

Volume I

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Wednesday
28th May, 1952

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I -Questions and Answers)

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Members Sworn [Cols. 2—18].

PARLIAMENT SECRETARIAT
NEW DELHI

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THE
PARLIAMENTARY DEBATES

M.C.H. 2504
Dated 18.11.2014

(Part I—Questions and Answers)
OFFICIAL REPORT

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HOUSE OF THE PEOPLE
Wednesday, 28th May, 1952.

The House met at a Quarter Past Eight
of the Clock.

[MR. SPEAKER in the Chair]

MEMBERS SWORN

Shri Nityanand Kanungo (Kendrapara).

Shri Raj Bahadur (Jaipur-Sawai Madhopur).

ORAL ANSWERS TO QUESTIONS

FAMILY PLANNING SCHEME

*227. Shri Velayudhan: Will the Minister of Health be pleased to state:

(a) the progress made in the Family Planning Scheme started by the Government of India; and

(b) the number of experts working in the field?

The Minister of Health (Rajkumari Amrit Kaur): (a) Government have sanctioned the establishment of three centres: one in the Lady Hardinge Medical College, New Delhi; one in the Lodi Colony, New Delhi and the third at the Ramanagaram Health Unit in the Mysore State for conducting pilot studies on the use of the 'rhythm method' of family planning.

(b) Two women workers from America have just arrived in the first instance for a period of one year. The United Nations Population Division has also offered the services of a Demographer to assist Dr. C. Chandrasekhar, Director of the U.N. Office of Population Studies who is in charge of the Ramanagaram Centre.

Shri Velayudhan: May I know whether any other method excepting the one that was mentioned here had been recommended by some experts from England?

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Rajkumari Amrit Kaur: There are other methods, of course; but no suggestions have been made to me.

Janab Ajmad Ali: Can the hon. Minister tell us what are the chief features of this family planning? Does it include birth control?

Rajkumari Amrit Kaur: Population planning, that is, spacing of families and limiting families, naturally comes under the term "birth control".

Shri S. V. Ramaswamy: Will the hon. Minister be pleased to state whether there are any birth control clinics run by Government anywhere in India, and if so, what is their number?

Rajkumari Amrit Kaur: There are none.

Shrimati A. Kale: Is the Government aware that this particular rhythm method has been declared unsuitable by Dr. Marie Stopes?

Mr. Speaker: Order, order. We are going into opinions.

Dr. M. M. Das: May I know whether it is a fact that the Family Planning Committee of the W.H.O. came to the decision that this particular item should be dropped from the agenda, and if so, may I know whether the Government of India also proposes to drop this item?

Rajkumari Amrit Kaur: No, Sir.

Shri Nambiar: May I know to what extent the American experts can advise us about Indian family planning?

Rajkumari Amrit Kaur: Well, Sir, experience anywhere can be utilised in any country, according to local conditions.

HELP TO FAMINE AREAS IN
ANDHRA DESA

*228. Shri Velayudhan: Will the Minister of Food and Agriculture be pleased to state:

(a) the extent of Government of India's help to the famine areas of Andhra Desa; and

(b) the grant given to the Madras Government by the Central Government for relief measures?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) and (b). Attention is invited to the Answer to Starred Question No. 32 on 20th May 1952.

Shri Velayudhan: May I know whether and if so to what extent a special grant has been made to the Madras Government for the relief of famine in Rayalaseema?

Shri Karmarkar: I do not have the exact amount, but I may say that the Government of India have agreed to bear 50 per cent. of the expenditure on gruel centres opened in the scarcity areas subject to a maximum of Rs. 48 lakhs.

Shri Velayudhan: May I know what amount has been given as grant from the P.M.'s famine relief fund and to which agency has it been given, *viz.* the Madras Government or any other private agency?

Shri Karmarkar: Regarding the first part of the question, Rs. 373 lakhs and 5 thousand have been given by the Prime Minister from the funds at his disposal for the purpose of general relief. But I am not sure of the agency through which this fund is to be worked.

The Prime Minister (Shri Jawaharlal Nehru): Apart from, I think, a grant of Rs. 25,000, the agency has been the Governor of Madras.

Shri Raghabachari: Is there any scheme to prevent the recurrence of famine?

Shri Karmarkar: This question is about relief of famine.

Shri Punnoose: May I know whether the Government have received representations from the Travancore-Cochin Government to the effect that relief measures may be extended to certain coastal areas in that State?

Shri Karmarkar: I am afraid the question relates to Andhra Desa.

Mr. Speaker: Besides, it is outside the scope.

RUSSIAN WHEAT (PRICE)

*229. **Shri Velayudhan:** Will the Minister of Food and Agriculture be pleased to state:

(a) the price of Russian wheat purchased by India;

(b) how the Exchange Value between the Russian Rouble and Indian Rupee was calculated; and

(c) whether there is any agreement between India and Russia on the exchange Value of the respective currencies?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The wheat obtained from Russia last year was against a barter deal.

(b) Does not arise.

(c) No, Sir.

Shri Velayudhan: May I know whether the rate of exchange between the Indian rupee and the Russian rouble is assessed on the sterling or not?

Shri Karmarkar: Our transactions with Russia are through sterling, but I am not aware on the basis of the material available to me at the moment what is the rate of the rupee in terms of the rouble.

Shri T. K. Chaudhuri: How does the barter deal work out on the basis of rupee rouble exchange?

Shri Karmarkar: As the hon. Member will understand, barter deal is on the basis of exchange and the ratio between the rouble and the rupee does not come into the picture. In this instance, Russia supplied us wheat, 100,399 metric tons, in exchange for the following Indian commodities: raw jute 5,000 metric tons; shellac 2,500 metric tons; tea 1,850 metric tons and tobacco 5,500 metric tons. The price of the one was equal to the price of the other.

Shrimati Renu Chakravarty: How does this compare with the price paid for U.S. wheat?

Shri Karmarkar: I think this transaction should compare favourably like every other transaction.

Shri Velayudhan: May I know whether there is any difficulty in the matter of trade transactions because this exchange has not been decided as between the Russian rouble and the Indian rupee?

Mr. Speaker: He is proceeding on an assumption.

Shri Velayudhan: No, Sir. He said that the exchange has not been decided and it is on that, I am asking the question.

Mr. Speaker: He said that it is not necessary to decide that, because goods are exchanged on barter basis.

Dr. M. M. Das: May I know what are the commodities that have been supplied by the Indian Government to the Russian Government for importing Russian communism into India?

Shri Karmarkar: I am afraid the hon. Member did not hear my reply.

Mr. Speaker: Next question.

FODDER POSITION

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

(a) the cattle-fodder position in India; and

(b) whether Government have any scheme for the development of grass-land in India?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The quantity of fodder produced in the country is not normally sufficient to maintain the entire cattle population in a state of nutrition necessary to enable them to produce their best. The overall shortage cannot, however, be termed as scarcity of such a nature as to cause loss of life. However, due to the failure of summer monsoon in 1951, acute scarcity of cattle feeds was reported from the States of Punjab, Ajmer, Rajasthan, Saurashtra, Bombay, Delhi and Pepsu. The situation has been put under control in all the States except Punjab (Hissar District) which was reported to be deteriorating about the middle of March. Since then fodder has been rushed from all sides and the position is steadily improving.

(b) Primarily, development of grass-lands is the responsibility of the State Governments. The Government of India are, however, financing certain schemes of research on problems affecting animal nutrition and improvement of pastures as shown in the statement laid on the Table of the House.

STATEMENT

(i) Scheme for determining the nutritive value of certain indigenous grasses and leafy fodders.

(ii) Scheme for the survey of grass lands and collection, testing and distribution of indigenous and exotic pasture grasses and

legumes, at the Indian Agricultural Research Institute, New Delhi.

(iii) Scheme for the improvement of pasture grasses and legumes in Bombay State.

(iv) Scheme for the improvement of pasture grasses and legumes in Madhya Pradesh.

(v) Scheme for the trial of Indian Pueraria species and for investigations on factors influencing flowering and seed setting in Kudzu Vine, at the Indian Agricultural Research Institute, New Delhi.

Dr. Ram Subhag Singh: May I know whether some cattle have actually died in Hissar?

Shri Karmarkar: I have no information on the point. What I said was that the overall normal shortage cannot however be termed as scarcity of such a nature as to cause loss of life. That is the general proposition—whether there has been any loss of life in individual areas it is not possible to say.

Dr. Ram Subhag Singh: May I know the cost involved in the grass development schemes.

Shri Karmarkar: I should ask for notice of the question.

The Prime Minister (Shri Jawaharlal Nehru): It is not so much a cost of grass development schemes, but a choice between pasture lands and cultivation of foodgrains. That difficulty has often to be faced.

Dr. Ram Subhag Singh: May I know in which area or which States of the country these grass development schemes have been embarked upon?

Shri Karmarkar: In Bombay and Madhya Pradesh. Some experiments are being carried on in the Indian Agricultural Research Institute.

Shrimati Renu Chakravarty: Do we export any grass seeds?

Shri Karmarkar: Not to my knowledge.

बाबू रामनारायण सिंह: अधिक अन्न उपजाने के आन्दोलन की तरह अधिक धास उगाने के आन्दोलन की जरूरत सरकार समझती है या नहीं? यदि समझती है तो इस के लिये कौन कौन से उपाय हो रहे हैं?

[Babu Ramasrayan Singh: Do the Government feel any necessity of launching any Grow More Grass campaign similar to the Grow More Food campaign? If so, what steps are being taken in this direction?]

Mr. Speaker: The question does not relate to Grow More Food. It specifically relates to fodder supply.

Shri S. V. Ramaswamy: May I know whether there is acute shortage of fodder in the Dharapuram taluk of the Coimbatore district as a result of which many of the fine breed of Kangayam bulls have perished?

Shri Karmarkar: On both these points I shall find out the information.

सेठ गोविंद दास : क्या माननीय मंत्री जी ने पंजाब सरकार की उस विज्ञाप्ति को देखा है जिस में उन्होंने इस बात को मंजूर किया है कि हिसार में हजारों जानवरों की जानें चली गई हैं और इस समय वहां की परिस्थिति कंसी है?

[Seth Govind Das: Have the Government seen the press note of the Punjab Government in which it has been admitted that thousands of animals have perished in Hissar, and which also throws light on the conditions prevailing there at present.]

Shri Karmarkar: Government is aware of the fact that a large number of cattle were abandoned by their owners. Therefore, the Government of India took speedy measures to establish concentration stations for such cattle to take proper care of them. About any loss of life I have no information on the point.

INTERNATIONAL WHEAT AGREEMENT

***231. Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state the total quantity of food grains imported from abroad under the International Wheat Agreement since this Agreement came into force?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): Since the International Wheat Agreement came into force on the 1st August 1949 India has until 20th May 1952 imported a total quantity of 35.77 lakh metric tons of wheat under the agreement.

Dr. Ram Subhag Singh: May I know, Sir, whether our import programme

of wheat will suffer because of the failure of the London Conference which was held recently in order to review the International Wheat Agreement?

Shri Karmarkar: No, Sir.

Shri Dabhh: What are the terms of this International Wheat Agreement?

Shri Karmarkar: Under this agreement we are allotted a definite quantity of wheat for import. For instance, in 1949-50 the guaranteed quantity was 1 million 40 thousand tons; in 1950-51 it was 15 hundred thousand tons; in 1951-52 and the following year it is the same quantity. There is a ceiling price and floor price fixed for this. For instance the minimum price in the four years is 1.50, 1.40, 1.30 and 1.20 dollars per bushel.

Pandit Munishwar Datt Upadhyay: What are the countries that participated in the International Wheat Agreement?

Shri Karmarkar: The wheat requiring and the wheat consuming countries take part in this Agreement. In regard to the exact name of the countries, I would require notice of it.

Dr. P. S. Deshmukh: May I know the price per ton of wheat that was paid during each year?

Shri Karmarkar: I should like to have notice of the question.

Shri V. B. Gandhi: Is the price that we have been paying for wheat imported from the United States recently higher than the price that we have to pay under the International Wheat Agreement? Would the Government please give the two prices?

Shri Karmarkar: I cannot give the price offhand of the wheat supplied to us under the Wheat Loan Agreement. But about the wheat supplied under the International Wheat Agreement, the prices were substantially lesser than the prices in the free market.

LOSS OF FOODGRAINS BY PEST AND PLANT DISEASES

***232. Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state the total percentage of country's foodgrains lost annually by pest and plant diseases?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): I fear an estimate of these losses is not at present possible. I am having examined the possibility of sampling techniques

being evolved to assess such damage but the cost will of course be an important consideration.

Dr. Ram Subhag Singh: May I know whether Government contemplate taking any action to control plant diseases?

Shri Karmarkar: As I said, a detailed scheme is under consideration; obviously, it will be a matter of cost.

COWDUNG

*233. **Shri M. L. Dwivedi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have taken any steps to conduct research into the possibilities of preparing cooking gas and fertiliser out of cowdung as suggested by the Engineering Department of the U.S. Government; and

(b) if so, with what results?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) I am not aware that Engineering Department of the U.S. Government has made any suggestions about this. Research on the subject has been conducted at the Indian Agricultural Research Institute, New Delhi, since 1940.

(b) The results of the experiments conducted with a simple demonstration plant show that cow-dung produced by 4 or 5 animals (about 130-150 lbs. daily) will yield about 70-80 cubic feet of combustible gas per day. The residual material does not lose the manurial value and also produces annually about 3 tons of dried sludge containing about 1.5 per cent. nitrogen. The gas is sufficient to meet the daily cooking requirements of an average family.

The question of setting up and operating a bigger plant at the Institute for testing the economics of gas production is under consideration.

श्री एम० एल० हिंदूरेडी : क्या माननीय मंत्री महोदय यह बताने की कृपा करेंगे कि एक ऐसा प्लांट लगाने में क्या खर्च पड़ेगा और क्या आर्थिक दृष्टि से यह ठीक होगा?

[**Shri M. L. Dwivedi:** Will the hon. Minister be pleased to state the cost of installation of such a plant, and also

whether it would be feasible from the financial point of view?]

Shri Karmarkar: Yes, Sir, we have, for instance a gas plant evolved by Mr. A. V. Joshi and Co. of Poona. The prices were fixed by the firm at Rs. 1,200 and Rs. 1,800 respectively for gas plants for a family of 2 and 4 persons respectively.

श्री एम० एल० हिंदूरेडी : क्या माननीय मंत्री महोदय बतायेंगे कि दिल्ली से १२ मील के फासले पर एक ऐसा प्लांट लगावा गया है या लगाया जा रहा है? और अगर लगाया गया है तो उस का क्या उपयोग हो रहा है?

[**Shri M. L. Dwivedi:** Will the hon. Minister be pleased to state whether it is a fact that a plant has been installed or is being installed at a place which is at a distance of about 12 miles from Delhi? If so, for what purpose is it being used at present?]

Shri Karmarkar: So far as I know an experimental plant is being completed by the manufacturers at Shamilpur, in the Delhi State, for testing it under field conditions.

NEW DELHI RAILWAY STATION

*234. **Shri M. L. Dwivedi:** Will the Minister of Railways be pleased to state:

(a) whether any decision has been taken to remodel the Railway station of New Delhi; and

(b) if so, when the proposal is likely to materialise?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) The work is proposed to be taken in hand shortly and it will be completed during 1953-54.

श्री एम० एल० हिंदूरेडी : क्या माननीय मंत्री महोदय बताने की कृपा करेंगे कि इस तरी दिल्ली स्टेशन के रीमाडल करने का कितना व्यय होगा?

[**Shri M. L. Dwivedi:** Will the hon. Minister be pleased to state what would be the cost of remodelling of the New Delhi Railway Station?]

श्री लाल बहादुर शास्त्री : करीब ५१ लाख।

[**Shri L. B. Shastri:** About Rupees 51 lakhs.]

श्री ऐम० ऐल० द्विवेदी: इस रेलवे स्टेशन के बनने के बाद मुसाफिरों को कौन कौन सी सुविधाएं दी जायेंगी, विशेषकर तीसरे दरजे के मुसाफिरों को ?

[**Shri M. L. Dwivedi:** After the Railway Station is ready for use what sort of amenities would be available to the passengers, more especially to the passengers of the third class?]

श्री लाल बहादुर शास्त्री: सब तरह की सुविधाएं जो कि सम्भव हैं और जो ऐसे स्टेशनों पर आजकल नहीं हैं उन को देने का इरादा है, खास तौर पर यद्यं क्लास के मुसाफिरों के लिये पैसेंजर शीड्स और बेटिंग हाल्स बनेंगे। माननीय मैम्बर जानते हैं कि यद्यं क्लास के मुसाफिरों को काफ़ी दिक्कतें होती हैं। उन दिक्कतों को दूर करने के स्थाल से नये बेटिंग हाल बनेंगे और लैबेटरीज बग्रह भी काफ़ी अच्छे ढंग की बनायी जायेंगी। इस के अलावा खास तौर पर जो बाहर के हमारे यहां ट्रॉरिस्ट्स बग्रह आते हैं उन के लिये दिल्ली स्टेशन काफ़ी तकलीफ़देह है। उन के स्थाल से भी खास इन्तजाम इस में किया जायगा। और इस बात का खास तौर पर यह ध्यान रखा जायगा कि यद्यं क्लास के और इंटर क्लास के मुसाफिरों के लिये अच्छे क्रिस्म के बेटिंग रूम और दूसरे इन्तजामात लिये जायें।

[**Shri L. B. Shastri:** It is intended to provide all possible amenities, such as passenger sheds, waiting halls etc. which are not existing on such stations at present, to the passengers more especially to those of the third class. The hon. Member knows that the passengers who travel in third at present are subjected to lots of difficulties. With a view to remove these difficulties new waiting halls would be constructed and better lavatory facilities etc. would also be provided. Besides that, the tourists from abroad who visit India, have to undergo a number of inconveniences at the Delhi Railway Station. Keeping in

view their difficulties, special arrangements would be made at the new Station. Special attention would be paid to see that passengers travelling in the third or inter class are provided with decent waiting rooms and other facilities.]

श्री ऐम० ऐल० द्विवेदी: क्या माननीय मंत्री महोदय यह बतलायेंगे कि यह स्टेशन बन जाने के बाद वहां के स्टाफ़ में वृद्धि होगी और हां तो उस में कितना व्यय होने की सम्भावना है ?

[**Shri M. L. Dwivedi:** Will the hon. Minister be pleased to state whether the staff employed at the station would be increased after the new station is built; if so, how much expenditure is likely to be incurred on this account?]

श्री लाल बहादुर शास्त्री: अभी इस की पूरी इतिला नहीं है और यह कहना भी अभी कठिन है कि कितना सच्चा हमारा बड़ जायगा। लेकिन बढ़ेगा तो भी बहुत थीड़ा।

[**Shri L. B. Shastri:** Full information on this point is not available as yet; and it is at present too difficult to say how much our expenditure would increase. But one thing is obvious that it would not increase much.]

सेठ गोविन्द दास: जो ट्रेनें अभी नई दिल्ली स्टेशन पर नहीं आती हैं, खास कर इलाहाबाद की तरफ़ से, तो क्या इस स्टेशन के बनने के बाद सब स्टेशनों से इस स्टेशन पर भी गाड़ियां आयेंगी ?

[**Seth Govind Das:** Would the trains that are not entering the New Delhi Station at present, especially those from Allahabad side, enter it after the station is remodelled?]

Mr. Speaker: I am afraid he is going into too many details at this stage. Let the station be constructed!

Shri B. S. Murthy: May I know whether retiring rooms will be provided for third class passengers in this station?

Shri L. B. Shastri: I think it will be considered.

SPECIAL COMPLAINTS ORGANISATION

*235. **Shri Hukam Singh:** Will the Minister of Communications be pleased to state:

(a) whether all the complaints carried over from the year 1950 could be disposed of by the Special Complaints Organisation during the year 1951;

(b) if not, what is the number still pending; and

(c) what was the total number of fresh complaints received during the year 1952 and what was the total number pending on 31st March, 1952?

The Minister of Communications (Shri Jagjivan Ram): (a) No. complaint of 1950 or earlier years is under investigation by the Complaints Organisation

(b) 273 on 31st March, 1952.

(c) 296 complaints were received from January to the end of March, 1952, out of which 207 were pending on the 21st March, 1952.

Shri Hukam Singh: Is the Organisation composed of officers drawn from the Department itself or are they recruited from outside?

Shri Jagjivan Ram: They are drawn from both sources.

Shri Pataskar: May I know what is the cost of the Special Complaints Organisation?

Shri Jagjivan Ram: I am afraid I have not got that figure with me.

REINSTATEMENT OF DISCHARGED RAILWAY EMPLOYEES

*236 **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Mr. M. Kalyanasundaram M.L.A. (Madras), the President of the South Indian Railway Labour Union has sent a letter dated 31st December, 1951 to the Ministry of Railways about reinstatement of discharged Railwaymen under the Railway Services (Safeguarding of National Security Rules) (1949);

(b) if so, whether a copy of the same will be placed on the Table of the House;

(c) what action has been taken thereon specially after the judgment of the Madras High Court in the case of C. Sambandam *Vs.* Government of India; and

(d) whether Government propose to place on the Table of the House a statement showing the particulars of the Railwaymen discharged under these Rules on all Railways in India and the reasons given against each such discharge?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The letter referred to does not appear to have been received in the Ministry of Railways.

(b) Does not arise.

(c) The position arising from the judgment of the Madras High Court in the case of Mr. C. Sambandam *versus* the Union of India is under examination by the Government of India.

(d) No.

Shri Nambiar: May I know how much more time it will take to examine this, since the High Court Judgment has been delivered one year back?

Shri L. B. Shastri: It won't take much time now.

Shri V. P. Nayak: May I know whether an appeal to the Supreme Court in this case has become time-barred?

Mr. Speaker: It is a matter of law and not an information peculiarly in the possession of the hon. Minister.

Shri Nambiar: May I know whether the case of Mr. Sambandam will be considered as applicable to all cases of a similar nature in India?

Shri L. B. Shastri: At least the six cases of that State.

Shri Gurupadaswamy: May I know how many people have been discharged from the Mysore State Railway?

Mr. Speaker: Has he got the information?

Shri L. B. Shastri: No, Sir.

FOOD PRODUCTION (TARGET)

*237. **Shri S. N. Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the target of additional production of foodgrains fixed for 1951-52 has been achieved;

(b) if not, to what extent it fell short of the target; and

(c) what is the target fixed for the year 1952-53?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) and (b). Attention of the hon. Member is drawn to my answer in Parliament to part (a) of Starred Question No. 143 by Shri Balmiki on the 23rd May, 1952.

(c) Thirteen lakh tons over the production of the previous year.

Shri S. N. Das: May I know what is the quantity of foodgrains estimated to have been added to the total annual production due to the execution of the schemes under the Grow More Food campaign?

Shri Karmarkar: I have mentioned the target, but it will be some time before we know the addition to the annual production as a result of the Grow More Food schemes.

Shri S. N. Das: I want to know what is the addition to the annual production of foodgrains due to the completion of the various schemes under the Grow More Food campaign?

Shri Karmarkar: I thought I had answered the question. The addition to the production of foodgrains would be judged after June 1952 after we have received all the reports. But the target, as I mentioned, is 13 lakh tons over the production of the previous year.

Shri S. N. Das: That is, the target for this year. I wanted to know the total additional production for all these years

Shri Karmarkar: I would require notice for that.

Shri S. N. Das: May I know whether as a result of the findings of the Committee appointed by the Government to examine the working of the various Grow More Food schemes, the various estimates made by the Government regarding additional food production have been found to be based on the faulty assumptions and defective data?

Shri Karmarkar: The Committee is still functioning and has not yet submitted its report.

Shri T. N. Singh: Are Government in a position to supply information whether in respect of the figures of additional yield as assessed in the areas of the Grow More Food campaign, allowance is made for the reduction in certain other areas owing to diversion of food crops and then a balance is struck?

Mr. Speaker: Is the question clear to the hon. Minister.

Shri Karmarkar: No, Sir.

Mr. Speaker: I can only give the substance. His point is that Government state certain figures as additional production on account of the Grow More Food campaign. He wants to know whether they are gross figures or whether they are decreased after setting off the fall in the production in other areas on account of diversion of lands to other crops.

Shri Karmarkar: The ultimate result is arrived at by addition and subtraction. But as a matter of fact what we get is the estimate of the increased production from the respective States. To mention only an instance, during the year 1951-52, under Irrigation Schemes what was meant to be reached was 95,184 acres but what was actually reached was 43,424 acres. I fancy the results given by each State will depend upon the acreage that is additionally cultivated as a result of the various schemes. But, as I said, the ultimate result will be by means of addition and subtraction.

Shri Hukam Singh: Is it a fact that the actual production in the country has decreased as the campaign for Grow More Food has increased?

Shri Karmarkar rose—

Mr. Speaker: Order. Order. The question need not be answered.

SUPPLY OF FOODGRAINS TO DEFICIT AREAS

*238. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains imported from foreign countries from January to April, 1952; and

(b) the amount despatched by the Government of India to different deficit areas during the same period (area-wise and month-wise)?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) 19 lakh tons.

(b) A statement showing the quantities of imported foodgrains despatched to various deficit areas during each of the 4 months January to April, 1952, is placed on the Table of the House. [See Appendix II, annexure No. 5]. I should add, Sir, that out of the total 19 lakh tons about 18,000 tons have been diverted to Pakistan.

Shri S. C. Samanta: May I know whether any quantity of foodgrains

has been imported from Pakistan during these four months?

Shri Karmarkar: No, Sir.

Shri S. C. Samanta: From the statement I find that no foodgrain was sent to Madras in January. May I know the reason why nothing was sent in spite of Madras being so much deficit?

Shri Karmarkar: I should like to find out.

Shri S. C. Samanta: May I know whether the amount mentioned in the statement, namely 16,46,000 tons, was all imported by international agreement or by private arrangements also?

Shri Karmarkar: I think that there is no import of foodgrains by private arrangement. It is all by international arrangement and arrangements by the Government of India.

Shri Namdhari: In the matter of achieving success in the Grow More Food scheme, is not the difficulty more due to our having no rains or less rains?

Shri Karmarkar: I am very grateful to the hon. Member's suggestion. The precise point is that we have to import a greater amount of foodgrains in spite of the fact that we grow more food, on account of reasons like famine and the rest.

Shri Nambiar: May I know whether more food has been despatched to North Arcot district in South India in view of famine conditions existing there today?

Shri Karmarkar: I cannot say about North Arcot particularly, but wherever there was scarcity grain has been diverted.

Shri S. C. Samanta: May I know how much was sent to industrial concerns?

Shri Karmarkar: I can find out. But apart from the tea gardens I do not know whether industrial concerns are allotted grains.

FLYING CLUBS

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

(a) the number of Flying Clubs, Gliding Clubs and Aero Clubs that existed in India in 1947-48 and the number of the same that exist at present (club-wise);

(b) the subsidies given to those clubs in 1947-48 and the subsidies

that are proposed to be given in 1952-53; and

(c) how many pilots of different types are proposed to be trained through these clubs in the year 1952-53?

The Minister of Communications (Shri Jagjivan Ram): (a) In 1947-48, there were 8 Flying Clubs, one Gliding Club and one Aero Club. Now, there are 12 Flying Clubs, two Gliding Clubs and one Aero Club.

(b) In 1947-48, Rs. 6.9 lakhs to Flying Clubs and Rs. 3,000 to Gliding Clubs.

In 1952-53, the proposed subsidy is—
To Flying Clubs Rs. 12.34 lakhs.
To Gliding Clubs Rs. 2.41 lakhs.
To Aero Club Rs. 25,000.

(c) 300 'A' licence pilots, 50 'B' licence pilots and 40 glider pilots of different categories are expected to be trained at these clubs during 1952-53.

Shri S. C. Samanta: May I know what parts the flying clubs have played in training commercial pilots?

Shri Jagjivan Ram: They have been training persons who are later on trained commercial pilots as well.

Shri S. C. Samanta: May I know what steps have been taken to create interest and rouse enthusiasm in private persons, students and technical students in civil aviation?

Shri Jagjivan Ram: These flying clubs are being maintained, financed and encouraged by Government with a view to afford easy facilities to these persons to take interest in flying.

Shri S. C. Samanta: The hon. Minister said that flying clubs and gliding clubs were spread over the country. May I know whether any central organization has been set up or Government propose to set it up in the near future?

Shri Jagjivan Ram: For what purpose, Sir?

Mr. Speaker: Just to co-ordinate and organize.

Shri Jagjivan Ram: Of course, the Civil Aviation Department is doing that work.

Shri T. S. A. Chettiar: On what basis these grants are made?

Shri Jagjivan Ram: They are paid on the following scales:

(1) A fixed annual subsidy of Rs. 30,000 per club for meeting the standing charges of the club.

(2) A sum of Rs. 5 p.m. of instruction-al flying (dual and solo by members of the club) flown by the club in excess of 1,000 hours per year at the headquarters aerodrome of the club or its satellite aerodrome.

(3) For each member of the club who, being an Indian national under 35 years of age trained by the club on aircraft belonging to the ~~club~~ or loaned to it by the Central or State Governments, a bonus is paid as follows:—

For private pilot's licence ("A" licence) Rs. 250.

(4) An hourly bonus for flying in respect of those members of the club who are Indian Nationals and not more than 28 years of age at the following rate, namely—

(i) on aircraft in 65/100 H.P. class Rs. 15 p.h.

(ii) on aircraft in 101/129 H.P. class Rs. 18 p.h.

(iii) on aircraft in 130/185 H.P. class Rs. 20 p.h.

Shri Jagpal Singh: What are the special reasons that constrain Government to continue the subventions to the flying clubs that are not in need of it?

Shri Jagjivan Ram: I do not think that there is any reason to presume that subventions are being paid to flying clubs which do not stand in need of them. Rs. 30,000 is paid to all the clubs and the other subventions are calculated on the basis which I have just read out.

Col. Zaidi: Is it true that many pilots trained by these flying clubs find it very, very difficult, if not impossible, to get job in the country as commercial pilots?

Shri Jagjivan Ram: I have no information on this point, but I presume that there is great demand for them.

Shri S. C. Samanta: May I know whether it is a fact that commercial pilots are being trained by Government institutions in other countries? May I know why commercial pilots are not being trained in that manner and why the private institutions which train commercial pilots are not being subsidized?

Shri Jagjivan Ram: I will look into the matter before I can say anything.

THEFTS IN TRAINS

*240. **Shri Balmiki:** Will the Minister of Railways be pleased to state:

(a) the number of train thefts and robberies committed in April, 1951 and April, 1952; and

(b) the steps taken to stop them?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The number of train thefts and robberies committed in April 1952 was 849 as against 916 in April, 1951.

(b) Preventive measures taken include provision of window bars in upper class compartments and in lavatories of all classes, constant checking of safety catches in compartments, escorting of passenger and goods trains in areas notorious for thefts and robberies, improved rivetting of wagons and better watch and ward arrangements in stations and yards.

Shri Balmiki: इस सम्बन्ध में रेल डेकेटियों के कारण कितने जाने गईं?

[**Shri Balmiki:** How many persons have lost their lives on account of these train dacoities?]

Shri Lal Bahadur Shastri: इसकी ठीक संख्या तो मैं नहीं बतासकता।

[**Shri L. B. Shastri:** I am unable to give the exact figures in this connection.]

Shri Balmiki: स्पेशल पुलिस का कब से प्रबन्ध किया गया है और उस से स्थिति में क्या सुधार हुआ है?

[**Shri Balmiki:** Since when has the special police force been deputed on these trains and how far has this brought about an improvement in the situation?]

Shri Lal Bahadur Shastri: पिछले पांच वर्षों से स्पेशल पुलिस का इन्तजाम किया गया है और उसकी वजह से काफी सुधार स्थिति में हुआ है। यह पुलिस उस वक्त मुकर्रर की गई थी जब कि सन् १९४७ के बाद देनों में बहुत घटनायें होने लगी थीं, और बहुत लोगों पर हमले हुए। इसकी वजह से रेलवे प्रोटेक्शन पुलिस मुकर्रर की गई, उसने बहुत बड़ा काम किया और उस वक्त जो काफी बाक्यात हो रहे थे फीरन रुक गये।

[**Shri L. B. Shastri:** The services of the special police force are being provided for the last five years, and the

situation has improved much on this account. Arrangements for deputing special police force were made after the year 1947 when too many accidents and assaults on people were reported. For eliminating such incidents Railway Protection Police was deputed. They did a lot of work and the incidents soon stopped.]

श्री जांगड़े : क्या माननीय मंत्री महोदय बतलायेंगे कि रेलवे विभाग ने चोरी होने वाली वस्तुओं के बदले में उन वस्तुओं के मालिकों को कितना रुपया हरजाने के रूप में दिया है ?

[**Shri Jangde:** Will the hon. Minister please state the amount of money that has been paid by the Railway Department as damages to the persons who lost their goods as a result of train thefts and robberies?]

श्री लाल बहादुर शास्त्री : रकम तो वैसे बतलाना मुमकिन नहीं है लेकिन अगर माननीय सदस्य कोई सवाल पूछें तो उस का जवाब दिया जायगा ।

[**Shri L. B. Shastri:** It is not possible to state the amount of money so paid, but if the hon. Member asks some other question it would be answered.]

Jonab Amjad Ali: May I know the chief *modus operandi* of these robberies and thefts in the railway trains?

Mr. Speaker: Order, order. It will be too long an answer and it is not in the public interest to give it.

Dr. S. P. Mukerjee: May I know in how many cases were the offenders caught, tried and convicted?

Shri L. B. Shastri: I cannot give the exact number, but perhaps in a very large number of cases persons have been caught and convicted.

Mr. Speaker: We will go to the next question.

ऋतु अनुसन्धान वेष्टशालाएं

*२४१. **श्री बाल्मीकी :** क्या संचरण मंत्री यह बतलाने की कृपा करेंगे कि :

(क) अण्डमान और निकोबार टापुओं में कितनी ऋतु अनुसन्धान वेष्टशालाएं स्थापित की जा रही हैं और किन किन स्थानों पर ;

(ख) उन में से कितनी तैयार हो चुकी है ; तथा

(ग) उन में से प्रत्येक पर कितना व्यय होने का अनुमान है ?

WEATHER RESEARCH OBSERVATORIES

[*241. **Shri Balmiki:** Will the Minister of Communications be pleased to state:

(a) how many Weather Research Observatories are being installed in the Andaman and Nicobar Islands, and at what places;

(b) how many of them are already ready; and

(c) what is the estimated expenditure to be incurred on each of them?]

The Minister of Communications (Shri Jagjivan Ram): (a) Ten; seven surface observatories one each at Port Blair, Car Nicobar, Kundal, Nancowri, Table Island, Maya Bunder and Long Island; two pilot balloon observatories at Port Blair and Car Nicobar; and one Radio sonde observatory at Port Blair.

(b) All except the pilot balloon observatory at Car Nicobar.

(c) I lay on the Table a statement giving the information.

STATEMENT

The estimated expenditure in setting up and operating each of the different types of observatories is:—

	Non-recurring	Recurring
Surface observatory	1,500	1,700
Pilot balloon observatory	5,500	31,800
Radio sonde observatory	6,000	35,00 00

श्री बाल्मीकी : क्या सरकार इस प्रकार की ओर वेष्टशालायें श्री लोलना चाहती हैं, यदि हाँ, तो किन किन स्थानों पर ?

[**Shri Balmiki:** Do the Government intend to open more such observatories in the country; if so, at what places?]

श्री जगजीवन राम: इस तरह की वेष्टशालायें तो मूलक में हैं और अभी उनको ज्यादा बढ़ाने का कोई भी प्रस्ताव सरकार के सामने नहीं है।

[Shri Jagjivan Ram: Such observatories are already existing in the country; and the Government have no proposal before them for increasing their number at present.]

खाद्यानन्द का आवात

*२४२. श्री बाल्मीकी: क्या खाद्य तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि:

- (क) मई १९५१ से मई १९५२ तक के काल में भारत में किन किन देशों से खाद्यानन्द मंगाया गया;
- (ख) इस काल में कितने खाद्यानन्द का आवाह किया गया तथा
- (ग) इस काल में विदेशों से खाद्यानन्द मंगाने के लिए भारत सरकार को कितना रुपया खर्च करना पड़ा था?

IMPORT OF FOODGRAINS

[*242. Shri Balmiki: Will the Minister of Food and Agriculture be pleased to state:

(a) from what countries foodgrains were imported in India during the period from May, 1951 to May, 1952;

(b) what quantity of foodgrains was imported during the said period; and

(c) what expenditure the Government of India had to incur in importing the foodgrains from foreign countries during the said period?]

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) During the 12 months May, 1951 to April, 1952 foodgrains were imported from:-

- (1) Australia.
- (2) U.S.A.
- (3) Canada.
- (4) Argentine.
- (5) Russia.
- (6) Burma.
- (7) Thailand.
- (8) Egypt.
- (9) China and
- (10) Pakistan.

(b) 5·4 million tons.

(c) Complete accounts of payments made have not yet been received but on the basis of information available, the cost is likely to be about 254·7 crores of rupees.

श्री बाल्मीकी: क्या माननीय मंत्री बहोदय बतलायेंगे कि बाहर से आये हुये अन्त की प्रति देश के अनुसार प्रति मन क्या क्या कीमतें हैं?

[Shri Balmiki: Will the hon. Minister be pleased to state the price per maund of foodgrains, imported from abroad, country-wise?]

Shri Karmarkar: I have not got the information ready at hand. If the hon. Member puts down a question, I shall give the answer.

Shri A. M. Thomas: May I know whether there has been a complaint that certain deficit States are having their quota mostly from imported foodgrains and that they have to pay a higher price, and that they are not allowed a proportionate quantity from locally procured foodgrains?

Shri Karmarkar: Distribution inland, I am afraid, does not arise out of this question. If it does, I want notice.

Shri T. N. Singh: May I know the quantity of rice imported from Burma and Thailand as compared with the previous year? Does it show an improvement? How do the prices compare with the prices paid last year?

Shri Karmarkar: I have the figures for actual import of rice from Burma and Thailand. From Burma, the quantity is 349,861 tons. The price paid was Rs. 20,75,07,664. From Thailand, the quantity is 188,559 tons and the price paid was Rs. 10,71,27,771. As to how these compare with the last year, I should like to have notice.

Shri M. L. Dwivedi: May I know if the prices of the imported foodgrains were lower or higher than the prices of the foodgrains available in this country?

Shri Karmarkar: I think my hon. friend knows that the average price of imported foodgrains is higher than the Indian prices.

Shri M. L. Dwivedi: If the prices are higher, may I know why the Government do not propose to increase the prices of foodgrains here?

Mr. Speaker: Order, order.

Dr. S. P. Meekerjee: Does this figure, 254.7 crores, include shipping charges and other costs?

Shri Karmarkar: I should think so; but I should like to have notice.

Mr. Speaker: Mr. R. K. Chaudhuri. But the hon. Member did not keep standing.

Shri R. K. Chaudhury: I am invisible.

Mr. Speaker: Even while he is sitting, he is perfectly visible.

Shri R. K. Chaudhury: May I know if the quota of Burmese rice which was hitherto known as the Rangoon rice has improved in recent years? It was full of stones before.

Shri Karmarkar: I should like to have notice.

WORLD WHEAT COUNCIL

*243. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Food and Agriculture be pleased to state what is the quantity of wheat that India purchases annually under the existing agreement of the World Wheat Council?

(b) What is the duration of the Agreement and is the quantity proposed to be increased for the current and future years?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) India's present guaranteed quota under the International Wheat Agreement is 1.5 million metric tons per year. The year under the agreement is from 1st August to 31st July.

(b) The duration of the agreement is four years viz., from August, 1949 to July, 1953. It is not proposed to ask for any increase in India's guaranteed quantity for the unexpired period of the agreement.

Pandit Munishwar Datt Upadhyay: Did we purchase the entire quota of wheat in 1951? Now, what portion has been purchased in 1952?

Shri Karmarkar: I should like to have notice regarding the precise quantity of wheat purchased.

Pandit Munishwar Datt Upadhyay: What is the total amount that the wheat producing countries which participated in this Agreement can supply us?

Shri Karmarkar: I gave answer to this question a little while ago in reply to a question. I think for the last three

years, it was 1.5 million—I forgot the figure.

Shri T. S. A. Chettiar: May I know whether the price that we pay for wheat or rice is the same from all countries?

Shri Karmarkar: I think the prices vary; I have no definite information.

Pandit Munishwar Datt Upadhyay: Is there any proposal to extend the period of the Agreement beyond 1953?

Shri Karmarkar: We have indicated our desire to have the Agreement renewed for another period of four years at the current maximum and minimum prices and the same guaranteed quantity of 1.5 metric tons.

Shri Gurupadaswamy: May I know whether it is a fact that many people are not taking their ration of wheat because of its inferior quality?

Shri Karmarkar: I know off-hand; but it does not arise out of this question.

Shri Jhunjhunwala: What is the difference in price between imported wheat and wheat procured in India and the control rate in India?

Mr. Speaker: Control rates for procurement?

Shri Jhunjhunwala: Yes.

Shri Karmarkar: Broadly I can say that the price of imported wheat is higher than inland wheat and the control rate is somewhere between the two. Off-hand, I could not give the precise figures regarding the three varieties.

Shri B. S. Murthy: May I know how and when Government would try to reach the production target in wheat so far as consumption by the Indian masses is concerned?

Shri Karmarkar: As the hon. Member knows, the Planning Commission has definite plans. At the end of five years, we propose to have 7.6 million tons more than we are producing at present. Even then, it is thought that 2 million tons will have to be imported for 4 or 5 years.

WORLD RICE (DISTRIBUTION)

*244. **Pandit Munishwar Datt Upadhyay:** Will the Minister of Food and Agriculture be pleased to state:

(a) what is the result of the Conference held at Singapore in March, 1952 regarding fair distribution of World rice;

(b) what quota was allowed to India and whether it meets her need of rice consumption for the current year; and

(c) what countries took part in this Conference?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Presumably the hon. Member is referring to the Fourth meeting of the Consultative Committee on rice held at Singapore on the 25th and the 26th March, 1952. The main object of this meeting was to review rice supply and demand prospects for 1952. It did not propose to make any allocations of rice.

(b) does not arise.

(c) A list of the countries which took part in this meeting is placed on the Table of the House.

STATEMENT

Aden
Australia
Ceylon
France
Hongkong
India
Indonesia
Japan
Laos
Federation of Malaya
Mauritius
Netherlands.
North Borneo
Pakistan
The Philippines
Portugal
Sarawak
The Seychelles.
Singapore
Thailand
U.S.A.
Viet Nam.

whether the hon. Member is correct. Burma was invited; but the Government of Burma were unable to send a representative. They requested that they be provided with a copy of the report and I think a copy of the report was sent to them.

Pandit Munishwar Datt Upadhyay: What are the countries from which India was allowed to purchase rice?

Shri Karmarkar: The countries from which we actually imported rice was given by me a moment ago in reply to a previous question. There is no question of being allowed or not allowed. Whatever is available, we are allowed to import.

Pandit Munishwar Datt Upadhyay: Under this Agreement?

Shri Karmarkar: Yes, surely.

Shri Veeraswamy: May I know whether the Food Ministry will send more rice to the Madras State where rice is the staple food?

Shri Karmarkar: That is not on the agenda of the Singapore Conference.

Shrimati Renu Chakravarty: Since we are giving wheat to Pakistan, may I know whether any attempt has been made to get rice from them in exchange?

Shri Karmarkar: I said the other day that we do expect to get some rice in exchange. But, whether that expectation will fructify or not, is a matter for the future.

COAL INDUSTRY

*245. **Dr. M. M. Das:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware of a transport bottleneck from which the coal industry is suffering for the last few months;

(b) if so, what are the reasons for the same;

(c) the steps that have been taken or are proposed to be taken for removing the bottleneck; and

(d) whether it is a fact that the non-availability of wagons has compelled traders to use motor trucks and this has given them an opportunity to evade the coal cesses imposed by Government?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) to (c). There has been no particular bottleneck during the last few months in respect of movement of coal by rail.

Pandit Munishwar Datt Upadhyay: May I know what are the rice producing countries that participated in this Conference?

Shri Karmarkar: The whole list is given. Regarding as to what exactly are the rice producing countries, I shall have to find out.

Pandit Munishwar Datt Upadhyay: What is the total quantity of rice that the rice producing countries can make available for purchase and for fair distribution?

Shri Karmarkar: I should like to have notice.

Pandit Munishwar Datt Upadhyay: May I know why Burma was ignored in this Conference?

Shri Karmarkar: I am not sure

On the contrary, the average daily loading in the West Bengal and Bihar Coalfields in 1951 was about 172 wagons more compared to that in 1950 and the average daily loading during the first four months of 1952 has been about 127 wagons more than that during the corresponding period of 1951. Similarly, there has been increase in 1952 over the loading in the corresponding period of 1951 in Pencch, Chanda Valley, C.I.C. and Singareni Collieries.

It is, however, a fact that the overall requirements for movement of coal exceed the number of wagons that it is at present feasible to make available for the loading of coal, consistent with the other requirements of traffic that have also to be met concurrently. On some sections, movement of coal along with that of other traffic, particularly to the South, is also limited by the line capacity. A large number of new wagons have already been received and some thousands more are on order. Steps are also being taken to augment the line capacity on some of the difficult routes. The position is thus expected to progressively improve.

(d) Movement of coal by road is allowed under permits issued by the Coal Commissioner and normally Welfare Cess is due to be collected on such despatches also. Certain road despatches, however, may be escaping levy of cess and the question of tightening up the procedure is under active examination by the Ministries of Labour and of Works, Production and Supply.

Dr. M. M. Das: May I know, Sir, whether Government is aware that a series of articles were published in Calcutta newspapers during recent months complaining about transport bottlenecks in the coal industry?

Shri L. B. Shastri: I am not but it is just possible that there have been complaints.

Dr. M. M. Das: May I know, Sir, whether Government is aware of the fact that coal amounting to four or five million tons have been accumulating in the coal fields of Bihar and West Bengal for want of proper transport facilities?

Shri L. B. Shastri: I have already said in my reply that we have wagon shortage and it is not feasible to step up the target as we have to meet other essential demands like movement of imported foodgrains etc.

Dr. M. M. Das: May I know, Sir, whether Government have received any

memorandum from the coal industry stating that the regrouping of Railways will cause them more trouble and more difficulty about transport?

Shri L. B. Shastri: Yes, we have.

Shri A. C. Guha: May I know what was the average raising of coal last year every month and what was the capacity of the wagon supply for removing the coal from the colliery sites?

Shri L. B. Shastri: The average daily loading in 1951 has been nearly 200 wagons, more than the average daily loading in 1950. I can give that figure to the hon. Member.

Shri A. C. Guha: My point was whether the average daily loading was proportionate to the average daily raising of coal and whether due to shortage of wagons there was an accumulation of coal at the colliery sites.

Shri L. B. Shastri: That will require notice.

Shri B. S. Murthy: May I know whether Government has received any complaints from the industrialists of the South that their legitimate quota is not regularly supplied?

Shri L. B. Shastri: I have no knowledge, but there has been some complaint from the South.

Shri T. K. Chaudhuri: Does the hon. Minister's statement hold good for the Central Provinces collieries also?

Shri L. B. Shastri: I have given the total figure, but it is difficult for me to tell specially about the Madhya Pradesh collieries.

Dr. M. M. Das: May I know, Sir, whether the Government is in a position to give us an approximate date by which this transport difficulty about carrying coal will cease to exist?

Shri L. B. Shastri: Well, it is difficult to give an exact date, but as I have said, we have ordered for thousands of coaches, and as soon as we get sufficient number of coaches, this difficulty will be removed.

Shri B. S. Murthy: May I know what action is proposed to be taken on the complaints the Hon. Minister has received?

Shri L. B. Shastri: Government is looking into the matter and will do the needful.

Shri Nambiar: May I know, Sir, since when coaches are carrying loads of coal?

JOINING AMRAVATI WITH THE MAIN RAILWAY LINE

*246. **Dr. P. S. Deshmukh:** (a) Will the Minister of Railways be pleased to state the cost of joining Amravati with the main railway line from Nagpur to Bombay?

(b) What is the position of this proposal?

(c) Have Government received any representation in this matter?

(d) If so, have Government taken any decision on it?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The cost of bringing Amravati on the main Railway line was estimated in 1946 at Rs. 37-33 lakhs.

(b) The question of diverting the main line between Bombay and Nagpur via Amravati was investigated in 1946 but in view of the poor financial prospects revealed by the Traffic Survey Report, the project was dropped.

(c) Yes.

(d) As already stated in reply to part (b), it was decided to drop the project and Government do not see any reason to revise the decision.

Dr. P. S. Deshmukh: Is it not a fact that the branch line between Nagpur and Amaravati is the most costly line in the whole of India?

Mr. Speaker: He is entering into an argument. We may proceed to the next question.

ACCIDENT IN RAJKUMARI CHOWK ROAD, AMRAVATI

*247. **Dr. P. S. Deshmukh:** (a) Will the Minister of Communications be pleased to state whether it is a fact that a fatal accident was caused by the negligent act of the Posts and Telegraphs Department servants to Shri Shashikant Nawathe of Amravati on public thoroughfare on 22nd August, 1951 while passing by the crowded Rajkumari Chowk road, where he contacted loosely lying coils of telephone wires on the street?

(b) Is it a fact that the gangmen of the department were working without the necessary instruments and necessary precautions on the live electric wires without stopping the electric current?

(c) Has the District Magistrate made enquiries into the accident and, if so, with what result?

(d) Has any compensation been paid so far and if not, why not?

(e) What measures has the Posts and Telegraphs Department taken to give redress to the persons affected?

(f) Will Government institute a full and detailed enquiry into the accident?

The Minister of Communications (Shri Jagjivan Ram): (a) I regret to say that it is a fact that Shri Shashikant Nawathe of Amravati met with a fatal accident near the Rajkumari Chowk by treading on a coil of telephone wires one of which happened to have become charged by accidental contact with a live wire.

(b) The workmen of the department were dismantling two spare telephone wires one of which accidentally got charged by contact with a live electric wire, whose insulation had been damaged. The workmen had the necessary tools but had gone inside a building to remove an obstruction when the accident happened.

(c) I am not aware of any enquiry made by the District Magistrate.

(d) and (e). The parents of the deceased have given notice of a Civil Suit against Government while the question of making an *ex gratia* payment to them is under consideration.

(f) The accident has already been investigated by officers of the P. and T. Department, by the police and by the Electrical Inspector to the Government of Madhya Pradesh. It is not proposed to institute any further enquiry into the matter.

Dr. P. S. Deshmukh: Sir, has the Government determined the amount which they are prepared to pay to the father of the deceased?

Shri Jagjivan Ram: Sir, I am not prepared to divulge the information at this stage. I have asked my officers to negotiate with the parents of the deceased.

RURAL POST OFFICES (BERAR)

*248. **Dr. P. S. Deshmukh:** (a) Will the Minister of Communications be pleased to state if there are any villages with a population of 2000 and more which are yet to have an independent Post Office in Berar (M.P.)?

(b) Is there any proposal to establish Post Offices there and if so, by what time?

The Minister of Communications (Shri Jagjivan Ram): (a) No.

(b) Does not arise.

Shri A. M. Thomas: Has this target been reached in any part of the country?

Shri Jagjivan Ram: Not yet, Sir. There are many States in which it has not been reached.

IMPORT AND PROCUREMENT OF FOODGRAINS

***249. Shri P. T. Chacko:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains imported in 1951-52;

(b) the quantity of foodgrains procured in 1951-52;

(c) whether any target for additional food production was fixed for 1951-52 and if so, what was the target; and

(d) whether the target fixed was reached?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) From 1st April 1951 to 31st March 1952 5.24 million tons of foodgrains were imported into India.

(b) During 1951 a total quantity of 3,770 thousand tons of foodgrains was procured in India. During 1952 up to 26-4-52 the quantity procured amounted to 1927 thousand tons.

(c) Yes Sir, the target of additional production of foodgrains in 1951-52 over the production in 1950-51 has been fixed at 14 lakh tons.

(d) It is not possible at this stage to state what the results for 1951-52 will be. Production targets are fixed for the agricultural year and that year will close at the end of June, 1952.

Shri P. T. Chacko: May I know whether the Government are procuring foodgrains from all the States, and if so, whether the procurement is on the same basis from all the States?

Shri Karmarkar: I should like to have notice.

Mr. Speaker: Question Hour is over. I will now call short notice questions. In respect of this, I may state that I received from six different hon.

Members notices of questions on the same subject. I have admitted that one which I am just now calling, it being wider in scope, and probably it will cover all the supplementaries that can be raised on the other questions. Of course, the other hon. Members who have tabled short-notice questions which have been disallowed will get an opportunity of putting supplementaries over the main question which I have allowed.

Short Notice Question and Answer

RAILWAY COLLISION NEAR BIKANER

Dr. Ram Subhag Singh: Will the Minister of Railways be pleased to refer to the statement of the Prime Minister made in the House on the 20th May, 1952 regarding the train accident near Bikaner and state if he is now in a position to make a further statement on the subject?

The Minister of Railways and Transport (Shri L. B. Shastri): Yes. I am in a position to give the following further information:—

(i) The latest position in respect of the dead and injured is as follows:

(a) Dead—45.

(b) Injured—67.

(c) Still in hospital on 24-5-52—47.

(d) Lists are placed on the Table of the House showing the names and addresses of the dead and the injured. [See Appendix II, annexure No. 6.]

(ii) Through communication was restored at about 11.30 A.M. on 20-5-1952.

(iii) The following passenger carrying train services were affected as a result of the accident:—

19-5-1952: Passengers of 24 Down of 18-5-1952, which was involved in the collision, were transhipped at the site of accident and brought to Bikaner by the Relief Train next morning.

19-5-1952: 23 Up—Cancelled.

19-5-52: 6 Down—Transhipped.

19-5-52: 5 Up—Transhipped.

19-5-52: 24 Down—Combined at Palana and transhipped at the site of accident.

20-5-1952: 6 Down—Combined at Palana and transhipped at the site of accident.

20-5-1952: 23 Up—Cancelled.

(iv) The Government Inspector of Railways, Bambay, commenced his

inquiry into the accident on 22nd May 1952. The cause of the accident, the fixation of responsibility for it, the promptness, efficacy, etc., of relief measures, and whether or not the First Aid Box was available on 24 Dn. involved, will inter alia be known on completion of this inquiry.

The Government Inspector of Railways' provisional finding in respect of the cause of the accident is failure of human element (Railway staff).

(v) The Station Masters, who were on duty at Palana and Bikaner at the time of the accident, were arrested by the Police and let out on bail. The Railway Administration has also placed them under suspension.

(vi) All unclaimed property recovered from the wreckage of the train or removed from the persons of the dead bodies and collected by the Police in the presence of the Railway Magistrate, is lying in safe custody. The Police are taking steps to restore it to respective owners.

(vii) Shri Dorga Shanker Dave, Judicial Commissioner, Jaipur has been appointed as the Claims Commissioner, for enquiring into and determining all claims for compensation arising out of this accident (both from the public and railway employees).

(viii) Approximate cost of damage to railway property is:

Locomotives	... Rs. 70,000
Goods and coaching stock	Rs. 38,000
Permanent way	... Rs. 1,000
	<hr/> Rs. 1,09,000

Shri M. L. Dwivedi: I wish to know with which of the two station masters the fault lies?

Mr. Speaker: The hon. Member knows that the reply is that an enquiry is being conducted. That point would be ascertained when the enquiry is complete.

Shri T. S. A. Chettiar: Was the reason for the accident, if I heard it correctly, the failure of the human element?

Shri L. B. Shastri: The failure of the Railway staff.

Mr. Speaker: Shri Bhandari.

Shri Bhandari: Will the Minister of Railways be pleased to.....

Mr. Speaker: Order, order. I am not asking him to put his question—that has been disallowed. But as he

tabled the question he may put supplementaries.

Shri Bhandari: Was any attempt made at the time of the accident to stop any of these trains?

Mr. Speaker: Now that an enquiry has been instituted all details about these things can be known only after the enquiry is completed, not till then.

Shri Bhandari: May I know when the first relief train reached the place of accident?

The Prime Minister (Shri Jawaharlal Nehru): The time was given by me in my answer two days ago—about three or four hours after.

Shri L. B. Shastri: The relief train reached the spot three or four hours after.

Shri Nambiar: May I know, Sir, whether in view of the fact that this accident has caused such doubts and suspicions among the people, the railway men who are involved and who are being prosecuted will be given sufficient legal assistance and defence by the Government?

Mr. Speaker: Order, order. It is hypothetical at this stage. Let the result of the enquiry come, then the question of prosecution will arise.

Shri Nambiar: No, Sir, the question has already arisen—the two station masters are under arrest.....

Mr. Speaker: Under arrest means under investigation—prosecution means instituting proceedings in a court of law.

Shri Badshah Gupta: May I know, Sir, if photos of the dead were taken from whose person property was recovered so as to connect the property with the individual dead person concerned? If the photos were taken then it could be proved.....

Mr. Speaker: Order, order. He can ask for information as to whether photos were taken—he need not say why they should be taken.

Shri L. B. Shastri: I have no information on that point.

Shri A. C. Guha: May I know if all the dead bodies have been identified or there were some which were not identified?

Shri L. B. Shastri: There is no information that any dead body was not identified.

Shri Radhelal Vyas: May I know whether any time-limit has been fixed for completing the enquiry and, if so, what is the time-limit?

Shri L. B. Shastri: No time-limit has been fixed but these enquiries by the Railway Inspector generally finish within a month.

श्री धुलेकर : क्या मिनिस्टर महोदय बतलायेंगे कि जहां पर एक्सीडेंट हुआ उसके पास कोई गांव थे और उन गांवों से खाने पीने की चीजें पेश्तर इसके लिए रिलीफ ट्रेन आई उनसे मिलीं थीं या नहीं?

[**Shri Dhulekar:** Will the hon. Minister be pleased to state whether there were any villages nearabout the place of the accident; and whether or not the villagers supplied food etc. to the passengers before the relief train actually reached there?]

Mr. Speaker: Order, order.

Shri U. M. Trivedi: May I know whether the line clearance for the trains was given by block instrument or by Morse?

Mr. Speaker: That again is a subject matter of enquiry. We will now proceed to the next business.

WRITTEN ANSWERS TO QUESTIONS
DEVELOPMENT, PRODUCTION AND EXPORT
OF LEMONGRASS OIL, ETC.

*250. **Shri P. T. Chacko:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Indian Council of Agricultural Research was entrusted with the task of examining the possibilities of expanding and developing the production and export of lemongrass oil, cashew kernels, ginger, and cardamom;

(b) whether the Council has submitted any report; and

(c) if so, what are the main recommendations of the Council?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Yes.

(b) and (c) The Council has appointed a sub-committee to examine the matter. It has not yet completed the examination of local conditions, though a good deal of preliminary work has been done.

INLAND WATERS (DEVELOPMENT OF FISHERIES)

*251. **Shri P. T. Chacko:** Will the Minister of Food and Agriculture be pleased to state whether Government have examined the possibilities of developing large scale fish farming in inland waters?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): Yes. For this purpose the Government of India have been giving grants and loans to State Government who are primarily responsible for the development of inland fisheries. These grants and loans are given, under the Grow More Food Campaign, in respect of schemes for (1) Survey of stocking areas, (2) Prospecting for fish seed, (3) Rearing and distribution of fish-seed and fingerlings, and (4) Stocking of fresh water areas.

BHAGALPUR-BAUNSI RAILWAY LINE

*252. **Shri Jhunjhunwala:** Will the Minister of Railways be pleased to state:

(a) the reasons for the delay in the restoration of Bhagalpur-Baansi Railway line; and

(b) the reasons for the delay in the construction of Mulpura-Murliganj Railway line?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) According to the decision of the Central Board of Transport, the restoration of the Bhagalpur-Mandar Hill (Baansi) line was programmed to be commenced during 1952-53. A sum of Rs. 1 lakh has accordingly been provided in the Budget for 1952-53 for the commencement of work. It is expected to complete the work during 1953-54. There has, therefore, been no delay in taking up the restoration of the line.

(b) The hon. Member is presumably referring to the proposed construction of the Railway line from Dauram Madhepura to Murliganj on the North-Eastern Railway. In this case also there has been no delay in taking up the construction of the line as the Central Board of Transport approved of it only in their meeting held in July 1951, and consequently a sum of Rs. 10 lakhs has been provided for the work in the budget for 1952-53. In the meanwhile the Government of Bihar was last year authorised to take up the construction of the embankment for the proposed railway line as a famine relief measure and the Railway Administration was asked to give any assistance required by the Bihar

Government in this connection. It is expected to complete the work during 1953-54.

ADULTERATION OF FOODSTUFFS

*253. **Shri Jhunjhunwala:** (a) Will the Minister of Health be pleased to state whether it was under the consideration of Government to introduce a Bill for stopping adulteration of food stuffs in India?

(b) If the reply to part (a) above be in the affirmative, what is the reason for the delay and when do Government propose to introduce it?

The Minister of Health (Rajkumari Amrit Kaur): (a) Yes.

(b) The delay is due to the need of consulting the various State Governments. It is proposed to introduce the Bill in the next session of the House.

GANGA-BRAHMAPUTRA WATER TRANSPORT BOARD

*254. **Shri Barman:** (a) Will the Minister of Transport be pleased to state what would be the extent of jurisdiction of the Ganga-Brahmaputra Water Transport Board in waters within Pakistan territory?

(b) Has any agreement been entered into with the Pakistan Government?

(c) What are the companies that will be supervised or regulated by this Board?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The Board will have no jurisdiction in waters within Pakistan territory.

(b) No.

(c) The Board will not have to supervise or regulate any company, but will only co-ordinate the activities of the participating Governments in regard to the development of inland water transport.

ANDAMAN FORESTS

*255. **Shri Barman:** (a) Will the Minister of Food and Agriculture be pleased to state the species of rare wood that grow in the Andamans?

(b) What is the plan for regeneration and development of such rare wood?

(c) What is the total area of Andamans Forests and what portion has

been leased out to a private firm for exploitation?

(d) What was the difficulty in exploiting the forest departmentally?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The species of rare wood are as follows:—

Common Names	Botanical Names
(1) Pudauk	Pterocarpus dalbergioides
(2) Sievargrey	Terminalia bialist
(3) Marble wood	Diesspyres marmorata
(4) Sain wood	Murraya exotica.

(b) A working plan has been prepared for the Andamans which provides for exploitation of over-matured trees as well as regeneration of the exploited areas. The regeneration method consists of having seed bearers in a clear felled area for about 5 years. As soon as the ground is covered with new regeneration, the new seedlings are intensively tended, and the seed bearers are girdled to death.

(c) The total area is about 2,500 square miles. The area leased out for exploitation is 707 square miles.

(d) The main difficulty was lack of sufficient technical personnel and high initial capital expenditure.

FODDER SCARCITY IN STATES

*256. **Pandit M. B. Bhargava:** (a) Will the Minister of Food and Agriculture be pleased to state what arrangements, if any, have been made by the Government of India for supplying fodder to the different famine stricken States?

(b) What concessions, if any, have been granted in the matter of speedy transportation and at lower rates to the different States?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Following arrangements have been made:—

(i) The export of fodder from deficit as well as surplus areas has been controlled.

(ii) Allocation of stocks from surplus to deficit areas was made in consultation with the State Governments concerned.

(iii) The deficit areas have been and are being assisted in procuring the stocks allocated to them.

(b) The movement of fodder to deficit areas has been accorded a very high classification under preferential Traffic and comes next to food, viz., 2(c). Special trains have also been arranged whenever necessary for ensuring speedy transport of the stocks, to deficit areas. Concessional rates of freight have been made applicable.

IMPORT OF FERTILIZERS

*257. **Pandit M. B. Bhargava:** Will the Minister of Food and Agriculture be pleased to state the quantities and values of fertilizers proposed to be imported into India during the year 1952-53 and also in what proportion they will be imported from the dollar and the sterling areas?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): The Government of India have made arrangements for the import of 82,000 tons of sulphate of ammonia valued approximately at Rs. 3,13,84,000, all of which will be in sterling. In addition to this quantity, the U. S. Government under the Technical Co-operation Programme is going to supply a further quantity of 88,000 tons of sulphate of ammonia and 20,000 tons of other fertilisers, funds for which will come out of the financial provision made by the U. S. Government. It is not possible to give the total value of these fertilisers or their break-down in dollar and sterling, because the purchases have not yet been made.

ELECTRIFICATION OF RAILWAY TRACKS

*258. **Shri M. L. Dwivedi:** Will the Minister of Railways be pleased to state:

(a) whether the trains run by electricity are more economical and quicker than those run by steam;

(b) if so, whether electrification of more Railway tracks is in progress;

(c) whether electric Railway engines are manufactured in India;

(d) the countries from where electric Railway engines and trains are being imported; and

(e) the railway lines where electrically-run trains are being introduced?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Electric Traction requires very heavy capital outlay. The initial cost of electric trains and locomotives is much more

than that of steam stock, but their operating costs are lower provided electric power is available at cheap rates. Electric traction units are capable of providing higher acceleration, and considerable saving in overall timing can be effected where frequent halts are necessary in a section.

(b) and (e). No. Electrification of Railways rests primarily upon economic considerations and each case has to be considered from a number of angles including cost of coal, cost of electricity and the density of traffic and more than all, the capital resources of the country which at present are urgently needed for other more pressing purposes.

(c) No.

(d) England.

BIJNORE-CHANDPUR-SIAU RAILWAY LINE

*259. **Shri N. S. Jain:** Will the Minister of Railways be pleased to state:

(a) whether the actual work of construction of the dismantled Railway line from Bijnore to Chandpur-Siau (old E. I. Railway) has been started and by what time it is expected to be completed; and

(b) whether it is a fact that Railway track was at first laid for some length on that line but was later removed and if so, why?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes. It is expected to be completed by the end of January, 1953.

(b) No.

MESSRS. A. H. WHEELER AND CO.

*260. **Shri Vidyalankar:** Will the Minister of Railways be pleased to state:

(a) the names of the Railways over which the firm of Messrs. A. H. Wheeler and Co. has the monopoly to run book-stalls in Railway platforms;

(b) the years for which this firm has enjoyed the monopoly over the aforesaid lines;

(c) the amount of royalty and the rent received from the company for the aforesaid monopoly;

(d) whether tenders had been called before grant of monopoly to the above company;

(e) whether Government propose to call in tenders for the book-stalls

over the lines, where Messrs. A. H. Wheeler and Co. enjoy monopoly now; and

(f) whether the railway administration exercises any control or check over the prices of books and/or periodicals charged by the above concern?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The firm of Messrs. A. H. Wheeler and Co. hold licenses for running bookstalls on the Eastern, North Eastern, Central, Western and Northern Railways. On the two last mentioned Railways there are also other contractors running such stalls and on the Southern Railway this firm has no book-stalls.

(b) This firm has had licenses for running book-stalls over the Eastern, the Central and parts of the Northern Railways for over 50 years and over the North Eastern and Western Railways for nearly 30 years.

(c) The amount received by way of royalty from the firm during 1950-51 was about Rs. 50,000. No rent is charged as distinct from royalty.

(d) As recommended by the Central Advisory Council for Railways, the licensing system as opposed to the tender system is followed in awarding bookstall contracts.

(e) Does not arise in view of the reply to (d) above.

(f) Yes.

BILASPUR-MANDLA RAILWAY LINE

*261. **Sardar A. S. Saigal:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the earth work for a railway line from Bilaspur to Mandla was completed some years back and since then no work has been done?

(b) Will Government be pleased to inform the House when the said work will be taken up?

(c) Is it also a fact that the earth work for the railway line from Barwadih (E.I.R.) to Chirimiri (B.N. Rly.) was completed in year 1948 and since then it has been stopped?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No earth work was done for railway line from Bilaspur-Mandla except for about 15 miles in the year 1900, between Bilaspur and Khawarda. This work was done as a famine relief measure.

(b) No construction for the Railway line between Bilaspur and Mandla is contemplated at present.

(c) Major portion of earth work for

the Barwadih-Sarnadih section of the Barwadih-Chirimiri project was completed in February, 1950. Since then the work has been suspended and it has been decided to review the project in October, 1952.

MINOR IRRIGATION SCHEME

*263. **Shri N. B. Chowdhury:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of India have decided to reduce their grants for small irrigation projects with effect from the current financial year,

(b) if so, to what extent;

(c) whether this has led to corresponding reduction of grants by the State Government also; and

(d) whether this would affect the "Grow More Food" campaign?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) No. There is no reduction in the quantum of financial assistance for small irrigation schemes, but in case of private schemes like the sinking and repairs to wells, tanks, etc., a reduction is made in the percentage of subsidy with a view to gradually reduce spoon feeding to the farmers and finance G.M.F. Schemes by means of loans only. So far as the public schemes of minor irrigation are concerned the basis of financial assistance remains unchanged.

(b) 25 per cent. in case of private schemes.

(c) Not necessarily. If any State Government propose to give subsidy at a higher percentage they can always do so out of their own budget.

(d) No.

DARWHA-PUSAD RAILWAY LINE

*264. **Shri G. S. Bharati:** (a) Will the Minister of Railways be pleased to state when the dismantled railway line between Darwha and Pusad will be restored?

(b) What is the present stage of construction of this restoration?

(c) Has any provision been made for this in the budget for the year 1952-53?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The question of restoration of the dismantled line between Darwha and Pusad was reconsidered by the Central Board of Transport at their meeting held on 29th August 1950 and the restoration was not agreed to.

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

MERGER OF MOUNT ABU WITH RAJASTHAN

***265. Shri G. D. Somani:** Will the Minister of States be pleased to state:

(a) whether the attention of Government has been drawn to the Resolution passed unanimously by the Legislature of the State of Rajasthan requesting the President to merge Mount Abu in the State of Rajasthan; and

(b) what steps Government propose to take or are taking in the matter?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). A copy of the Resolution has been received by the Government of India. Action on the resolution is under consideration.

SUPPLY OF WATER TO RAYAGODA TOWN

34. Shri Sanganna: (a) Will the Minister of Railways be pleased to state whether it is a fact that the Railway Authorities (B. N. Railway) have agreed to supply water to the Rayagoda town on payment?

(b) If the answer to part (a) above be in the affirmative, what will be the approximate date of putting the agreement into effect?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No.

(b) Does not arise.

MOBILE RADIO SERVICES

35. Shri P. N. Rajabhoj: Will the Minister of Communications be pleased to state how many licences were issued during the year 1951-52 for mobile radio services?

The Minister of Communications (Shri Jagjivan Ram): The numbers of licences issued for mobile radio services during 1951 and 1952 were as follows:—

	1951	1952 upto 22.5.52
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(a) Maritime mobile service	103	109
(b) Aeronautical mobile service.	193	205
(c) Land mobile service	963	964
	1259	1278

BERAR DIVISION (TELEPHONES)

36. Dr. P. S. Deshmukh: (a) Will the Minister of Communications be pleased to state what steps are being taken to connect by telephone such places as Daryapur, Achaipur, Morsi, Darwha, Pandharkarvada, Chikhli, Chandur Railway and Murtizapur in the Berar division of Madhya Pradesh?

(b) Is there any plan to connect them?

(c) If so, by what time will the work be completed?

The Minister of Communications (Shri Jagjivan Ram): (a) to (c). Public Call Offices already exist at Murtizapur, Chandur and Achaipur and these places are already connected to the all-India trunks. The rest of the places are not yet so connected.

It is proposed to connect Darwha to the all-India trunk network during the current financial year. Regarding other places, the schemes are unremunerative and there is no proposal to take them up for the present unless a guarantee is furnished.

PROCUREMENT OF FOODGRAINS IN MADHYA PRADESH

37. Dr. P. S. Deshmukh: (a) Will the Minister of Food and Agriculture be pleased to state the target of procurement for the State of Madhya Pradesh of juar, wheat and rice for the year 1952-53?

(b) What was the quantity procured in each case up to 30th April, 1952?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Madhya Pradesh Government's procurement target of juar, wheat and rice for 1952 is 40,000 tons, 13,000 tons and 226,000 tons respectively.

(b) Against the above targets 61,982 tons of juar, 7,561 tons of wheat and 152,735 tons of rice have been procured between 1-1-52 and 26-4-52.

LOCUST MENACE

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

(a) whether it is a fact that the Government of Iran have requested the Government of India for immediate assistance in meeting the locust situation in that country; and

(b) if so, what help the Government of India propose to give to the Government of Iran in regard to meeting the locust menace over there?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) Yes.

(b) Government of India have already sent one of their Entomologists to Iran. Also, arrangements have been made for the immediate despatch of ten tons concentrated BHC, three tons Aldrin and six power dusters by air.

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THE
PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)
OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Wednesday, 28th May, 1952

The House met at a Quarter Past Eight
of the Clock.

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

9-23 A.M.

Shri M. L. Dwivedi (Hamirpur Distt): With reference to the incident which took place in the House yesterday, I want to know whether the Speaker, or the Chairman who conducted the proceedings, is entitled to ask an hon. Member not to speak in Hindi which is our *Rashtra Bhasha*...

Mr. Speaker: Order, order. He may see me in my chamber just to make me aware of the fact and then I will consider as to whether it is permissible to raise the question in the House.

Shri M. L. Dwivedi: But I would like to raise the question.....

Mr. Speaker: There is no question—he wants to raise some point which is not at all connected with the business of the day...

Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes): What is it, Sir, the hon. Member wants to know?

Mr. Speaker: The House is not bound to know everything. I said to him that he may see me and tell me what the facts are and then if necessary I will inform the House; I do not wish to take the time of the House by bringing in all and sundry matters. So, that is over.

MOTION FOR ADJOURNMENT

FAST BY SWAMI SITARAM re. ANDHRA STATE

Mr. Speaker: I have received notice of an adjournment motion on the following subject: "The fast undertaken by Swami Sitaram demanding the formation of the Andhra province". There are two points involved in this. One is the question of the fast and the other is the formation of the Andhra province. If we take first the importance of the formation of the Andhra province, nobody can deny that the matter is of importance, but there is no question of urgency about it, because from time to time statements have been made in this House explaining the position and if hon. Members want an opportunity to discuss this question, they would get it during the course of the next few days. Thus, there is absolutely no urgency about it and that part goes off. On the question of the fast itself, I do not think that the fast of an individual could be recognised as a matter of such great importance that the House should discuss it. It is an individual affair and is a matter as between himself and those who go with him. I do not think I can give my consent to this adjournment motion.

Shri Raghavaiah (Ongole): This fast is connected with.....

Mr. Speaker: There is going to be no argument now on this question.

Shri Nambiar (Mayuram) May I make a submission with regard to this adjournment motion?

Mr. Speaker: No, not now. These submissions are many a time taken advantage of for ventilating exactly what ought not to be ventilated. The only question here is about admissibility, and not about the merits of the question. Hon. Members will clearly understand that I am not concerned with the merits at all.

Shri Vallatharas (Pudukkottai):
On a point of information, Sir.

Mr. Speaker: Not at present. That question is over. Now, I am going to another matter.

POINT OF PRIVILEGE
ARREST OF SHRI V. G. DESHPANDE

Mr. Speaker: As regards the question about the privilege of this House and its Members raised yesterday by Shri Chatterjee, I have already referred the matter to the Privileges Committee, as the House knows. Yesterday, after that was done, I received at 4-45 P.M. the following communication marked "Secret" from the District Magistrate of Delhi.

An Hon. Member: But it is secret.

Mr. Speaker: Yes, upto the time it was communicated to me it was secret, but I cannot keep it secret as between me and the House. It would have been secret had it reached me at a certain stage, but unfortunately it came to my hands at 4-45 P.M. This is how the letter reads:

"District Magistrate's Office, Delhi,
May 27, 1952.

Dear Mr. Speaker,

I have the honour to inform you that I have found it my duty in the exercise of my powers under Section 3 of the Preventive Detention Act of 1950 as amended to direct that Shri V. G. Deshpande, M. P., be detained. Shri V. G. Deshpande was accordingly taken into custody this morning and is at present lodged in the District Jail, Delhi. The communal situation in Delhi has been tense during the last three days over the intended celebration of an inter-communal marriage. Shri V. G. Deshpande, among others, took a leading part in organising and directing meetings and demonstrations which led to a breach of the peace on May the 26th. Their subsequent conduct in continuing to hold meetings and demonstrations was calculated further to provoke a breach of the peace and as such it was considered necessary to detain them in the interest of maintenance of public order.

Yours sincerely,

RAMESHWAR DAYAL."

Of course, the subject is not open to any discussion, but I mentioned this letter and its contents to the House merely for information. A reference has already been made to the

Privileges Committee and I am forwarding this letter also to that body. It will take this matter into consideration along with the other matters under investigation and then make its report.

Dr. S. P. Mookerjee (Calcutta South-East): When was this letter received?

Mr. Speaker: I said, at 4-45 P.M.

Dr. S. P. Mookerjee: Did your office receive it at about that time, or was it lying in your office?

Mr. Speaker: It came directly to me at my residence.

Shri N. S. Nair (Quilon cum Mavelikara): What is the time of its despatch?

Mr. Speaker: It is dated the 27th and looking to its contents, obviously it was despatched after the arrest and after Shri Deshpande had been taken into custody.

Dr. S. P. Mookerjee: And after it was known that you had referred the matter to the Privileges Committee?

Mr. Speaker: I do not know whether it was known to him. It all depends upon whether the District Magistrate was watching the proceedings of this House from moment to moment. I do not know that. He may have known or he may not have known. Anyhow, it is for the Privileges Committee to enquire into the matter now.

Shri R. K. Chaudhury (Gauhati): May I know whether Shri Deshpande will be allowed to attend the sittings of the House if he desires to do so?

Mr. Speaker: Let us await the report of the Privileges Committee.

Shri R. K. Chaudhury: I am making an application to you now to permit him to attend the sittings of Parliament.

Mr. Speaker: Even if an application is made just now, I will await the report of the Committee. I have already instructed the Committee to expedite its work, and the first meeting of the Committee is going to be held today at 3-30 P.M.

COMMISSIONS OF INQUIRY BILL

The Minister of Home Affairs and States (Dr. Katju): I beg to move for leave to introduce a Bill to provide for the appointment of Commissions

of Inquiry and for vesting such Commissions with certain powers.

Mr. Speaker: The question is:

That leave be granted to introduce a Bill to provide for the appointment of Commissions of Inquiry and for vesting such Commissions with certain powers."

The motion was adopted.

Dr. Katju: I introduce the Bill.

INDIAN TARIFF (SECOND AMENDMENT) BILL

Shri A. C. Guha: (Santipur): On the previous day I was speaking about the quantum of protection given to certain industries. I was particularly referring to the cases of sago and the starch industries that are getting protection from Government. In 1949, the fair selling price of sago globules was Rs. 34 per cwt. In 1950, it was Rs. 41 and now it is Rs. 61. I do not know how the cost of production has been increasing so much. There may be some suspicion that the industry has been taking the protection as an encouragement to inefficiency and extravagance. During the war, about 100 factories were in existence and in 1949 only 40 were functioning. In 1950 the number became even less and there were only 20. I do not know how many of them are working now. Why are all these in spite of protection?

The hon. Minister stated that of the industries that are going to be given protection through this Bill, only bicycle and aluminium are of some interest from the consumers' point of view. But, may I inform him that sago is a poor man's diet in Bengal, Assam and I believe also in Bihar and Orissa. I do not know what is the custom in other parts. During illness people take sago.

Shri Velayudhan (Quilon cum Malvikkara—Reserved—scn. Castes): Everybody does that.

Shri A. C. Guha: Everybody, that is, the richer section may take Ovaltine or Horlicks, not sago. In view of the importance of sago, the question of protection being given to it and the consequent increase in the price of this article is a matter of some interest from the point of view of the consumer. The Tariff Commission has calculated a protection of 103.47 per cent in order to make the fair selling price of the indigenous product equal to the landed cost of the imported article. Government is now

proposing to give only a protection of 30 per cent. I do not know how this will help the industry. From 1950 there was a complete ban over the import of foreign products—I do not know if that ban is still continuing. At one stage there was O.G.L. and free import. Then suddenly the Government went over to complete banning of this article. I think Government should have some definite plan regarding this as well as other industries. I am doubtful as to how this protection of only 30 per cent. will help this industry.

Then, as regards sericulture, the protection is only up to December 1952. It is mostly a cottage industry and as such it ought to have better consideration from Government. As a cottage industry, the Government should have taken sufficient precaution to give a longer period of protection, so that those engaged in the industry may have sufficient time to set their industry in order.

Then again we find from the Tariff Commission's report that artificial silk is the greatest competitor of our cottage industry in silk. The Tariff Board has recommended that speculation in artificial silk should be regulated or banned under the Forward Contracts Act. I do not know whether Government has taken any action for regulating . . .

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): I may tell my hon. friend that the Forward Contracts Bill has not been passed.

Shri A. C. Guha: I think it was passed last year.

[**SHRI M. A. AYYANGAR** in the Chair]

The Deputy Minister of Commerce and Industry (Shri Karmarkar): It is under consideration now. It lapsed.

Shri A. C. Guha: I am sorry, Sir. I recollect it that it passed through the Select Committee stage. Anyhow, I think the Government has enough power even under the Essential Articles (Control and Regulation) Act to control the price and distribution of artificial silk.

Another recommendation of the Commission relates to the free importation of silk worms. I do not know how far that has been given effect to by Government. The Berhampore Sericulture Institute has been trying to improve Indian silk worms and I do not know what help Government has given in that direction. Unless we can put our industry

[Shri A. C. Guha]

on a proper and efficient footing by improving their quality and reducing their cost of production, we cannot go on giving protection for all time to come. Anyhow this cottage industry should have been given protection for a longer period than for merely six or seven months.

Another item for which protection is now sought to be given is the grinding wheel industry. Here I find that the protective duty has been reduced from 105 per cent to 50 per cent. One factor regarding this article I would like to mention. The chief raw material required for the manufacture of grinding wheels is the synthetic abrasive grains. I think some time in 1948-49 there was a factory in the Punjab which was producing this raw material. I do not know what steps Government have taken for the manufacture of this article in India. This is an important raw material for grinding wheel and from the Tariff Commission's report I find that almost all the raw materials for the production of synthetic abrasive grains are available in India.

Then, I come to zip fasteners. This is something like a raw material used for some other industry, mainly for the manufacture of bags, jerseys and some other things. The Tariff Commission has recommended that the industry should get its products examined by the Alipur Test House and a standard should be set by the Indian Standards Institution. I do not know what steps have been taken in this direction.

The main raw material for the zip fasteners is brass strips which are imported. Only 35 per cent of the brass strips is consumed and 65 per cent becomes scrap. The Tariff Board has recommended that the 65 per cent of scrap should be allowed to be exported and an equivalent quantity of brass strips imported. I am also told that brass strips are produced in our country, but not according to the specifications required by the industry. The Bangalore Telephone Company also requires brass strips of the specification required by the zip fastener industry. Government should therefore, make some arrangement for the manufacture of strips required both for the zip fastener industry and the Telephone Company, according to the specifications required by them.

In this connection I would like to tell the hon. Minister that while giv-

ing protection to this zip fastener industry, they should examine how the industries which are using this as a raw material would be affected by the protection afforded. This is an important point, because these articles are not only used for our home consumption, but also are meant for export to foreign countries.

As for the cycle industry, when protection was given for the first time there were only two factories. Now there are several factories. I think the cycle industry has not been doing very bad; I may also say that the quality has also been progressively improving though not quite up to the standard yet. But I would like to know from the hon. Minister if the protection is also to be extended to those cottage industries which manufacture cycle accessories and parts. There are quite a large number of these factories in Calcutta and in Punjab. Sir, you may yourself have some personal knowledge of these factories manufacturing cycle accessories and parts when you went to Calcutta in connection with the Fiscal Commission. They wanted some protection. I do not know whether the protection envisaged in this Bill will also be extended to those small-scale industries which are manufacturing cycle parts and accessories.

Another thing. In most of these industries we find that the rated capacity is much higher than the actual production. In regard to grinding wheel the rated capacity is 360 tons, but the production has been going down year by year. In 1949 it was 291 tons, in 1950 it was 223 tons, and in 1951 it went down to 162 tons. I would like to know why the production is going down in spite of the protection that is given. The production is not meeting our requirements and I would like to know how the gap is to be filled up. I do not know whether this industry is competent to manufacture all varieties of grinding wheels which we require or whether it is manufacturing only one variety. I do not know whether it is not possible for it to manufacture other varieties also. I am told that there is a proposal for setting up a particular type of tunnel kiln for the manufacture of a better type of grinding wheel which may also tend to reduce the cost of production. The industry has asked for permission for capital investment of Rs. 20 lakhs or something like that. It may be before the Capital Issues Controller. I do not know what is the position.

If that is the only obstacle for setting up of that particular type of machinery for better type of manufacture of grinding wheel and for reduction of cost, I think that matter also should be expedited and the industry should not be handicapped in that respect.

There is another point that I should like to mention. In the case of some of these industries only one firm is manufacturing them, as in the case of the grinding wheel and also zip fasteners. Where it is a case of only one firm being interested in the manufacture of the particular type of goods, there should be greater caution while granting any protection to that industry. There is just a chance that the industry will take it as an encouragement for inefficiency. There should be some control over the remuneration of the managing director or managing agent when a particular industry is given protection; particularly when only one unit is interested in the manufacture of the particular item, the caution should be more strictly exercised. They may feel that there is no competition from outside, that the Government is giving them sufficient protection, and so there may be a sort of complacency and they may indulge in inefficiency and wastefulness. So I would urge upon the hon. Minister to see that in regard to these two industries, where only one firm in each is interested in the manufacture, they may enquire what is the remuneration taken by the managing agents or the managing directors. After all it is the interest of the consumer that should occupy some place while giving any protection to any industry. Because when protection is given to an industry it should not mean that that industry should be permanently protected. What is meant is that the industry should be protected in the initial stages and subsequently it will stand on its own feet. For instance in the case of steel we have been giving protection for several years. And the Indian steel industry is now able to stand on its own feet and its products, both in quality and price, can compete favourably with those of foreign countries.

While giving protection to these industries we should see that these industries are encouraged, not for inefficiency and wastefulness, but for efficiency and economy. So I would urge upon the hon. Minister to see what remunerations the managing agents and the managing directors in

such industries are taking as long as the industries are protected.

Shri Nevatia (Shahjahanpur Distt.—North cum Kheri—East): I wish to confine my observations to the alloy, tool and special steel industry. As stated by the Tariff Board, these are of strategic importance and the desirability of establishing this industry on sound lines is recognized. As such I support the proposal of levying protective duties in respect of this industry. But the mere giving of protection is not going to lead to the establishment of this industry on a sound and permanent basis. If the hon. Minister will refer to para. 7(a) of the Tariff Board report he will find that it has been stated that in their memorandum to the Board, Tatas have pointed out that their present alloy and tool steel plant was installed during the war only as a make-shift arrangement and that it will not be suitable for meeting the demands of the country on a permanent basis. They have even stated that after two or three years they may have to curtail their production of certain categories of alloy, tool and special steels. They have said that they should not be depended upon in future to produce all kinds of alloy, tool and special steels. The reason is they are now going to produce larger quantities of mild steel which would lead to a curtailment in the production of alloy, tool and special steels. Hence the alternative suggested by Tatas is that other parties interested in the manufacture of high speed and special steels like the Mysore Iron and Steel Works and those who possess electric furnaces should be encouraged to take these lines. There are electric furnaces scattered over various parts of the country: there are some in Calcutta, some in Bombay, Kanpur and one or two other places. These factories are small units, they are producing special steels, and they have got the capacity. But unfortunately they have got the necessary ancillary equipment. The Tariff Board has suggested that it should be possible to evolve a plan by which this capacity can be utilised by supplementing it with the necessary ancillary equipment. The Tariff Board have stated that they "strongly recommend that the question of evolving a long-term plan for expanding the special steels industry, through the co-operation of re-rolling mills having electric arc furnaces, should receive urgent consideration by Government". If the mere giving of protection is not going to lead to

[Shri Nevalia]

the establishment of the industry on a permanent basis, we must have alternative means, and, as stated by the Tariff Board, electric furnaces which are scattered over the country are best capable of making these special steels.

In this connection I would draw the attention of the House to the Five Year Plan on small-scale industries—Chapter 12. It has been stated there:

"What is essential for economic development on democratic lines is a diffusion of sources of power and instruments of production".

It has also been stated that it is necessary to avoid the cost of transport involved in long haulage of raw materials. It is mentioned in the above Chapter that small re-rolling mills and foundries are fairly widespread throughout the country and are engaged in the manufacture of various types of engineering goods. The Five Year Plan has strongly recommended that these small-scale industries should be encouraged. Unfortunately there has been a tendency to concentrate on the giving of financial aid to large-scale industries. But, as stated in the Five Year Plan, unless small-scale industries are developed as ancillary to large-scale industries, the cost of production is not likely to be lowered. The large-scale industries will have to find much more capital. Besides that, since they have to go in for large-scale production they cannot go in for all sorts of small-scale production as well. It is necessary that there should be an integrated programme of development of large-scale as well as small-scale industries. The special steel industry will serve as a sort of ancillary industry to the various automobile or other industries which require special steels.

In this connection, I would request the hon. Minister of Commerce and Industry to take up this question and see that these electric furnaces which are scattered over the country receive due consideration and their capacity, which is unfortunately utilized at present for uneconomic production of mild steel, is diverted towards making steel for which they are essentially meant. These electric furnaces were installed sometime before the war and during the war due to shortage of mild steel, they were asked to produce mild steel. As the production of this is costlier

in electric furnaces as compared to mild steel produced by main producers from iron ore, they were subsidized. Even after giving subsidy for production of mild steel in electric furnaces, their mild steel rate probably works out at 50 per cent. of the cost of imported steel. It is all right to subsidize them, but ultimately they must function for the production of materials for which they are used in the rest of the world. So, I suggest that if they are encouraged to produce special steel, by giving them some financial or technical aid for making this, it will serve the needs of the country, because these things being of strategic importance, we cannot afford to depend on foreign imports. Besides that foreign imports are not easily available. It has been mentioned in the Tariff Board report that due to the re-armament drive, it is not possible to get the special steels in adequate quantities and so long as the re-armament drive continues, it would be difficult to continue to get them. Hence it is very essential that this industry should be encouraged and the re-rolling mills which have got the electric furnaces should be given the necessary financial and technical aid for developing this industry.

Shri Alagesan (Chingleput): I am glad that the new Minister of Commerce and Industry has taken this early opportunity to bring forward this measure which affords protection to the Link Industries that manufacture zip fasteners, for the first time. I have a special interest in this industry. Of course, I need not tell you that the interest is a pecuniary one. The industry is located in my home town in my constituency. I have watched it taking roots and I have watched its growth. The Tariff Board in their report has paid a well merited tribute to the pioneer efforts of the Link Industries in the field. It is the only concern that produces zips in this country. Not only that, perhaps barring Japan it is the only concern which produces zip fasteners in the East, and as such the importance of affording protection to an industry of this kind need not be over-emphasized. The modern uses to which these zips are put are well known. Today in one of the daily newspapers of Delhi, I saw a rather interesting item of news. It speaks of an Indian businessman who has gone to America and who is there trying to popularize saris with zips. We can expect safely that the zip sari will become the rage of

America soon. Not only in America, but in India also, they are likely to become popular in not a very distant date. This only shows that there are any number of uses to which these zips can be put.

10 A.M.

The Tariff Board has made rather a conservative estimate of the demand for the article in the next three years. They calculate that about 7½ lakh feet of these zips will be required in the country in the next three years. I am afraid it is likely to become an under-estimate and the demand is likely to exceed far above this. References have been made to the rather low production of this industry in the three years of its existence. The chief obstacle to greater production has been the difficulty in obtaining the raw materials. The raw material in this case is brass strips which are not made in this country and which have to be imported. The industry has been finding it difficult to import their requirements and it is because of that that they were not able to produce the maximum that they can. Again, to produce about 4.8 lakh feet of zips, the total requirement of the raw material is calculated at 16 tons. Even this low quantity, they are not able to import. Perhaps it is due to the fact that it is rather low that they are not able to import also. I am told that the requirement of 16 tons is perhaps less than a day's production of the rolling mills that make these brass strips. As was pointed out before, the Telephone Company also are in need of the same raw material. If the Government can make an arrangement by which they can combine the requirements of this industry as well as their own and if they can extend the benefit of any arrangement of import of this raw material to this industry, it will go a great way in helping this industry. Then if the supply of raw material is assured, they will be able to produce the maximum that they plan to produce. They hope to produce about 1,20,000 feet in 1951-52 and in 1952-53 4,80,000 feet and in 1953-54 7,20,000 feet.

Also, the imported brass strips are now subject to a duty of 3½ per cent. *ad valorem*. The industry has asked that this may be waived. The Tariff Board also has considered this and recommended to the Government that this may be at least waived in part. If you take into consideration that the brass strips are not made locally, that is, in our

country and also that a good portion of the raw material used becomes useless and has to be re-exported, the Government will not find great difficulty in giving effect to this recommendation of the Tariff Board, namely, that of waiving in full or at least in part the import duty on brass strips. If, simultaneously with affording protection to this industry, they are able to waive a part at least of the import duty on brass strips, that will go a great way in pushing up production of this industry.

Again, it was pointed out that this is a single concern manufacturing a particular product and the Government should be very wary in affording protection to such an industry. The Tariff Board has calculated that the extent of protection needed will be about 37 per cent. Instead, it is proposed to convert the present revenue duty of 3½ per cent. into a protective duty, that is, less than the protection envisaged by the Tariff Board.

Also, the Tariff Board, in its report, has imposed certain obligations on this industry. They have been asked to furnish the Board annually, or at such intervals as the Board may indicate later, progress reports giving information regarding production as well as stocks, cost of production, prices of indigenous zip fasteners, prices of imported zip fasteners together with the details of any significant developments affecting the production, efficiency and the competitive position of the industry. This obligation has been squarely imposed upon the industry and the Government have also called upon the industry to comply with this. In such circumstances, I do not think there is any fear of the industry getting lax and not trying to improve production. I do hope that this protection will put new hope into the industry and that the industry will reach the maximum production that they have planned in the next two or three years.

Shri Velayudhan: At the very outset, I may say, I have only to make a few observations regarding this Bill, because I think it is not of a controversial nature. I remember, in 1950, when we extended the tariff rates to starch industry, I also had the privilege to speak on that subject, and on that basis, I think I can contribute to this discussion.

As regards tariff as a whole, I submit that it has got a history; but that history is not a very happy one.

[Shri Velayudhan]

at all. The introduction of tariff rates in India goes back to 1934. We all know that it was intended not for the benefit of the Indian manufacturers and Indian industrialists; but it was introduced only for the benefit of foreigners, especially British and American industrialists. Later on, because of the persistent agitation of the Indian industrialists, protection was also given to many of the Indian industries. At the same time, there was a keen competition going on between the British and Indian industries. Now, we have before us a Bill which extends this tariff rate to four or five industries.

Let us now examine how this *ad valorem* duty imposed on some of the articles will affect the industries as well as the consumers in India. As regards these industries, we have a very painful history in South India. The development of industries in South India was very slow because of the stepmotherly treatment of the Central Government towards industrial development in the South. I am very happy that we have now a new Minister of Industry and Commerce who knows the ins and outs of industry in South India and I am sure the industries for which protection is being given will make good progress under his regime because he is not only an industrialist, but an expert in the line.

There was a complaint made by my hon. friend Mr. Guha regarding the quality of the goods produced in this country. Protection to the industry is more misused than used by the Indian industrialists and the prices of the Indian made goods are very high. At the same time, there are certain reasons behind it also. We have given this protection only to certain industrialists who approached the Government with certain proposals, without, at the same time, giving specialised directions regarding the quality of the goods to be produced. There is a Standards Institution which the Government of India has established. I do not know how far this institution is working. It exists only in name. In other countries when industries are developed, the Government keeps a close watch over the quality of the materials produced in the concerned industries. Here, in India, except giving some subsidy or some protection, Government never looks into the details. The quality of the articles produced is poor and that spoils our fame in India and also our reputation outside. Therefore, when

we give protection, the industries should not only be able to compete with foreign countries, but the Government should see that the quality of the articles produced is also comparable to the articles from foreign countries. I do not say this to cast any reflection on these particular industries.

It is stated that there is an Industrial Corporation started in Bombay. I think I can legitimately hope that they will give sufficient help to the South Indian industries which have not been sufficiently helped by the Government of India and that the zip industry will make good progress with the help now afforded by the imposition of the *ad valorem* duty. In this House we have experience of giving protection to industries even at the inception, when it has not yet started producing anything. Take for example the Gwalior Industries. We gave protection two years ago and at that time, some hon. and distinguished Members from the other side, especially Mr. Goenka, mentioned that that industry had not started working. At the same time, we gave protection to that industry.

I have to make certain observations regarding the starch industry. We are giving protection to this industry not for the first time. During the war time, we had more than 120 starch industries; in 1946 it was 44. I do not think that we have now more than a dozen industries. We are not giving enough protection to this industry. My submission to the hon. Minister is that this is a very important industry as it consumes some local raw materials, especially tapioca for which the State from which I come, Travancore-Cochin, is famous. We are producing huge quantities of tapioca. But, now the price of tapioca is fallen very low. I am glad to say that this increase in the tariff will give some additional price to the tapioca growers. If large quantities of this article are allowed to be exported from Travancore-Cochin and the Malabar districts, I think the industry will thrive and the cultivation of tapioca will also thrive. I hope the hon. Minister of Commerce will see to it.

The next industry mentioned is the cycle industry. We have got a bad reputation about this industry in India. The cycle industry was taken up by some of Birla's concerns in India. We have always the complaint that the cycles produced in India are not up to the mark. This

is protection given only to protect the Birla industries and not to produce good cycles in the country. Of course, many of our industrialists are only money-makers. We should see that industries are encouraged, not for helping money-making, but to give social service to the community as a whole and to the country as a whole. It is only with patriotism that we can become a first class industrial country in the world. I request the hon. Minister to see, when giving this additional protection to the cycle industry, that the cycles produced in this country should be first-rate and should be in a position to compete with cycles imported from other countries. In spite of all this protection, why are foreign goods coming to India and competing with the Indian industry today? It is because they produce materials very cheaply. Their cost of production is also very cheap and therefore our Minister also should see how we can produce cheaper things in the country, especially cycles which are now being used by the middle class as also the lower middle class.

I do not want to make any further observations regarding this Bill, and I hope hon. the Commerce Minister will look into different aspects which I have mentioned.

Dr. Lanku Sundaram (Visakhapatnam): I should like to congratulate the hon. Minister for the good fortune he has had in bringing before this House so early in his office such a very important matter as Tariff reform.

As I look at the poor attendance this morning here, it occurs to me that we in this country are taking things for granted, even as regards questions of high policy. If I do not misread or misrepresent the history of the current century, any kind of connection with tariff matters, industrial policy and production would have aroused a tremendous amount of interest in the people. In fact, our battles of freedom were fought more in the economic sphere than in the political sphere during the last 50 years in particular, and it is a tragedy that we should be confronted with the spectacle of lack of interest in this vital matter.

A number of sectional viewpoints have been put forward by the hon. Members who preceded me in this morning's debate. I am not here to get entangled in sectional matters, but with your permission, Sir, I propose to offer three or four general observations on this Bill.

This is an omnibus Bill. An analysis shows that in respect of eight major questions, tariff action is to be taken and that in respect of a number of other smaller issues, consequential action is also to be taken. The main points which I would like to place before my hon. friend, the Commerce Minister, are the following:

In respect of all these questions, has Government taken care to see that they have a positive industrial policy? I am prepared to illustrate as to what is happening in respect of the starch industry. I am not here to plead the cause of A, B or C, nor any particular industry for that matter. There are complaints that the quality of starch which is being produced in this country is of a very low grade, with the result that most of the textile mills in particular are anxious to import high quality starch from abroad at a cheaper price. I would like to know from my hon. friend, the Commerce Minister, whether anything has been done during the past few years, or whether anything is being proposed to be done from now on, to ensure that the quality of starch produced in this country comes up to expectations, and that the money sought to be spent in the purchase of starch has got an equivalent return, at least a proportionate return as compared with the foreign imported starch.

I have looked into the Tariff Board's recommendations on the grinding wheels industry, and also as regards the action sought to be taken through this Bill to give protection to it. At one time it was suggested that this grinding wheels industry should have a protection of 80 per cent., almost equivalent to the total banning of imports. I am a keen student of industrial and commercial matters, not committed to pleading the brief of any particular group, and would certainly welcome anything done in this country to enable us to establish new industries in order that we may progress from precedent to precedent, that it will lead to self-sufficiency and eventually that we will be able to stand up to competition. But, it occurs to me that the consumer angle in this respect—the consumer angle has also a bearing upon the tariff action sought to be implemented through this Bill—has not been properly taken note of.

Now, as regards the zip fasteners question, quite a lot has been said, and I am not here to come between my hon. friend Shri Velayudhan and my hon. friend Shri Alagesan as to what has happened or what is happening in the S.Y.M. in regard to the

[Dr. Lanka Sundaram]

production activities of this industry. But it occurs to me that the report of the Tariff Board is very specific, and I quote with your permission a small paragraph which says that the banning of imports must be made an instrument of not only fiscal policy, but of industrial policy, in order that the industry locally is able to face up to competition, and eventually produce goods of quality at prices which would be economic. All things considered, it occurs to me that we in this country must insist upon something like a behaviour clause on the part of the industries which come before this House for protection. Without such a behaviour clause I am afraid we are squandering away the vast fund of goodwill among the people of this country towards industrialisation. I am here for the multi-pronged development of India's industrial activity, but without this behaviour clause, it occurs to me, we in this country will very soon come to a pass where we will admit that there should not be any protection.

I have again here to refer to a very painful problem. There are skeletons in the cupboard of Government's policy and one such skeleton is peeping through this Bill, I refer to the bicycle industry and the differential scales of protection sought to be given to it. I mean imperial preference. I would like to know, why we in this country after Republican freedom should still be subject to this grip of imperial preference. The rates now recommended are 65 per cent. for British manufactured cycles and 75 per cent. for foreign-manufactured cycles. And outside the scope of the Bill, I am sure, there are a number of items on our Tariff list which also go to prove that we in this country after years of Republican freedom are closely tied down to the apron-strings of Britain. I am sure my hon. friend Mr. Krishnamachari will certainly tell me very soon that even these preferential duties are contained in or covered by the General Agreement on Trade and Tariffs. I am aware of that fact, but it occurs to me that as a matter of basic national policy, we should free ourselves from these trammels, without which we will not be able to expand our national foreign trade, which by implication means expansion of our national industry.

One other small word, and I have done. I was listening to the speech delivered by Mr. Krishnamachari the other day where he said everything depends upon the Tariff Board and that he is only implementing the

recommendations of the Tariff Board, and I am glad to say that in listing these measures in the Bill, he has certainly not only carried out the recommendations, but has also anticipated the recommendations of the Board. As one who has watched the activities of the Tariff Board I am making this suggestion in a very friendly spirit, that it is a very harassed, small body. A number of items are referred to it at frequent intervals, and I think it will be rather difficult to expect such a small and harassed Tariff Board, as I have said, to cope with this work. I suggest the Government increase the personnel of the Tariff Board, so that they may be able to deal exhaustively and expeditiously with all the questions referred to them from time to time.

I wish that my friend the Commerce Minister had made a motion for referring this Bill to a Select Committee. Some of us would have put down a motion, but knowing as we do the strength of our friends on the other side, such a motion would not have had a ghost of a chance to succeed. I still believe that it will not be too late for him to bring forward a motion for referring this matter to a Select Committee. As I have said, he has taken anticipatory action as regards protection of certain industries even before the Tariff Board reported on them. I think a little time given, a week at the outside, so that all sections of the House may go into the details, would not matter very much, and I hope the suggestion would be looked into. I hope that my friend the hon. Commerce Minister would not consider this request as unreasonable.

Shri Natesan (Tiruvallur): I should also like to confine my remarks to the zip fastener industry. I wish to make a reference to the notes of the Commerce Ministry wherein it is observed that:

"The only manufacturers of zip fasteners at present are the Link Industries, Madras. Their annual rated capacity is estimated at 9 lakhs feet.....Actual production has been only about 7 per cent. of the rated capacity."

This gives the impression that this company has not proved its capacity to produce anywhere near a reasonable proportion of its rated capacity. According to the information supplied to me, the production in the first quarter of 1951 was 40,000 ft. on a single shift operation. Generally this can be done only by three shifts but the company has done it only on a

single shift operation. I am told in October, 1951 they produced more than 20,000 ft. which corresponds roughly to about 60 per cent. of their rated annual capacity for a single shift operation. But, unfortunately, from the period April-May, 1951 to August-September, 1951 the factory was stopped for want of raw material. From this, other things being equal, it will be seen that the company can produce at least 60 per cent. of its rated capacity. I simply wanted to disabuse the minds of hon. Members here who may think that the company has not been capable of producing to the capacity that they ought to. The whole difficulty arose on account of lack of raw material. Without raw material what can any factory do? There seems to have been some correspondence with the Government of India for over eighteen months and the Government of India had to be convinced that it is really not the brass that was required but thin strips of brass out of which the fine plates for the zip fasteners are pressed out. The company seems to have made the suggestion that brass can be exported in the form of scrap to be re-rolled and re-imported. For some reason or other the Government of India turned down the suggestion and owing to the enormous delay in procuring raw material the factory was not able to go into production.

It may be argued that on a Tariff Bill I am only talking about the difficulties of this industry. But I find that the rate of duty of 31½ per cent. *ad valorem* is about to be accepted by the Government because the Government has got no other alternative but to accept the recommendation of the Tariff Board. On the other hand, I am told that it is not possible to increase the duty even if the House wants to do it. I consider that this rate of duty is not fair because there is always British and Japanese competition and you must know that, as my hon. friend Mr. Alagesan has pointed out, this is the only factory of its kind in this part of the world. As far as I know, there is no other zip fastener factory anywhere close by and it is therefore necessary to give every possible help to this factory. But since Government proposes to accept the Tariff Board's recommendation I will have to leave the matter at that.

A reference was made to the Home Industries Corporation, Bombay who have been able to secure a licence. My information is that they are about to abandon this scheme because they found that the only other factory which is in Madras is itself in difficulties.

In the notes it is stated that the domestic demand for zip fasteners during the next three years is estimated at 7.5 lakhs feet per annum. I understand that during the pre-war days the import into this country was about seven lakhs feet and that was for the undivided India. Now that the country has been divided it is estimated that only 4½ lakhs feet would be the annual demand. I consider that if this Madras industry is given some help by way of procurement of raw materials it will certainly come up to the mark. The fact is that they have been losing for over three years and they have eaten away at least half of their present subscribed capital; unless you come to their rescue it will not be possible for the industry to thrive. I understand that the Madras zip fastener industry has given some proposals to the Government of India. I wish that the hon. Minister gives his sympathetic consideration to those proposals. I also request him, in the interest of the industrialisation of this country, that applications from industries for import licences be expedited by the Government of India as much as possible.

Shri T. N. Singh (Banaras Distt.—East): I also congratulate the hon. Minister for bringing forward this important measure at an early stage of his career. If you look at the Bill you will find that it covers from sago to steel, alloy and then on to zip fasteners—a very wide range of subjects, no doubt. In the circumstances it certainly becomes difficult for Members, or at least it does appear difficult to me to switch on from one point to another while going into the details of this Bill.

So far as the majority of the clauses of the Bill are concerned, they are concerned mostly with continuing the present rates of duty—in some cases the revenue duty is being converted into a protective duty. The only new industry which comes under the scope of this Bill is the zip fastener industry, and so it is better that most of our attention should be devoted to this clause of the Bill. Now, at present there is one concern only which is manufacturing zip fasteners, that is the Madras Link Industry, and it is proposed to have another in Bombay. The rated capacity of the Madras factory is about nine lakhs feet and the rated capacity of the Bombay factory is reported to be 18 lakhs feet. So if both these factories go into full production and if the object of the Tariff Board is achieved, then it would mean that these two factories should run efficiently and be able to produce 27 lakhs

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feet of zip fasteners. On the other hand it has been stated and the Tariff Board also mentions it, that the total demand for zip fasteners in India is about seven lakhs feet. I therefore want to know—and I hope the Minister will certainly enlighten me on this point—whether this additional factory which is being set up in Bombay will not mean either that the plant will remain idle or that if it goes into production it will have to produce goods which cannot be marketed. In either case the industry will suffer, whether you protect it or not.

I believe we have got powers of control over the starting of new industries. Therefore, I would like to ask why this other industry was allowed to be started at all when we had a concern which was more than sufficient to meet the demand of the country? We cannot export any of the surplus production because of the higher cost of production here and also the freight and other things involved on account of which it will not be possible for us to compete in the world market. So what will be the future for this industry? We are giving it protection but if we cannot achieve the very object for which protection is given then we have got to think of something else. Either the demand has to be increased or some effort should be made to see that the cost of production of these factories is brought down. In the alternative it may happen that production will not start in the other factory. I have no interest in either of these factories and I have therefore no motive at all in making these suggestions. As a matter of fact, they are far away and before this I did not know whether these factories existed. I want to know what is the Government's policy in such cases.

Then, as a matter of a general rule, it strikes me that whenever we give any protection, we should see that the competing goods are not allowed to be imported into this country. Let there be no half-hearted protection. If the competing goods are allowed to be imported, then to that extent the protective duty would fail. At the same time, I realise that at the present juncture we have enough control over imports to enable us to give real protection, whether there is a protective duty or not. I want the hon. Minister to investigate the possibility of controlling all these goods not only for balancing our payments or saving our foreign exchange, but also for the purpose of protecting our industries.

There may be varying ideas on this subject and it is also a controversial issue, but the case should be examined. I feel that a judicious control not only for saving our exchange resources but for protecting industries may be desirable.

As regards the industries that deserve attention I would mention the sericulture industry. It has not been mentioned by any hon. Member before me. Whatever protection is being given to it, it requires to be further considered. We are told that the Tariff Board is going into the question once again and that we shall soon know what amount of protection this industry will be given. I submit this industry deserves our greatest consideration. It has not only the possibility of meeting local demands, but if properly developed and protected, in times to come it will obtain for our country very substantial foreign exchange and we can develop a good foreign market.

As regards alloy tools, one suggestion that I have to make is this. It may not be directly relevant to protection but it does have a bearing on this question. The modern tools industry requires to be developed. When we give protection, we should also see that all our scientific resources are harnessed to the full, so that the cost of production may go down and we may be able to secure substitute raw materials for the production of those things. We should also go into a detailed examination of the various processes, so that we may see that our scientific resources may come to the rescue of the industry with a view to seeing that protection does not continue for an unduly long period. I would submit that the hon. Minister should ensure that in every industry, which has a modern scientific basis, its special problems are considered by a committee of experts or a scientific board or any other body he may like to appoint. It should not be left entirely to the scientific explorations and investigations of the concerns themselves. It would be better if the Government steps in, because after all we are asking the consumer to make certain sacrifices and to that extent the Government has a responsibility to see that the cost of production goes down.

Then, I was listening to my hon. friend Dr. Lanka Sundaram. He referred to the bicycle industry. I was impressed by his speech, because it came from such a person who has also been a journalist, and journalism is a profession to which I also claim the

honour to belong. When I listened to him, I felt that the industrialists of this country including Messrs. Birlas have got a new champion. I did not expect it and probably it is not for us to welcome those sentiments and that language which we had the pleasure to hear only a short while ago. If protection has to be given, then I may say that the Government is committed to developing the cycle industry. It is doing it, but since this industry has got supporters in unexpected quarters, it is not for me to go any more into that question.

The other point is about the starch industry. There is nothing new or controversial in it. We are only continuing the protection and it will help the tapioca industry as my hon. friend from Travancore has said and some other root plant industries. It is a matter of pleasure for every one of us.

In conclusion, I would only reiterate my two points. First of all, Government should see that in every industry that is granted protection the scientific aspect is brought to the fore and the cost of production is kept down and all the energies of scientific men and the advantages of scientific knowledge are utilised to that end. Secondly, in industries that we control, all the resources, all the powers, all the authority vested in the Government, both by the Industries (Development and Regulation) Act and the other measures such as import and export control measures, are harnessed fully. We are merely continuing the old protection in most cases and in other cases probably the protection does not exceed what has been recommended by the Tariff Board.

Shri Nambiar (Mayuram): Not only the Commerce Minister but the Finance Minister ought to consider this issue in general, because after the recent elections we are asked to consider the Tariff Bill with certain amendments to the previous measure which was enacted under a different regime. If you go back to 1931, you will find the notorious Ottawa Pact whereby instead of giving preference to Indian industry we went to the extent of granting preferential treatment to British industries against Japan. It was in those days that the Japanese came to compete with Britishers in India, and in the name of India we supported and defended the British interests in India. Because of our policy in 1931, the Indian cotton growers suffered. They were very badly affected by the boycott policy followed by the Japanese as a retaliation against our granting protection.

and concessions to the Britishers. Then in 1934 came this Act. But now we are in a different atmosphere altogether. We talk so much about our freedom. We say that we are democratic and that we want to develop our national industries. In that situation I ask you: are we not to take the issue as a whole and look at it with a view to making changes which are very badly needed today? When I submit that, the hon. the Commerce Minister and the hon. the Finance Minister will say that this is a generalisation. But I shall give concrete instances to substantiate my point.

For instance, take the match industry. The match industry of India, particularly in the South, is a monopoly in the hands of Swedish. We give protection. But what is the result? The Indian industrialists in the south, especially in the Ramnad district, attempted to start match industry. But the WIMCO, who have a monopoly control over chemicals, have completely wiped them out. It is a fact that our money is being plundered by the Swedish industrialists and the ordinary consumers are asked to pay more for the matches. This is the position. In order to help the Indian industry we want to give tariff protection. But then, the foreign capitalists, the British imperialists and the Swedish monopolists come here, set their own machinery—with the help of cheap labour, compete with the Indian industries and make the Indian industries suffer. This sort of thing should not be allowed to continue any longer and unless we approach the issue from a general point of view in the interest of the Indian industries, we are not approaching the issue in the correct perspective. That is why I submit that this is a matter for the Finance Minister to consider.

Why should this Ottawa Pact—this notorious thing—continue even now? Even this measure which we are now discussing discriminates between items of British manufacture and those of non-British manufacture. My hon. friend Dr. Lanka Sundaram also referred to it. Why should it be so? This does not mean that I want to completely knock out foreign capitalists. My main contention is that the foreign capitalists should not be allowed to avail of the benefits afforded by tariff protection and compete with Indian industries from within. Tariff protection extends only to those articles coming from outside. What about those who are already established in India, who have got monopoly control of so many raw materials, and taking

[**Shri Nambiar**]

advantage of that position compete with the Indian industries? This question therefore naturally presupposes a review of the whole situation *vis-a-vis* the monopoly held in India by the British imperialists and Swedish monopolists. This is what I wish to submit to the hon. the Commerce Minister.

I am not at all against protection being given to certain industries mentioned in the Bill; I accept them. But let us for a moment look at the whole issue.

Coming as I do from the South, I would like to refer to certain industries in particular. What is our policy towards copra, that is dried coconut? Malabar produces mainly copra and pepper, which are some of our main dollar earning articles. But what is the position now? The protection given to copra has now been lifted with the result that the Ceylonese copra comes and is sold in the bazaars of Calicut and Cannanore at a much cheaper rate. The result is that the Malabar coconut producers are suffering heavily. Perhaps, the hon. Minister himself knows what is happening in Malabar. The situation there is fraught with dangers.

Mr. Chairman: No doubt the slump in coconut affects a large part of the population. But we are not here dealing with general tariff protection. Hon. Members will have opportunity during the general discussion on the Budget to voice many of their grievances and put forth the case of industries requiring protection. But let us now confine ourselves to the items within the scope of this Bill.

Shri Nambiar: I look forward for an explanation from the hon. Minister of Commerce why this item is not included here; that is my grievance. I do agree in regard to the items included in the Bill; but we would like to know why a particular item has not been included. That is why I have given the history behind copra.

Mr. Chairman: The hon. Member is very enthusiastic and I can appreciate it. But the item he mentions is far beyond the scope of this Bill. He can certainly have his say during the general discussion on the Budget.

Shri Nambiar: I now come to the cycle industry. There is no doubt that the cycle industry should be encouraged. But at the same time we should see that the consumer is not hit. If for a cycle which is produced in India and which is expected to serve for one year the consumer is asked to pay the same price as for a cycle produced

in Britain, which is expected to serve for ten years, then the protection is sought to be used by certain quarters to amass wealth at the cost of the consumer.

I am not against giving protection. I say protection must be given. But while giving protection Government must see that there is a machinery to watch that this protection is well used or ill used. In that machinery the producer must have a voice, Government must be represented and the workers should also have a voice. The worker can say that under certain conditions the production would improve. The question of labour co-operation never enters the mind of Government, because they consider that labour has only to obey. They must be satisfied with what they are offered. This approach is quite wrong. I say that labour in India is watching all developments. Let us not think that labour knows nothing. Labour is prepared to co-operate with the industrialisation programme and labour wants the industries of this country to develop so that the standard of living of the worker may improve. We must, therefore, have a new approach—a new outlook. Let us not go on in the old rut of 1931. Otherwise, the present House and the new set-up has no meaning. I am sure the hon. Ministers of Commerce and Finance will look into this matter and do the needful immediately.

Shri Kasiwal (Kotah-Jhalawar): The Tariff Board granted protection to the cycle industry in 1949. While granting protection they were definitely conscious of two facts. One was that the cycle industry was an infant industry; the second consideration was that the cycle industry was an industry in which there was considerable under-production. The Hind Cycles were supposed to manufacture one lakh cycles in 1949; they were manufacturing only 60,000 cycles. The Hindustan Cycles Factory were supposed to manufacture 50,000 cycles a year; they were manufacturing only 30,000 cycles. And the production of the Calcutta Cycle Manufacturing Company was almost negligible. The annual demand for cycles in our country is about five lakhs. I would like to know whether protection to such an industry in which under-production still continues, should really be given. I am not suggesting for a moment that there should be no protection given to the cycle industry. But I would like to appeal to the hon. Minister of Commerce and Industry to see that production in respect of such a vital article like the cycle, which is the poor man's vehicle, does not fall or that the

production does not continue to remain as a sort of under-production.

There is one other matter to which I would like to refer. My hon. friend Dr. Lanka Sundaram, while speaking about the industrialists, said that there should be a 'behaviour clause' for them. I do not know what he meant by that. But I would like to draw the pointed attention of the hon. Minister to one particular matter. Certain industrialists are in the habit of closing down their factories. Suddenly, one fine morning, they put up a notice at the factory door and say that the factory is closed, because it is unable to make profits. This is a very reprehensible practice, I must say. Thousands of workers are immediately thrown out of employment. And after some time they go before Government and say "If you want our factory to function you have got to grant us protection". I would like to impress upon the hon. Minister that if he is to grant protection to any industry he is supposed to do it on the merits and not as a favour nor just because somebody comes forward with a sledge-hammer and says "If you do not give protection I will close down the factory and I am going to throw thousands of workers out of employment". This is a point applicable not only to this industry but to all other industries which he may kindly keep in mind while granting protection.

Babu Rammnarayan Singh (Hazaribagh West): I know and I agree that in the course of national industrial development protection is sometimes necessary. But after seeing for a long time the behaviour of the Government in this matter I have become suspicious. In the expenditure of public income the Government should behave as a trustee of the public money and should spend the money in a just and proper manner. But what I find, and what I have found for a very long time, is that the Government think that they are the sole *maliks* of public money and they spend it in the manner they like, just like water. In the creation of new posts, new departments, and in the matter of granting protection Government sometimes behaves as if Government is a *pinjrapole* for the favourites of the Government. This must be stopped. We know, and we have seen, that the sugar industry is a very prosperous industry. But protection to the sugar industry has been granted for a very long time. Protection may be granted, and I say in certain cases protection must be granted, but for a very limited period of time. At the same time, when any protection is granted, the

expenditure and working of that particular industry must be controlled in every possible manner. There is a cry on all sides about nationalisation of industry. Well, such industries ought to be started and run by the Government themselves. Why should you help the capitalists? I have got nothing more to say. But as my hon. friend Mr. Krishnamachari is a new Commerce Minister and he also knows many things as to how the Government have been behaving in this matter, I only ask him to be cautious and not to spend the money in favour of the capitalists.

11 A.M.

Shri Gurupadaswamy (Mysore): I would like to confine my remarks to the sericulture industry with which I am associated since very long. I am coming from a place, Mysore, which is the largest silk-producing area in this country. Nearly 65 per cent. of the silk in this country is manufactured in Mysore State alone. Nearly 1,15,000 acres of land are under mulberry cultivation, and the total yield of silk is in the neighbourhood of 290 lakhs lbs. During war time and certain periods after the war, many branches of the silk industry—mulberry and cocoon production, reeling and weaving of fabrics—all these developed on a considerable scale due to the impetus given by high prices and the huge demand. But after the war at many periods this silk industry had to face and suffer many setbacks. Today it has received the greatest setback in its life. An unprecedented and sudden crisis. I may say a depression, almost paralysing in its nature has driven this industry to the brink of collapse and ruin. There has been a gradual, and today even a precipitant, fall in the demand for silk manufactures. And the cocoon market and the silkworm seed market have been terribly dislocated in Mysore. As a result of this the silk industry in Mysore, and also in many other parts of India, has been put to great financial and economic hardship.

In this context I may submit that the silk industry is the pride, joy and glory of Mysore. It has been responsible to secure a fair name to Mysore State. I may say that Mysore State would not have become so famous today but for its silk industry. Its quality and standard are well known throughout the length and breadth of the country and well appreciated by foreign countries. Nearly three lakhs of men and women are employed in this enterprise. But today this beautiful industry is un-

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fortunately on the verge of involuntary liquidation, if I may say so. Many mills have been closed. I may cite a few instances. The spun silk factory in Channapattana, which is the only one of its kind in India, has been closed two months back and as a consequence nearly 1,600 labourers have been thrown out of employment. Another silk factory at Kalkanalli near Bangalore has been closed nearly 1½ months back. A third, a filature factory at Narajipur has been working at a low ebb. Thus we may see that the silk industry is in a state of crisis. This is due to the step-motherly treatment, negligence, wavering and ever-changing attitude and inadequate protection policy of the Central Government.

The Government of India has been protecting this industry since 1934. I know, it is true. But I ask what is the use of such protection if it is not adequate, bold and consistent. What the Government of India is doing now is that it is giving protection to the industry in one hand and destroying it in the other.

Previous to 22nd January 1951, the rate of duty on raw silk, cocoon and silk yarn was 30 per cent. *ad valorem* plus Rs. 12 per lb; but the Government on 22nd January 1951, modified and reduced it to 30 per cent. *ad valorem* plus Rs. 6-8-0 per lb. And on silk spun yarn also a similar reduction has been effected. This reduction was entirely unwarranted in view of the fact that all the branches of the industry have not yet been stabilized. I may draw the attention of the House to the fact that the Government of Mysore addressed a letter on the 27th July 1951, to the Government of India stating that the import of foreign silk had had an adverse effect upon the prices of the indigenous raw silk and requested the Central Government that there should be an upward revision of protective duty. But the Government of India did not carry out the wishes of the Government of Mysore. Instead of tightening imports of foreign silk, unfortunately the Government of India thought it fit to liberalize the imports. Now, since July 1951, the imports of raw silk, cocoon, spun yarn and fabrics have been doubled and supplementary quotas also have been granted. It is an unfortunate fact. I must say that this is a most tragic policy pursued by the Central Government. This is a policy devoid of all vision, forethought, planning and judgment. If this policy is continued for a further period of time, I fear that the silk

industry, that beautiful industry of our land may be washed off once and for all from the face of the country.

In this connection, with a view to save the industry from collapse, I would place a few suggestions before the hon. Minister. I know the problems of this industry because I have been connected with this industry. I want to make a humble suggestion to him to revise the present Bill and raise the quantum of protection by 20 per cent. over the existing rate. I also suggest that this quantum of protection should be continued for a period of five years at least. I could see that this protection is extended in the Bill till the end of December 1952 and that indeed is a very small period.

The silk industry is in a state of uncertainty today and the interests connected with the industry do not know the attitude and policy of the Government of India in this respect. Many handloom factories, power loom factories have been closed in Bangalore. They have protested to the Government of Mysore and that Government has addressed a letter, I hope, to the Government of India about this and until today the Government of India is so lethargic and indifferent to this vital issue that they have not even replied to the Government of Mysore about this.

I want to submit a few more suggestions to the hon. Minister. One of my friends remarked that the artificial silk has been imported for many years into this country. I want to know where is the necessity for importing artificial silk into this country. Unfortunately, the Tariff Board and even the Central Government have thought it fit to protect this artificial silk industry in our land and the Government of India is sitting quiet and encouraging competition between these two branches of industry. Artificial industry is not our natural industry. It is not an industry which is imbedded in our land; it is an exotic industry which has been brought from foreign countries and that industry should not be encouraged. I want the hon. Minister to put a stop to this manufacture of artificial industry and encourage the natural silk industry, which has got great potentialities of growth. And I declare on the floor of this House that Mysore alone will be able to supply all the requirements of India, if sufficient attention and encouragement is given to this industry. Today the Government of India has been complaining that our silk requirements are not adequate and they are

complaining of lack of production. I say this is all due to the wavering policy of Government and their negligent attitude.

Lastly, I wish to give a warning to the hon. Minister. In case the Ministry does not move forward, in case it does not act quickly, then the entire silk industry will collapse and he will be held responsible for that.

Shri B. R. Bhagat (Patna cum Shahabad): In a Bill of this innocuous nature, it is indeed a matter of surprise that matters of high policy have been raised by certain Members sitting on the opposite benches. My hon. friend, Dr. Lanka Sundaram said that the whole tariff policy should be viewed in a more positive manner in relation to the whole fiscal and industrial policy and he said that there is a lack of it. I am ready to join issue with him and say that if he refers to the Fiscal Commission Report and to the Five Year Plan or to the industrial policy of the Government of India, he will find not only an integrated system of fiscal and industrial policy but that a positive policy has been pursued by the Government so far. In granting protection to industries the matter is reviewed in each case by the Tariff Commission and the points that are taken into consideration or the standards fixed for the grant of protection or the quantum of protection are reviewed in detail in each case, whether it be the quality of production or the estimated demand or the cost of production. They are examined in each case so much so that protection is never granted on an *ad hoc* basis or in a haphazard manner. He finds in the Bill a smell and an odour of the Imperial preferences and this was supplemented by another Member, Mr. Nambiar, who saw in it the famous Ottawa preferences. What he said was that a higher *ad valorem* protection was given to goods and manufacture of U.K. than to goods and manufacture of other countries. Well, I do not know whether hon. Members are aware of it, but I may say that it is not in the spirit of the Ottawa preferences or the Imperial preferences. They are dead long, long ago. It is just on a reciprocal basis. If India has given some preferences to the British, well, India receives also some preferences from them.....

Dr. Lanka Sundaram: That is the ghost of Ottawa.

Shri B. R. Bhagat:.....and the historical legacy is there. As hon. Members are aware that there are certain ethics in

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olved in any international trade agreement and once you agree to a certain standard of preferences, you cannot change it suddenly.

This is not a relic of the Ottawa pact; it is just done on a reciprocal basis.

Dr. Lanka Sundaram: A backwash.

Shri B. R. Bhagat: After referring to these two things, and coming to the Bill before the House, I want to say two things on the protection given to the starch industry. Last time when this Bill came in the year 1950, doubts were expressed that the mere granting of protection to this important industry, which is of such great importance as a sizing material, will not do and that the Government will have to see that the industry receives the constituent raw material, that is maize, which has to be imported. In the conditions of food scarcity that is prevailing in the country, no food material can be diverted to any industry of this nature. So it was felt that unless the raw material was provided through imports, the mere grant of any protection will not help this industry. When we look at the results during these two years, we find that things have gone worse despite the protection given to this industry and this industry has been moving from pillar to post. Recently, due to the increase in the price of imported maize from Rs. 563 per ton to Rs. 961, the cost of production of this industry has gone up. From the cost of production details given by the Tariff Board, we find that in the year 1949-50, when this question was examined first and protection was granted by the Provisional Parliament in March 1950, the cost of production was Rs. 41 per cwt. In the next examination made by the Tariff Board, the ex-factory cost of production has gone up to Rs. 61-39. Whereas all other factors have remained static, whether it is labour charges, or repair and maintenance or packing charges, the only increase is in the cost of raw materials, that is from Rs. 563 to Rs. 961 per ton. Also interest on the working capital has gone up from Rs. 17 per ton to Rs. 25 per ton. The cause for increasing the protection from 20 per cent. to the present rate is mainly the increase in the price of the raw material, that is maize.

Secondly, if you examine the nature of the requirements of the textile mills, it is found that sago flour competes very adversely with this maize starch. The price of sago flour at present varies between Rs. 28 and Rs. 36. The first difficulty was difficulty in

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getting raw materials. During these two years Government issued licence to the tune of 40,000 tons; but due to non-availability not much could be imported. The production was to the tune of 3,000 tons of starch in the year 1950-51. Another factor that has come into the picture is that the price of sago flour is so low that there is an increasing tendency to use this as the sizing material. From 50 per cent. in 1946-47—out of 50,000 tons used, 25,000 tons was sago flour—at present, sago flour is being used to the tune of 23 per cent. Government has to examine this question that in spite of the increase in the quantum of protection that this Bill seeks to give to this industry, the doubts that were raised in 1950 still continue. Unless we solve the problems of imported raw material and the competition of sago flour, the industry will continue to face difficulties after difficulties.

The Association of Manufacturers of Starch Industry have given a solution that some substitute should be found. They have said that instead of manufacturing starch from maize only, exploration should be made for the manufacture of starch from tamarind kernel powder. For this, we have got all the facilities. We have got the raw materials inside the country. That is cheap also. Provided we develop the quality, we can find a good substitute for maize starch. The Tariff Board has gone into this question also and has also come to the conclusion that it would be in the interests of the country, to quote the Tariff Board's recommendation, "to establish a tamarind kernel powder industry on a sound footing". There are at present four manufacturing concerns, one in Bombay, another in Mysore, a third in Ahmedabad and another in Gwalior. It appears from the report of the Tariff Board that these factories have a rated capacity of production of about 90,000 tons. At present, the rated capacity of the starch manufacturing concerns is 58,000 tons. If we are in a position, as the Tariff Board says, to just develop this substitute product on a sound footing, we would be able to solve this problem. While agreeing with the proposal to give an increased protection to this industry, in view of the increase in the price of maize from Rs. 563 a ton to Rs. 961, I make this submission that this also is not going to solve the problem. We have to find some substitute, and the substitute is the tamarind kernel powder.

With these few words, I shall next refer to the aluminium industry which

is of strategic as well as great importance. Although the Tariff Board has yet to give its recommendation, and as an interim measure the existing protection is sought to be continued. I would like to draw the attention of the hon. Minister that our aluminium industry is still in an infant stage. There are only two manufacturing concerns, one in Alwaye and another in Calcutta. The Calcutta concern is more or less closed as it has not received sufficient help. Instead of taking up only a negative attitude and granting protection, there is a necessity to find out avenues to improve it and find also other equipment. I agree with one hon. Member who said that before we give protection to any industry, we should see that all other help in the shape of financial, technical and scientific help is rendered to the industry so that it should not only stand on its own legs and serve the country, but it should also set an example in bringing our whole industrial structure to a sound and stable basis.

Pandit Munishwar Datt Upadhyay
(Pratapgarh Distt.—East): A number of hon. Members have already spoken and a good deal has been said about almost all the industries that are to be found here in the Bill. I shall confine my remarks only to the bicycle and grinding wheels industries. But before I take up these industries, I would like to submit that there appears to be a certain amount of misapprehension as regards the object of the protection granted. It appears that the misapprehension is that the object of protection is to benefit the manufacturers. As a matter of fact, that is never the object. The object of protection is to see that the industry develops successfully and it comes to a position where it can successfully compete with foreign industries of the kind. The question of quality has also been referred to by certain hon. Members and they have argued that because the quality is so poor, it is useless to give protection and they have also suggested that this protection is misused. Of course, it is possible that protection is misused, but the object of the protection is that the industries which are in the preliminary stages, may successfully develop to a stage where they may be able to compete with foreign industries in respect of quality as well as price.

A certain hon. Member remarked that the bicycles were the vehicles of the poor man and therefore no protection should be granted in respect of

this industry. My submission is that that is the ground on which I support protection for this industry. Because in that case, this industry is really an industry the use of which is made by the common people, people of small earning. If that industry is allowed to develop with the help of protection to such a position that it may successfully compete with the foreign industries, I think ultimately it will be to the benefit of the common people, to the people with little earning. Therefore, the bicycle industry should be granted protection. In the case of this industry, protection was granted in the year 1947 in the beginning, and at present the duty is 70 per cent. *ad valorem*. The only suggestion is that the time from March 1952 should be extended to December, 1952. My submission is that this time would not be sufficient, but because certain reports are being awaited, probably this suggestion has been made for only short extension. It will be necessary that protection should be granted even for further years.

The other industry that I would suggest requires protection, as has been proposed by the hon. Minister, is the grinding wheels industry. This industry provides processes for the use of a number of factories. We have seen that a variety of uses is made of grinding wheels. They are used for sharpening processes and also in Railways, ship-building, foundries etc. There is no doubt that there is a great demand for these wheels. The local manufacture is limited to only probably 50 per cent. of our consumption. And unless some encouragement is given, this industry cannot develop and we shall have to depend upon foreign markets, as I see that the demand is about 500 tons per year and the supply is hardly about 300 tons per year. The question of quality was raised in this connection also. As regards our manufacture, I find from the report of the Tariff Board that it has been quite satisfactory. The quality has also been very satisfactory. So I think if a little encouragement is given for some time, this industry might successfully compete with the foreign industries. At present the duty is 100 per cent. with five per cent. as surcharge. That comes to 105 per cent. But then, the proposal is that it should be reduced to 50 per cent. *ad valorem* including the surcharge. I think that is a moderate proposal and should be accepted. There is no doubt that there are certain grinding wheels the manufacture of which is not economic.

They have been excluded from the list. So I think all that was possible to exclude has already been excluded and the grinding wheels that are being satisfactorily manufactured and with quite good quality I think should be granted protection. In this case also the extension of time has been sought and that extension upto December, 1954, I think, is very reasonable. So with these few words I would support that the grinding wheel industry and the bicycle industry should be allowed protection that has been sought in the Bill.

Shri T. T. Krishnamachari: At the outset I would like to express my gratitude to the hon. Members of this House who have more or less without exception supported the proposals contained in the Bill which is now being considered. I am also very grateful to hon. Members both on this side and on the other side who have shown a certain consideration to me personally. I must say in this connection that I entirely agree with my hon. friend from Bihar, Babu Ram Narain Singh, that this is a matter which has to be watched very carefully. The attitude of Government to this question of protection is one which has to be determined according to the needs of the time. I do not think, speaking on a personal basis, there is much difference in the ideological outlook of persons like myself and those on my side and Babu Ram Narain Singh. It is only a pity that he is no longer with us, that he has taken a seat elsewhere.

Babu Ramnarayan Singh (Hazaribagh West): I am always with you.

Shri T. T. Krishnamachari: I am also grateful to the hon. Member from Travancore, Shri Velayudhan, an old comrade of ours, who has been rather good to me personally. In this atmosphere of friendliness and concord, it seems that there is no need for me to go into details of the various objections raised excepting to say that careful note has been made of what hon. Members have said and the questions raised will be considered in their proper setting by my Ministry.

But it would not be enough on this occasion if I pass over with just these remarks. Because, I do propose to take up the points raised by hon. Members who have commented on the provisions of the Bill very seriously, and to begin with my hon. friend from Madras Mr. Ramaswami raised the question of the manufacture of sago in Salem.

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The report of the Tariff Board which is now under consideration and also the previous report of the Tariff Board issued in 1950 on sago is a convincing proof that all that can be done by Governmental agencies is attempted to be done and that there are certain intrinsic defects in trade and private enterprise as a whole from which it cannot altogether escape. Not that the Government is oblivious to the needs of the sago industry of South India—they are not. But a balance of considerations has to be struck, which I think is more or less generally true of many commodities. Government's position is that it has got to consider the consumers' interest first. Then the question of establishing industries in this country, not only for the purpose of industrialisation as a whole but also to save us foreign exchange which happens to be a very moot problem. It is merely a question of a synthesis of these two considerations rather than any partiality for industries as such that makes Government decide on a particular policy.

My hon. friend from Madras, Mr. Anandan Nambiar, who is not here, said that Government are oblivious to the claims of labour. I would at once deny that accusation because after the consumers' interest of this Government is certainly directed primarily towards labour, and the question of industrialisation or of the economic progress of the country comes only next. It would be idle for any person for the sake of political argument to find fault with this Government on the basis that it has not the interest of labour at heart. So far as my Ministry is concerned I can say—it is not a matter of a declaration of policy—that the question of the interest of labour in any industry which seeks our help would get paramount consideration in giving our help to that industry even though the major question of industrialisation has to be subordinated to it.

On the question of zip fasteners a lot has been said. I quite agree with all that has been said by hon. Members. It is a rather intriguing industry. It is something which we are attempting in this country now which is not so much of a necessity but a luxury which is now becoming almost a necessity. We cannot have a hand bag brought into this House without a zip fastener—it is something inconceivable—and I am very glad that the House takes a very lively interest in this industry. In this

connection I would like to refer to the queries raised by my hon. friend from Uttar Pradesh, Mr. T. N. Singh. He said, if the total estimated consumption of zip fasteners in this country is in the region of seven to 7.5 lakhs feet, why allow two industries to be started—the Link Industry with a capacity of nine lakh feet and the other Bombay Industry with a capacity of 18 lakhs feet? Well, logic has no place really in motivating human activities. The warning, if anything, has to be conveyed to those who start the industries. If the Home Industries in Bombay are alive to the fact that the potentiality of the market is only 7.5 lakhs feet and that there is already an industry which can produce nine lakhs feet, then why should they come in? Well, I think that in terms of the trade, those people are willing to take the risk and we do not want to prevent people from taking risk if they want to—we only give them some protection subject to other considerations. Perhaps these industrialists feel that the potentiality is much more than what the Tariff Board can envisage at the moment. My hon. friend from Madras, Mr. Alagesan said there seems on foot a scheme for devising saris with zip fasteners. Perhaps if that fashion comes into vogue all the 27 lakh feet of zip fasteners that can be produced and even more might be consumed. Well, that is not the primary consideration of Government: unless we feel that valuable material is being wasted, that the foreign exchange position is being endangered and things of that sort which makes Government interfere. Government does not want to interfere with private initiative in this matter.

My hon. friend Mr. Arun Chandra Guha, the keen student that he is, has put forward a number of suggestions in that manner he has—characteristically temperate and characteristically his own. He has taken exception to my saying that there are only two items which are of immediate consumer interest. I plead guilty to the charge. Probably at that moment—being rather new to this job—I forgot to envisage all the commodities which this Bill includes which have an immediate bearing on consumer interest. The points that he has raised, both in regard to sago and starch and in regard to sericulture, are more or less answered in the reports of the Tariff Board, but I would nevertheless assure him that I have made a very careful note of all that he has said and in any future consideration

of this matter the suggestions that he has made would be borne in mind.

He has also mentioned the question of artificial silk, and though I am departing from the order of the speeches made I would deal with seri-culture here and refer to the speech of the hon. Member from Mysore, Mr. Gurupadaswami, who, I see, is not here. Well, the position of the seri-culture industry is one with which the Government is seriously concerned. We know that the Mysore Government are very interested, though we do not know that the Mysore Government take the hon. Mr. Gurupadaswami into their confidence and disclose to him when they receive a reply from the Government of India and when they do not. But that is neither here nor there. If the hon. Members would read the report of the Tariff Board they would find that the Tariff Board has been willing, more than willing, to help this industry. But in the face of fluctuating prices abroad, in the face of demands by conflicting interests—the handloom weaver who weaves silk and who wants raw silk at particular prices, the people who are engaged in seri-culture, the basic industry, who want import of raw silk either to be prohibited or locally produced raw silk to be heavily protected, well, the Tariff Board could not but come to the conclusion that it has done that this industry shall enjoy the protection that it has all along been enjoying till the end of the year and the matter can come up for review in June 1952. I would like to tell the House that this is a matter in which the Government is taking very keen interest, and there is a reference—not an official reference but certainly one of these departmental references—that has gone forward to the Tariff Commission, as it is now called, to ask them if they will consider examining this question of protection for the seri-culture industry so that something can be done for the period after December 1952. However, I would like to tell my hon. friend from Mysore that I do accept his warning and that I am aware of the consequences of allowing an industry of this nature to go unprotected. I take it in the spirit in which he has offered that warning, not as a threat but as information given for taking action. But I would also like him to consider that the Government can only look to one side of the industry. Our trouble in regard to import of raw silk or import of artificial yarn has been that there are other industries, the handloom industry particularly, which wants yarn at particular prices.

So, it is a question of a balance of considerations. We have to put the claims of another industry which depends on raw material partly produced in this country and partly produced elsewhere to keep it going and many hon. Members of this House know that one of the greatest responsibilities that my Ministry has today is how to keep the handloom industry going and of our deep consciousness that this industry should be helped and should be made to live. It is therefore not a question of our either treating the Mysore seri-culture industry in a step-motherly fashion or ignoring its claim, but it is a question of merely synthesising the two claims to see that both sets of people live.

The hon. Member from Shahjahanpur in Uttar Pradesh referred to alloy tools and special steel. He is apparently an expert in this subject and knows the trade. I welcome his remarks and I can certainly assure him that my Ministry will consider any course of action to be taken in regard to this particular industry in the light of his remarks when the appropriate time comes. Here again, there is a very peculiar position. What is meat for one person is poison for another. What is good for the alloy, and special steel tools industry is bad for the machine tools industry. There are a few industries in this country manufacturing machine tools and they are languishing. Why? Merely because they find that machine tools which are imported sell at a cheaper price than those that they can make with the special steel that is being manufactured in our country, and if we have to deal with them fairly, of course, some sacrifice will have to be made by the industry which manufactures these special steels. So, once again it is a question of conflict of claims. It is a very difficult situation really to tackle. In fact, that matter was brought to my notice very pointedly recently by one of the officers of my Ministry and I could see that something has to be done with regard to the machine tools industry, particularly because Government is itself committed to starting an industry in Bangalore. We cannot, in the circumstances explained by me, altogether consider each question unilaterally, torn from the context, as being something of very great importance. Important undoubtedly it is, but in all these cases some other factor comes in which has an importance over and above other considerations. I welcome the suggestions made by my hon. friend and I can assure him that we will consider the

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matter subject only to the proviso that there are other factors like the machine tools industry whose claims also have to be considered. We do recognise that whatever may be the needs of other subsidiary industries, the production of essential and basic articles like special steel is a thing which is of great national and strategic importance. That weightage would certainly be given to this particular industry in any future consideration of its claims.

The question of cycles was mentioned by my hon. friend from Travancore. Admittedly, the protection that is sought now is for a very limited period, both in regard to the cycle industry and the aluminium industry. The Tariff Commission is now engaged in considering this subject and probably it will report by the end of the year and we will come before long with a proposal to the House, perhaps either reducing the duty, or increasing it or maintaining it at the existing level. Incidentally, there is another fact that has to be mentioned. Not only are there two major cycle production plants in the country, but three new plants are going into production almost very soon. One will go into production sometime in the middle of next month. These three plants between them have a capacity of three lakhs, and two of them are produced under the auspices or rather the cooperation of well known foreign manufacturers. The Sen-Raleigh concern has the support of Raleigh Cycles people and the T. I. Cycle concern has got the support of Hercules Cycles people. There is a concern here, near Delhi, started by one of the local industrialists, which is estimated to produce one lakh cycles ultimately. So, the Tariff Commission, when it decides on this question of protection, would be able to take into consideration the possibility of this country having an optimum capacity for production of cycles, say, 4½ lakhs or a little over four lakhs, and I can assure my hon. friend that I shall make it my personal duty to see that the claims of the persons who use the cycle—and they happen to be the majority of the lower middle class—are given due weight in the determination of any future policy that we may bring up before the House after the report of the Tariff Commission.

My hon. friend from Madras Shri Natesan adverted to the zip fastener industry and about brass strips to be supplied to it. Once we give protection to an industry, the obligation al-

most follows that the Ministry must facilitate that industry's getting the raw materials, but it is a trifle difficult to give an assurance that we would go out of our way to secure raw materials for it. All that is possible on the Governmental level would certainly be done.

I think I have dealt with most of the points raised in the debate. In the end, I would only like to deal with two points of a general character, both of which were touched upon by my hon. friend Dr. Lanka Sundaram. I have taken them last, because criticisms and remarks coming from a well-known publicist and economist of the calibre of Dr. Lanka Sundaram have to be dealt with fairly carefully. In regard to this question of "consumer angle" not being properly taken care of, I may tell him that provision has been made in section 15 of the Tariff Commission Act more or less laying a duty on the Commission to deal with this particular question and I think a reference was made by my young friend from Bihar, Shri B. R. Bhagat, to the Fiscal Commission's Report. That report has given an important place to the watching of the working of protected industries and it has insisted that protection once granted should be a matter of perpetual and continuous scrutiny, and it is because of these recommendations of the Fiscal Commission I believe that the framers of the Tariff Commission Act—during the stage when it was a Bill—had put in a provision expressly casting such an obligation on the Tariff Commission. Therefore, I would like to tell my hon. friend that the consumer-angle would be looked into.

I think some hon. Member—I cannot recollect who—mentioned about the Tariff Commission being a harassed body.

Dr. Lanka Sundaram: I did.

Shri T. T. Krishnamachari: I am very much obliged to him for mentioning that, because I ought to be very much grateful to this House that it recognises that many of the bodies that are working under my Ministry are harassed bodies and the number of tasks that we want to entrust to them are increasing. Every day almost, we feel that if something is difficult to decide upon we might refer it to the Tariff Commission. At the same time, that body has got only three members and we have to increase its strength and I am glad that I have

the support of the Opposition in this regard, so that when we come forward with a proposal that the Tariff Commission's strength should be augmented, that its technical staff should be strengthened and improved, then I shall certainly count on the support of my hon. friend Dr. Lanka Sundaram whose powerful voice would, I trust, be raised in my support for any proposal of that type.

My hon. friend again mentioned a very queer word. He said something about the "behaviour" of the industrialists. As we understand this word according to the dictionary meaning, it does not perhaps quite fit in with what he had in mind. Probably he was referring to "behaviourism". I know that a person who runs the Ministry of Commerce and Industry must know quite a lot of many other things, and it seems now that he should know something of psychology—not only ordinary psychology, but something of that peculiar type of psychology which Dr. Watson has brought into being, called "behaviourism". I can assure my hon. friend that I will try to study that particular aspect of psychology and if any use could be made of it, I may again assure him that I shall put it to the best use.

Dr. Lanka Sundaram: On a point of explanation. I did not mean anything about the "behaviourism" of industrialists. What I meant was a guarantee clause or a behaviour clause to the effect that after getting protection they will deliver the goods as expected by Government.

Shri T. T. Krishnamachari: Well, from the high opinion that I have of my hon. friend's power of expression and thought I thought it was something more subtle than what it looked.

I come to the final portion of this discussion and perhaps a very crucial one. My hon. friend Dr. Lanka Sundaram and my hon. friend from Tanjore district, Mr. Anandan Nambiar, referred to the question of Imperial Preference. I am glad to have had the support of two hon. Members on this side. We are not new to this game. It is a baby which we probably handed over to hon. Members opposite. If I can even say without any disrespect to the Chair, the Chairman himself used to refer to this question often in the past and there have been times when I have also done it in a different capacity. So, though the House is new, and there is a new orientation about it, I do not think there is very much

newness about it. The only new thing that we have done is that we have passed on the baby to the opposition camp and on this side we have to reply to hon. Members.

I think our trouble is really a question of hangover of the past, and if hon. Members opposite want to make use of it, they are welcome to do it—we cannot deny them the right. If any stick is good to beat the Government with, the more sticks you can have from the lumber-room the better.

Dr. Lanka Sundaram: You know where it hurts when it is used.

Shri T. T. Krishnamachari: I have no doubt my hon. friend perhaps refers to my past in a different capacity. We know it hurts. At the moment the hurt is merely of a very sentimental nature—sentimental only if the microscope is directed against it and it is magnified beyond all proportion. Today the nomenclature 'Imperial Preference' is meaningless, because the Imperial Commonwealth no longer exists. Today, in actual practice, by the preference that we give to British goods, the way in which it affects us is practically negligible. As my hon. friend from Bihar mentioned, there are also certain other factors. We are getting some advantage—maybe it is a very small advantage, which is taken away because of the purchase-tax in U.K.—but the advantage is nevertheless there.

I quite concede that my hon. friend's objections have a basis in facts but they are sentimental than real. Of course as members of Government we must give consideration to sentimental objections as well. This is a matter which will perhaps be ultimately solved in some manner when the whole question of India's commercial relations with U.K. is reviewed. The question of reviewing the relationship with other countries by means of bilateral treaties is a normal procedure. Negotiations are always going on with certain countries and within a measurable distance of time we may be able to come to some agreement even with U.K. and the question of Imperial Preference may or may not exist then.

But at the same time there is another factor also. We are parties to an agreement called the GATT and that agreement would not permit us in the future to give any preference we want to. Perhaps, that is one of the reasons why these things are being continued, because there are in them certain advantages both to Britain and to us. I can assure my

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hon. friends Dr. Lanka Sundaram and Mr. Anandan Nambiar that this is a matter which is engaging the attention of Government constantly and if preference in any particular item or series of items operates against the interests of the country, we shall terminate the agreement. I can give no further assurance at this stage, except to say that we have not lost sight of this question.

I think I have dealt with most of the objections raised. I would once again express my gratitude to hon. Members for the very kind reception they have given to my Bill and I hope they will accept the motion for consideration.

12 NOON

Mr. Chairman: The question is:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

The motion was adopted.

Mr. Chairman: As regards the amendments, I am afraid all the amendments are out of order. Under the Constitution no measure can be introduced or an amendment tabled or moved, which seeks to impose additional duty or impose increased taxation, except with the sanction of the President.

Shri Gurupadaswamy: My amendment only seeks to extend the period of protection.

Shri T. T. Krishnamachari: I have assured the hon. Member that the matter is now being referred again in a formal manner to the Tariff Commission and the Government will certainly do what it can. This provision in this Bill is only temporary and we have not lost sight of the matter. Perhaps additional protection may be recommended by the Tariff Commission. There is no need for him to press this. Having tabled an amendment and expressed his views and the desire of Mysore, he can now leave it to the Tariff Commission.

Clauses 1 and 2 were added to the Bill.

The Title and the Enacting Formula were added to the Bill.

Shri T. T. Krishnamachari: I beg to move:

"That the Bill be passed."

Mr. Chairman: The question is:
"That the Bill be passed."
The motion was adopted.

CALCUTTA PORT (AMENDMENT) BILL

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move:

"That the Bill further to amend the Calcutta Port Act, 1890, be taken into consideration."

This is only a consequential amendment because owing to the regrouping of the Railways, the names of the Railways have changed. The E.I.R. and B.N.R. and certain portions of other Railways have been regrouped under the names of the Eastern Railway and the North-Eastern Railway. Instead of the General Manager of E.I.R. and B.N.R. other officers who are now concerned, the General Manager of the Eastern Railway and the Director of the Railway Board at Calcutta, will represent the Railways on the Calcutta Port Commission. The Bill is a non-controversial one and I have therefore nothing more to add.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Calcutta Port Act, 1890, be taken into consideration."

Shri A. C. Guha (Santipur): The hon. Minister has said that this Bill is in consequence of the changes recently effected as regards Railway administration. I think the last word in that matter has not been said. I do not, at this stage, like to enter into long arguments, but I would only like to remind the hon. Minister that there has been deep resentment in Bengal and as representatives of our constituency, I think, it is our bounden duty to express that feeling, which prevails throughout the province, to this Government and to this House. I wish the hon. Minister were present in Calcutta on the 7th May when the hartal was observed with unique success. It was not organised by any political party—the Congress, you can understand, cannot be behind it; the Communist Party was not behind it—rather it opposed the.....

Mr. Chairman: I am afraid the hon. Member is trying to enlarge the scope of the Bill.

Shri A. C. Guha: I will finish in five minutes, Sir.

Mr. Chairman: It is not a question of time but of substance. My point is that this is a consequential amendment in view of the fact that regrouping came into operation on the 14th April, 1952. It is a settled fact. It may be unsettled, but so long as the regrouping stands the General Manager of the East Indian Railway no longer exists. Under the Act, as it stands, the General Manager of the East Indian Railway is there as an ex-officio member. We have now, therefore, to find a substitute. Otherwise, the Calcutta Port Trust will go without the representation of the Railways. If in regard to the other matter the hon. the Railway Minister agrees that the whole matter of regrouping should be reviewed or rescinded or the old *status quo* should be restored, this will also be amended. This is only to prevent a lacuna or to bring it into line with the arrangements that have already taken place. I therefore, feel that any reference or any discussion relating to the regrouping—whether it is desirable or not desirable, whether it should be restored or annulled—is not quite in order so far as this matter is concerned.

Shri A. C. Guha: I do not like to enter into the desirability or utility of the regrouping. My submission is that the subject-matter may still be open to discussion. Pending that, there is no urgency, I think; and even now there is a lacuna in the formation of the Calcutta Port Trust. So my submission is that this lacuna might continue for another fortnight or something like that. And I understand that the Chief Minister of Bengal is also coming to Delhi. He may have occasion to discuss that matter with the hon. Railway Minister. So, if it is possible for the hon. Minister to postpone the discussion of this Bill for a few days, two weeks or something like that, we shall be grateful.

Shri L. B. Shastri: The representation of the Railways on the Calcutta Port Commission is really urgent and I am sorry it cannot be postponed. But of course I can assure the House that if there is any change in the scheme of regrouping, well, this Bill can be easily amended and there will be no special difficulty.

Mr. Chairman: The question is:

"That the Bill further to amend the Calcutta Port Act, 1890, be taken into consideration."

The motion was adopted.

Clauses 1 and 2 were added to the Bill.

The Title and the Enacting Formula were added to the Bill.

Shri L. B. Shastri: I beg to move: "That the Bill be passed."

Mr. Chairman: The question is:

Shri Nambiar (Mayuram): May I make a submission about the hurry with which you are rushing through even the third reading of the Bill? I have a suggestion to make, that the last reading may be postponed till the regrouping is finally decided at the end of the Railway Budget discussion. Why should everything be finished.....

Mr. Chairman: Order. Order. The hon. Member will kindly weigh his words before uttering them. I am not rushing through any Bill. When hon. Members feel that there is no amendment necessary and when the suggestion that has already been made that this may be allowed to stand over has not been accepted, shall I be sitting here idle, asking hon. Members also to sit idle? The hon. Member has no right to say that I am rushing through the Bill. It is open to hon. Members to table one hundred amendments. I am prepared to sit and ask the House to sit and consider them. But there are no amendments tabled. The only suggestion that was made has been sufficiently answered by the hon. Minister. What more has to be done in this matter? Therefore, hon. Members will kindly weigh their words before they make any suggestions. Even in the third reading, if any hon. Member had wanted to make any submissions I would have allowed him to do so. But no one rose. This is not the way to instruct the Speaker regarding the manner in which he should conduct the proceedings of the House.

So far as this matter is concerned, it has already been disposed of.

Shri Nambiar: I only wanted to make a submission. I did not say that the Chair was rushing through it. It is the hon. Minister who is rushing it.

An Hon. Member: He has made amends.

Shri Nambiar: That is the point I wanted to make.

Mr. Chairman: Very well. The question is:

"That the Bill be passed."

The motion was adopted.

ESSENTIAL GOODS (DECLARATION
AND REGULATION OF TAX ON
SALE OR PURCHASE) BILL.

The Minister of Finance (Shri C. D. Deshmukh): I beg to move:

"That the Bill to declare, in pursuance of clause (3) of article 286 of the Constitution, certain goods to be essential for the life of the community, be referred to a Select Committee consisting of Shrimati B. Khongmen, Dr. Ram Subhag Singh, Shri Tulsidas Kilachand, Acharya Shriman Narayan Agarwal, Shri P. T. Chacko, Shri B. Das, Shri Gurumukh Singh Musafir, Col. B. H. Zaidi, Shri S. V. L. Narasimham, Shri S. V. Ramaswamy, Shri G. D. Soman, Shrimati Sucheta Kripalani, Shri Rajaram Giridharlal Dubey, Shri Keshav Dev Malviya, Shri Arun Chandra Guha, Shri Liladhar Joshi, Shri Balwant Singh Mehta, Shri Dev Kanta Boroah, Shri Sarangadhar Das, Shri Mahavir Tyagi, Shri M. V. Krishnappa, Dr. Shaukatullah Shah Ansari and the Mover with instructions to report by the 12th June, 1952."

Sales tax was developed as a major source of State income soon after the cessation of the last war, partly to finance the ever-increasing expenditure of development and partly, principally after 1947, to make up for the loss of revenue on prohibition. In the initial stages of this tax it was confined to retail sales and to consumers in the Provinces. But subsequently the States started attempting to levy this tax on items entering into inter-State trade and commerce, on export and import trade, and on important industrial raw materials like coal, cotton, jute, steel, etc. These attempts, as was to be expected, resulted in conflicts with the other Provincial Governments, and more especially with the Centre who desired to intervene in the wider interests of national trade and commerce. As an example of this conflict I might cite the Bihar sales tax on mica and the Madras sales tax on tea. It was natural, therefore, that some attempt should be made to settle these issues, and that attempt was made by way of a Finance Ministers Conference which was held in October, 1948. It emerged that there was general agreement that certain conventions might be established to achieve uniformity in sales taxes and to exempt certain essential articles—although a number of States, including some which derived important revenue from this, found themselves unable to agree even to this measure of self-

imposed uniformity. Then it became evident that a certain amount of Central control on the imposition of sales taxes by, what were then, Provincial Governments was essential and it was with this end in view that the Ministry of Finance addressed the various Provincial Governments in the matter in April 1949 and, after a careful consideration of the reactions of the Provincial Governments, it was decided to introduce an amendment in the Draft Constitution of India which was then under consideration, providing for a modicum of Central control. This amendment was adopted by the Constituent Assembly of India as a new article, namely, article 286 and it is to give effect to one clause of this article that this present Bill has been introduced. Article 286 of the Constitution consists of three clauses. Clauses 1 and 2 provide that no sales tax can be levied by the States on goods in the course of export outside or import into the territory of India, on the sale or purchase of goods outside the state and on sale or purchase of goods in the course of inter-state trade or commerce. However, in respect of the last restriction, the President allowed, under the Sales Tax Continuance Order 1950, the continuance of such taxes up to the 31st March 1951 as were by law in force before the commencement of the new Constitution. This order expired on the 31st March 1951, so that clauses 1 and 2 of article 286 came into full operation with effect from the 1st April 1951. A great many representations were received by the Government of India that the State Governments were levying sales taxes in contravention of the provisions of the Constitution of India and requests were also received from various quarters, official and unofficial, for the correct interpretation of article 286 of the Constitution. We obtained legal opinion and advised the State Governments, so that the respective Sales Tax Acts were brought into conformity with the Constitution so as to avoid the possibility of a taxpayer challenging the levy in a court of law. According to our information, most of the State Governments have taken action to make the necessary adaptations and modifications in their respective laws in force, although some complaints continued to come.

Coming to clause (3), the main object of the legislation is to prevent the States levying sales taxes on important industrial raw materials like coal, cotton, jute, steel, etc., which by the very nature are produced in certain parts, but used all over the country and on essential consumer goods or commodities like foodgrains, coarse

cloth and this has been all the more necessary in the present context. In pursuance of a decision which Government took about a year and half ago, a list of commodities which we considered as essential for the life of the community was drawn up and circulated in January 1950 to the State Governments for their comments. The whole matter was then considered in the light of the representations which we received from the public and associations as well as States and that occupied us for about 1½ years. We made sure that all shades of opinions were thoroughly looked into and that any legislation that we wished to bring forward represented the minimum of common consent for the range of goods to be declared as essential for the life of the community. As might have been expected there was a wide divergence of views in the matter, but we found that, on certain common items, the majority of opinion was more or less in accord and that is how we have prepared this list of essential items. The proposals were finally approved in May 1951 and the Essential Goods (Declaration and Regulation of Tax on Sale or Purchase) Bill, 1951, was introduced in Parliament in June 1951. Owing to other important legislative work, this Bill did not come up for discussion and lapsed. It was, therefore, re-introduced on the 16th May 1952 and is now before the House.

The main object of this legislation is easily described. It is to prevent essential goods being unduly taxed and it is to achieve a certain measure of uniformity in the taxes. It is clear that if a large number of goods are added to the Schedule of goods declared essential for the life of the community, the disparity in taxation of goods in the various States is likely to remain. The States were allowed one year to adjust their Sales Tax Acts to be re-cast in conformity with the provisions of the Constitution and thereafter the restrictions laid in article 286 were to come into force as early as possible. So, if this Bill is enacted, it will secure a certain minimum measure of uniformity in the various States, in that it will prevent essential goods being unduly taxed in future. There is another consideration which we had to bear in mind in drawing up the schedule of essential articles. We had to give due regard to the consideration whether the State Governments are not embarrassed from the revenue point of view by our unduly widening the scope of the schedule. It has become one of the major sources of revenue, which could be described as elastic to the States.

[MR. SPEAKER in the Chair]

The restrictions under clauses 1 and 2 have already adversely affected the sales tax revenues of various States and we feel that they cannot afford any further loss, especially in view of the present financial stringency and particularly when they are on the eve of incurring heavy development expenditure. The loss on account of the operation of clauses 1 and 2 of article 286 on a total of about Rs. 45 crores has been estimated at about five to ten per cent., the figure, of course, varying from State to State. It is necessary here to make a few observations in regard to the effect which this enactment will have on the levy. The Law Ministry have advised that article 286(3) will apply to items only after certain goods have been declared by Parliament by law to be essential for the purpose. Also, when a pre-existing State or Provincial Act empowers the withdrawal of an exemption or enhancement of a rate of the tax by rule or order made under the Act, this proposed Act of the Parliament will not affect that power. In view of this legal advice, the present Bill, clause (3), has been so framed that after its enactment it will apply to items declared as essential only in respect of new levies, or increase of existing levies on such items. In other words, the State Governments will be competent to continue to levy such sales tax as they do prior to the enactment of the proposed Bill. This means that they are not likely, just by the operation of this piece of legislation, to suffer any loss in their present revenue from sales tax.

It would be noticed that there are a number of essential articles or commodities, at least articles which could be regarded by some people as essential, which have not been included in the Schedule to the Bill. Prominent among such articles are meat, fish, electric energy for domestic use, jute, paper, newsprint, books, etc. In regard to uniformity, apart from the range of articles, which are subject to the tax, there are certain exemption limits expressed in terms of money. But, they vary over a wide range from State to State. It is difficult to draw any hard and fast datum line. Broadly speaking, the limit had been put higher in States with a multiple point tax than in States with a single point tax. We find that the pattern of the sales tax varies from State to State according to the peculiar conditions prevailing in the individual States. In some, the incidence of sales tax is very much higher than in other States. The actual collections are naturally poor in

[Shri C. D. Deshmukh]

comparatively backward States with a small proportion of urban population. Probably any excessive attempt to standardise the sales tax in all the States will involve considerable adjustment in tax rates, exemption limits, etc. Such adjustments may actually cause other hardships to the local population or loss of revenue to the State Governments concerned. On these grounds, it may not be desirable, even if it were to be feasible from the constitutional point of view, to enlarge or aim at an excessive degree of uniformity or standardisation.

From the point of view of the Constitution, the position is that there is no enabling provision for the Centre to take over this levy except under article 249 on a resolution of the Council of States and under article 353—emergency provisions—but, in effect, the taking over of sales taxes for any purpose like standardisation, uniformity and so on, can only be done with the consent of the State Governments which I am afraid is unlikely to be given in view of the fact that this is the only expanding and important source of revenue left to the State Governments after the losses of revenue which some of them have voluntarily elected to suffer under the head "excise".

Then the question arises: do we give up any attempt at rationalisation which it is universally recognised will be in the interests of the country at large or in the general economic interest of the country? The answer is that we can only have recourse to persuasion. We may bring persuasion to bear on State Governments in the matter of some kind of uniformity of rates of tax, exemption limits, ranges of commodities tax, the mode of taxation and so on. There are beginnings of such uniformity as for instance in the matter of taxation of luxuries. It is our intention at an appropriate moment to call together the Finance Ministers of the various States as soon as it is feasible in order to pose the problem of rationalisation before them and to take counsel. We realise that any significant modification will necessarily involve a review and survey of the whole field of the financial resources of States. At the moment there is a likelihood of that field being affected by the findings of the Finance Commission. It may be after receipt and acceptance of the recommendations of the Finance Commission that the time will be appropriate for comparing notes on the question of the rationalisation of sales taxes in India.

Mr. Speaker: Motion moved:

"That the Bill to declare, in pursuance of clause (3) of article 286 of the Constitution, certain goods to be essential for the life of the community, be referred to a Select Committee consisting of Shrimati B. Khongmen, Dr. Ram Subhag Singh, Shri Tulsidas Kilachand, Acharya Shriman Narayan Agarwal, Shri P. T. Chacko, Shri B. Das, Shri Gurmukh Singh Musafir, Col. B. H. Zaidi, Shri S. V. L. Narasimham, Shri S. V. Ramaswamy, Shri G. D. Soman, Shrimati Sucheta Kripalani, Shri Rajaram Giridharlal Dubey, Shri Keshav Dev Malviya, Shri Arun Chandra Guha, Shri Liladhar Joshi, Shri Balwant Sinha Mehta, Shri Dev Kanta Borooah, Shri Sarangadhar Das, Shri Mahavir Tyagi, Shri M. V. Krishnappa, Dr. Shaukatullah Shah Ansari and the Mover, with instructions to report by the 12th June, 1952."

FIRING ON RAILWAY EMPLOYEES AT GORAKHPUR

Mr. Speaker: The House will now proceed with the half-hour discussion on points arising out of the answer given on the 20th May, 1952, to starred question No. 56 regarding firing on railway employees at Gorakhpur. As we have started five minutes late we shall sit five minutes late and make up the thirty minutes' time.

Shri A. K. Gopalan (Cannanore): This question is a matter of very great public importance. I have got two petitions said to be copies of petitions sent to the Prime Minister and the Railway Minister, one by the leader of the delegation and another by the father and widow of the late Shri Jivanand who was killed on 24th May in the Gorakhpur firing.

According to these reports, briefly, the incident was as follows:

"On 23rd April 1952 a peaceful demonstration waited upon the C.O.P.S. to oppose shifting Claims and Rates Branches work and to press upon the C.O.P.S. to confirm all the temporary staff who have at least served for more than 2 years.

The C.O.P.S. asked the demonstrators to send their representatives to him. One Shri T. N. Shastry was sent in. But immediately to the surprise of the demonstrator the C.O.P.S. was seen chasing the said clerk out of his office uttering most abusive

languages. Furthermore he man-handled the said clerk before the demonstrators. The demonstrators then proceeded to G.M. to put this unhappy incident before him. The G.M. turned the delegates out of his office compound and called for police. The D.M. came in with a number of armed constables, he ordered the demonstrators to get out of the G.M.'s office compound. The demonstrators obeyed his orders and went out on the Road, and as they were about to disperse the D.M. caught hold of T. N. Shastri and arrested him which followed to further 9 arrests. This was a pure and simple provocation by the T.M., G.M., and the D.M. The demonstrators dispersed and the following morning i.e. on 24th April 1952 the clerks formed a demonstration and were marching to the G.M.'s office through Loco Works-shop Gate in protest of the arrest of the above mentioned 10 persons. But in the meantime they were checked on their way by the Police and D.M. The latter, without giving warning, ordered for mass arrest and within few minutes about 61 clerks were arrested, brutally dragged and by force showed in two lorries.

On 25th April 1952, when a demonstration was marching towards T.M.'s Office very peacefully it was brutally Lathi-charged by the Police and fired upon by the orders of the D.M. In all 22 rounds were fired. As a result of which 2 died (one on the spot named Sukhoo and the other in Hospital) and their dead bodies were not even delivered to their rightful owners in spite of their demanding to perform their rites and 17 men got severe injuries. This gave rise to further deterioration of the situation. As this firing was deliberately done is evident from the fact that the D.M. had said to Shri Singhasan Singh M.P., Congressman, that he wanted a show down in this case and that he was prepared to meet every consequences, prior to firing."

Mr. Speaker: Order, order. I may just invite the attention of the hon. Member to one aspect of the case. So far as the conduct of the police is concerned, it is entirely a matter within the jurisdiction of the Uttar Pradesh Government. I have admitted the question and also allowed the discussion because the point at issue, so far as the Central Government is concerned, is the alleged misbehaviour of a high official towards the staff of E. I.

Railway and I presume it was that misbehaviour that started with the railway official that was responsible. So, in view of the fact that a railway official is concerned with the incident, I have thought it proper to admit this discussion; otherwise, if it were merely a case of law and order and firing by the police, howsoever sympathetic I may have been, I would have regretted that the matter could not be discussed here and said that the proper forum was the U.P. Legislature.

Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes): Even if the firing be on railway employees?

Mr. Speaker: It may be any employee. It is they who are responsible for law and order. The Central Government might, if it thought so, take up cudgels on behalf of its employees, but, on law and order aspects, the position is very clear. Since the high-handedness of a railway official was alleged, I thought the House may know what the facts are. But so far as the conduct of the Police or the D.M. is concerned, it will not be proper for us to enter into a discussion on that aspect, except to get from the hon. Minister such facts as he can give.

Shri A. K. Gopalan: I do not want to say anything about the firing or the conduct of the Police or the District Magistrate. I want to show that the General Manager is responsible for this incident. According to this petition, when the clerks were approaching him to place their representation before him, he called the District Magistrate. As General Manager, it was his duty, when 700 clerks came in a deputation, to receive them and give them a reply to their representation. Instead of doing that, he brought the police. On one day one man was arrested; the next day 61 persons were arrested; and on the third day, even without seeing their petition or hearing their representation, firing was resorted to. For three days consecutively from 23rd to 25th the General Manager resorted to the District Magistrate's help and the police's help. The General Manager without any responsibility brought the police and he was thus responsible for the incident.

Whenever such firings take place, and when the responsibility for it is that of an officer under the control of the Central Government it is certainly the duty of this House to see and the Minister concerned to see what the reasons are and whether the facts represented by the officers and by those on behalf of the dead are correct. In this case, the lives of two people were lost and all because only on a representation of the clerks firing was

[Shri A. K. Gopalan]

resorted. If lives of human beings are taken so cheaply, especially by an officer under the Central Government, and that too without listening to the clerks who have so many things to represent, because they are discontent and want many things like permanency of service—if that is done, then certainly it is the responsibility of the Railway Minister and the Central Government to order an enquiry and see who was responsible. In this case, why did the General Manager get the D.M., by which this unhappy thing took place and human lives were lost? Unless such enquiries are ordered, every General Manager or other responsible officer under this Government can bring the police and order firing, and afterwards say "Oh, the crowd was unruly and we had to resort to firing". I am not questioning the action of the D.M. or the police, because I cannot do that here. I am only questioning whether the General Manager had not a duty to see these people when they approached him? Had he behaved well, this thing would not have happened. Not only that, when he found that the situation was bad, he should have wired to the Railway Minister and taken his advice. Had this been done, the firing and killing on the 25th would have been avoided. It is very clearly stated in the petition that the District Magistrate was a relative of the General Manager and the latter brought the D.M. to precipitate matters and not to solve the trouble. The action of the General Manager was very bad in this case and as a responsible officer, instead of trying to meet the deputationists and giving them some reply, he acted in this manner. Even after the arrests on the first two days, had this matter been brought to the notice of the Railway Ministry or the Minister here, the incident of the 25th would not have happened. The General Manager, instead, provoked the workers. He provoked the entire incident and he was responsible for the firing.

What I request is that an official enquiry, an open, judicial enquiry, may be made into this incident, so that such things may not happen hereafter. This incident has led to considerable agitation and petitions have been received from the relatives of the deceased. It is said that the General Manager did not even take the dying declaration of the deceased. When the wounded were sent to the hospital, the General Manager insisted that no treatment should be given to them in the hospital. The deceased were in the hospital for more than ten

hours and their dying declaration could easily have been taken. It is alleged that the bodies of the dead were not handed over to the relatives, because the General Manager wanted to hide the whole thing.

We, therefore, request that there must be an impartial judicial enquiry about the whole incident. When workers represent their grievances, it must not be returned with bullets and lathis. Even if the authorities cannot do anything, their representation must at least be heard personally. If the General Manager could not do anything, he should report to the Minister so that such things may not happen.

Mr. Speaker: Hon. Members will bear in mind that the discussion is limited to thirty minutes. Mr. Gopalan has taken about 12 to 13 minutes. Therefore, members who want to put questions will first give time to the hon. Minister to have the facts from his side laid before the House.

Then, under the rules, only those persons, who have given intimation or notice about participation in the discussions, will be called upon—time permitting—to put questions or ask for further explanations and clarification.

Shri Sinhasan Singh (Gorakhpur Distt.—South): I want to say a few words because I was an eye-witness of the whole thing.

Mr. Speaker: Has he given notice?

Shri Sinhasan Singh: No, Sir.

Mr Speaker: Then he has no right to take part in the discussion.

The Minister of Home Affairs and States (Dr. Katju): This discussion, I submit, is misconceived. The complaint is really about what happened on the 25th of April with which the General Manager has nothing to do. It was entirely a concern of the District Magistrate and the Superintendent of Police and other people who were responsible for the preservation of peace.

So far as the General Manager is concerned, he came into the picture only on the 23rd of April. Now, in order to save time, what I propose to do is to place before the House one or two passages from the report of enquiry made by Mr. Hifazat Hussain, who is one of the most senior officers of the Uttar Pradesh Government. He is a Commissioner and he had personally nothing to do with this affair at all and he held the enquiry in a most

impartial manner. He went to the spot on the 2nd, 3rd and 4th of May and he visited the site. He examined no less than 21 witnesses of whom seven were injured and whom he examined in the hospital.

So far as this attack on the General Manager is concerned, to be quite accurate, I should like to read from paragraph 9 of Mr. Hussain's report.

Dr. S. P. Mookerjee (Calcutta South-East): I suggest the whole report may be laid on the Table.

Mr. Speaker: It is no use laying it on the Table now. He is just giving extracts as explanation.

Dr. Katju: Otherwise, I can say it in my own language; but this will be more authoritative:

"There has been a continuous chain of agitation in one form or another by the railway employees at Gorakhpur and noisy demonstrations were becoming a feature of their agitation. Recently, according to the statement of the General Manager, an agitation was started by some temporary clerks and members of the O. T. Railway Employees' Union to exempt the former from appearing before the Railway Service Commission. When the Commission started work on the 18th of April in the Junior institute, their work was also hampered by noisy demonstrations and man-handling of candidates, preventing them from appearing before the Railway Service Commission, with the result that the attendance up to the 23rd of April varied between 3 and 11, against over 50 men called per day."

Fifty men were called for examination by the Commission, and only between three and eleven were allowed to approach the Commission.

On the afternoon of the 23rd April a crowd of demonstrators assembled in front of his office at about half past five and demanded his presence outside. After an unsuccessful negotiation with some of the representatives of the demonstrators, and finding that their disturbing slogans were continued, the General Manager telephoned to the District Magistrate and the Superintendent of Police to request them to take charge of the situation. And thereupon the District Magistrate and the Superintendent of Police came on the scene and spoke to the men and dispersed them. Then they were satisfied that the situation was grave and they promulgated an order under

section 144 of the Criminal Procedure Code.

On the 24th that order was disobeyed and there was a long procession, a large number of people gathered together, and they wanted to interrupt and interfere. The District Magistrate went and made some arrests.

On the morning of the 25th the situation was that thousands of people attended. They wanted first to capture the engine shed, so that they might dislocate all traffic. When the engine shed was cordoned off by the police, they went to the platform, and then they went to the east cabin. The east cabin was cordoned off, and then there were brick-bats thrown in large numbers. The District Magistrate was in danger, and he ordered firing. Some rounds were fired and men were injured. The firing was preceded by a lathi charge. The lathi charge had no effect. And ultimately the crowds dispersed.

The charge was made that there was nothing done, that no care was taken of the wounded. I should like to deal with this matter. The Commissioner says that after the end of the firing the District Magistrate and the Superintendent of Police went over the ground with the intention of picking up such of the injured persons as might be found there. They came across no such persons. The statement from the injured persons themselves, who have said that they were taken to the railway hospital by their comrades, is corroborated by the statement of the General Manager that at about ten o'clock, that is within half an hour of the firing, the District Medical Officer, Gorakhpur phoned that sixteen persons had been brought to the hospital, eight injured by bullet wounds and eight by lathi wounds. And instructions were given that immediate attention should be given to them and that they should be properly looked after. Two persons succumbed to their injuries and the rest got well. After the examination of the entire evidence, the Commissioner comes to the conclusion as follows: "I unhesitatingly accept the statement of the District Magistrate when he says 'at the time I ordered firing, I was quite convinced in my mind that there was no other way to stop the mob in their fury to proceed towards us to overwhelm us' and no less than 17 persons of the railway staff and the Police were injured by brick-bats. The Commissioner further states: "My finding is that the firing ordered by the District Magistrate was fully justified". We are not concerned with it here because that

[Dr. Katju]

is a matter entirely for the State Government. So far as the 'poor General Manager' is concerned, I respectfully submit that he was on the scene on the 23rd April and it is a remarkable proposition that if the General Manager is not able to dash round the number of demonstrators, then he should go very quietly into his office and phone the Railway Minister or the Railway Board here and then ask for further instructions, if his post is in danger. The proper thing is to refer to the District Magistrate and ask him for protection. It is railway property; it is railway traffic and an engine shed and you know that Gorakhpur is one of the great headquarters of the Railways. I therefore submit that this point has really no substance.

Shri Velayudhan: May I know whether the District Magistrate himself fired as well as the Police Officer?

Dr. Katju: That is not so. The District Superintendent of Police said specifically that as soon as he received instructions, he directed the fire to be opened by the Police, but when the District Magistrate saw that he himself was being attacked by two persons, he had a revolver and he shot. He, however, missed his mark.

Shri Velayudhan: May I know whether the ground, where this occurrence happened, was a cemented floor and there were no brick-bats or stones even within half a mile circumference of that place?

Mr. Speaker: That is a different matter.

Shri N. S. Nair (Quilon cum Mavelikkara): May I know whether the 17 persons alleged to have been injured by brick-bats also included the 16 persons injured by bullet wounds and lathi charges? Were they one and the same or are they different persons?

Dr. Katju: Sixteen persons from the members of the public; 16 on the other side by brick-bats and out of the 16 members of the public, eight by lathi charges and eight by bullets.

Shri N. S. Nair: It was stated that the station personnel—16 persons—were taken to the Railway hospital and it was also reported by the hon. Minister that 17 persons injured were also railway servants. That is why I had to ask for clarification.

Dr. Katju: They were railway servants, police constables and other people.

Shri N. S. Nair: How many were police constables and how many railway servants?

Dr. Katju: They were in the hospital itself. The other persons were indoor patients, whom the Commissioner found in the hospital. Otherwise, it was a question of railway servants.

श्री रामजी वर्मा : मैं माननीय मंत्री जी से यह जानना चाहूँगा कि जिन लोगों को गोली लगी थीं और जो मर गये उन का पोस्टमार्टम हुआ।

[**Shri Ramji Verma (Deoria Distt.-East):** I would like to know from the hon. Minister whether there was post-mortem examination of the bodies of those who lost their lives as a result of the firing?]

डा० काटजू : जरूर हुआ होगा क्योंकि यह तो रुल है कि जो इस तरह से मरता है उस का पोस्ट मार्टम होता है।

[**Dr. Katju:** It must have taken place because, as a matter of rule, bodies of such persons are generally subjected to post-mortem.]

श्री रामजी वर्मा : लेकिन जहां तक मुझे मालूम है नहीं हुआ। एक बात और.....

[**Shri Ramji Verma:** But so far as my information goes this was not done in the case. One thing more.....]

Mr. Speaker: Order, order. The hon. Member is proceeding to question with regard to details. He can have the information but he is going into details which are within the proper or exclusive knowledge of the U.P. Government. It is no concern of us as to what further things were done. We may raise questions so far as the Railway management is concerned. He may put other questions.

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श्री रामजी वर्मा : जिन लोगों को गोली लगी थीं उन को किस ने हास्पिटल में भर्ती कराया।

[**Shri Ramji Verma:** Who were the persons who took the injured to the hospital and got them admitted there?]

डा० काटजू : कमिशनर साहब की रिपोर्ट में यह लिखा है कि उन के अजीज लुद उनको

रलवे हाईस्टेल में ले गये जिन सोगों को गोली या चाट लगा था।

[Dr. Katju: The report of the Commissioner reveals that the injured persons were taken to the railway hospital by their relatives.]

श्री रमजन वर्मा: उन लागों के मर जाने के बाद फिर लाश बारेस को क्या तहों दी गई?

[Shri Ramji Verma: Why were the bodies of the deceased persons not handed over to their relatives?]

Mr. Speaker: That is a different question.

An Hon. Member: On a point of order, Sir. The hon. Minister said that there is a report by the Commissioner. May I know whether this Commissioner was authorised by the Government of India to enquire.....

Mr. Speaker: Order, order. The hon. Member, not having given notice of participation, is not entitled to put any question. I am first calling upon those who have given notice.

Shri K. Subrahmanyam: He is not present.

Shri Nambiar (Mayuram): I have given my name, Sir.

Mr. Speaker: No, no notice has come.

Shri Nambiar: I have given.

Mr. Speaker: When? I will call upon him if he has given notice. But I find he has not.

Shri Nambiar: I have sent my notice to the Secretary.

Mr. Speaker: When?

Shri Nambiar: Shri Velayudhan took my letter also.

Mr. Speaker: I do not know. I think he may better settle that with his colleague. We are losing time on this. Shri Velayudhan may put his question.

Shri Velayudhan: What has the Minister to say regarding the complaint that even the dying declaration of the person was not taken and the dead body was not handed over to the relatives?

Dr. Katju: I am not quite certain about that. Dead body is generally given over. But, that is not the mistake of the General Manager. I think

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you were thinking of the General Manager.

May I just make one statement with your permission, Sir? It was complained that the District Magistrate and the General Manager are relatives. This, I understand, is absolutely incorrect. The District Magistrate is Mr. C. D. L. Dubey, IAS. The General Manager is Mr. G. Pande. I understand there is no relationship between the two.

Shri Velayudhan: Regarding this enquiry a commission has been appointed. Will the Minister be kind enough to consider whether an impartial enquiry cannot be conducted in this matter?

Mr. Speaker: Order, order; he is not asking for information.

Shri Velayudhan: Will he kindly consider this?

Dr. Katju: I have myself complete faith in the Commissioner and in this enquiry.

Shri Velayudhan: Any compensation to the dead?

Mr. Speaker: Mr. Gopalan may put any question or speak if he has anything to say. There is hardly one minute now.

Shri A. K. Gopalan: In view of the agitation in the country, will the hon. Minister see that an open judicial enquiry is held so that the people may know that whatever the Commissioner has said about the happenings is correct?

Dr. Katju: The answer is that this enquiry is quite sufficient for us.

Shri Velayudhan: No, no; it is not sufficient for us.

Shri A. K. Gopalan: My question was that it was not sufficient.....

Mr. Speaker: He has given the reply. The hon. Member will see that their point is now a little different and entirely within the jurisdiction of the U.P. Government. They are finding fault with the behaviour of the police. They want an enquiry whether the firing was justified; they want to know how far the hospital authorities there dealt with the whole question. These are not questions for the Central Government. I made it clear in the beginning that I allowed this question and even this discussion because a high official of the Railway was alleged to be responsible. It was his conduct which could be, really speaking, the subject matter of the discussion here. Let it be clear.

Shri A. K. Gopalan: Will the hon. Minister lay the report of the Commissioner on the Table of the House so that we can understand it?

Dr. Jaisoorya (Medak): On a point of order, Sir,.....

Mr. Speaker: There is no time now to raise a point of order. Will the hon. Minister place on the Table a copy of the report?

Dr. Katju: I really do not know as to whether a report, which is the property of the State Government, can be laid on the Table of this House.

Shri Velayudhan: The Minister himself has referred to that.

Mr. Speaker: Order, order; that is not the way of conducting the proceedings. I was making a request.

Having referred to a document which was the property of another Government, the hon. Minister should place it on the Table.

Dr. Katju: If it is the general desire of the House, I shall certainly lay it on the Table. I hope they will profit by it.

Shri N. S. Nair: On a point of order, Sir,.....

Mr. Speaker: No point of order now; he may raise it next time when a discussion takes place. The half-an-hour is over.

The House then adjourned till a Quarter Past Eight of the Clock on Thursday, the 29th May, 1952.

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