words, I support the Demands of the Ministry of Transport and Communications.

Shri Birendra Bahadur Singh: I rise to support the Demands for Grants of the Transport and Communications Ministry. At the outset, I should like to congratulate the new Minister who has got more experience of the railways. Now, he will be handling not only the land as well as the sea but

also the air transport; and to crown all this, he has got also to handle the posts and telegraphs, the telephones and other means of communication. So, this department is a very big one, and, naturally, the Demands that this Ministry has been making in this House must be concomitant with that.

Of course, everyone expects betterment of his district, betterment of his State. But the question is where the money is to come from, and how it has got to be done. I could see that there are legitimate Demands from most of the States, and especially from the backward areas. But what I have got to say is this, that, as far as possible, if an attempt is made to save the wastage, we can certainly utilise that money elsewhere, for the places where it is essentially needed.

For instance, I may talk of roads first. I come from Madhya Pradesh. I am yet to know where there are any consulting engineers right at the top who have ever gone and consulted any of the local State engineers in regard to the bridges or money was being spent or the funds being utilised or what happened to those funds. I have not yet come across any case where they have ever consulted. What happens most of the time is that a lump sum of money is given to the State Government and it is they who utilise the funds, of course, only according to specifications.

For instance, take the national highway No. 45 or 47—I cannot tell you the exact number just at present; it is a very important highway, and especially, it has become important from the point of view of the refugees that have come from West Bengal. That highway runs from Raipur to Bastar through the Dandakaranya area. At time, this one road was supposed to be under the Government of Madhya Pradesh, but when it was made into a national highway it was transferred, and some kind of negotiations took place, and finally this road has now gone up to the Dandakaranya operations area.

Shri Surendranath Dwivedy: Again, they have taken back.

Shri Birendra Bahadur Singh: Whether the local authorities are well conversant with the road vehicles vis-a-vis the bridges or not, I do not know. But why should it be the case that this important highway which links, Raipur with Bastar, and Visakhapatnam on to the Madras road is completely neglected, and further, why is that that the bridges have not been repaired for the last three years?

Looking at the papers that have been supplied to us by the Ministry, I find that the road has been coal-tarred or that some areas have been improved between Raipur and Abhanpur and so on. But if there is one heavy rain, the coal-tar is washed away also. So, unless the priorities are decided, it is no use. First, you must take up the question of bridges. Let the bridges be decided upon first, and then we can go on to improve the roads. It is no use improving the roads or coal-tarring the roads without first looking to the bridges. If there are no bridges, the roads are no good. Up-till now those bridges which are, what is called, very very rugged have not been made smooth.

18 hrs.

Then on the main important roads, we are spending a colossal amount of money—Rs. 80 crores. Take the road from Calcutta to Bombay. I would request anybody, even the government officers in charge of roads, to motor from Bombay to Calcutta. I am prepared to pay the cost of petrol. The condition of the road from Dhulia to

Amravati is terrible. You cannot even motor during this season let alone the rainy season.

Who looks after these roads? Who maintains them? Do the engineers sitting at the top go and see these roads? Have they ever gone and seen what is the condition of the bridges? The State Government say, 'the Central Government gives grants. We utilise them. We have got so many other roads to attend to'. Besides the national highways, there are other roads, the provincial highways, district highways and village highways. God alone knows whether the money that is given by the Government of India is entirely for the national highways. If you ask the State Government, they say: 'Look. We utilise the money also for the State highways and for the district highways'. No one knows about it. If information is asked for, no information is given as to how this money is utilised for the roads.

I wonder if the national highway authorities have gone and seen these roads and bridges. For example, for the last four years a bridge is being built nearly three or four miles from Raipur on this national highway linking Bhilai. It is not yet ready.

Mr. Speaker: Would he like to continue tomorrow or conclude today?

Shri Birendra Bahadur Singh: Yes, I would continue tomorrow.

Mr. Speaker: He may continue his speech tomorrow.

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, May, 22, 1962 Jyaishta 1, 1884 (Saka).

[Monday, May 21, 1962/Vaisakha 31, 1884 (SAKA)]

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1651	Stools for compositors in Government of India Press, New Delhi .	5550
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1655	Labour Inspectors (Central) .	5553-54
1656	Permanent posts of Labour Inspectors (Central) .	5554
1657	Paper and Rayon industries in Assam .	5554-55
1658	Indians in Portuguese colonies .	5555
1659	Mechanisation of Mandi Salt Mines .	5555-56
PAPERS LAID ON THE TABLE .		5556

- (1) A copy of the Companies (Central Government's) General Rules and Forms (Fourth Amendment) Rules, 1961 published in Notification No. G.S.R. 1408 dated the 25th November, 1961 under sub-section (3) of section 642 of the Companies Act, 1956.
- (2) A copy of Report of the Ganga Brahmaputra Water Transport Board for the year 1961.

PRESIDENT'S ASSENT TO BILL .	5556-57
Secretary laid on the Table the Appropriation (Railways) No. 2 Bill, 1962 passed by the Houses of Parliament during the current Session and assented to by the President since the last report made to the House on the 18th April, 1962.	

STATEMENT BY MINISTER	5557-58
The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur) made a statement regarding the resumption of work by the Hooghly River Pilots.	

ELECTION TO COMMITTEE COLUMNS
5558-59

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah) moved for election of two Members of Lok Sabha to be members of the Coir Board. The motion was adopted.

DEMANDS FOR GRANTS 5559-5725

- (i) Further discussion on Demands for Grants in respect of the Ministry of Irrigation and Power concluded, and the Demands were voted in full.

DEMANDS FOR GRANTS—*contd.* COLUMNS

- (ii) Discussion on Demands for Grants in respect of the Ministry of Transport and Communications commenced. The discussion was not concluded.

AGENDA FOR TUESDAY,
MAY 22, 1962/JYAISTHA 1,
1884 (SAKA)

Further consideration of Demands for Grants in respect of the Ministry of Transport and Communications.