

Volume I  
No. 1 - 21

Monday  
23rd June, 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

Price Six Annas (*Inland*)  
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THE Dated.....18/11/2014.....  
PARLIAMENTARY DEBATES  
(Part I—Questions and Answers)  
OFFICIAL REPORT

1109

HOUSE OF THE PEOPLE

Monday, 23rd June, 1952.

1110

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

POSTAL EMPLOYEES (PUNISHMENT)

\*1095. Sardar Hukam Singh: Will the Minister of Communications be pleased to state:

(a) whether there has been any case of punishment to any member of the staff of Posts and Telegraphs Department during the year 1951-52 for his being discourteous to the public; and

(b) if so, what was the punishment given?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes, there have been several cases.

The punishments ranged from censure to removal from service.

Sardar Hukam Singh: What was the number of complaints received during this period?

Shri Raj Bahadur: In all 114 complaints came to our notice.

Sardar Hukam Singh: Were the others not substantiated?

Shri Raj Bahadur: As I have said, this is the number of complaints that came to our notice.

Sardar Hukam Singh: Who were the officers that personally went during the Courtesy Week and demonstrated to the officials how that courtesy was to be shown?

Shri Raj Bahadur: I cannot give detailed information, but the category of officers who participated actually

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ranged from the Director-General, Posts and Telegraphs, himself down to junior officers.

Sardar Hukam Singh: In future, is this courtesy going to be a factor to be considered, when promotions are to be given?

Shri Raj Bahadur: While we attach due importance to courtesy, I cannot say that the promotions can be based entirely on this factor. Of course, it will also be taken into consideration.

Shri M. S. Gurupadaswamy: Is it a fact that on 17th May 1952, some of the officials in Mysore who were dismissed from service, had sent a representation to the hon. Prime Minister?

Mr. Speaker: How does that arise out of the main question?

Shri M. S. Gurupadaswamy: It refers to the postal employees who have been dismissed.

Mr. Speaker: That question is rather wider.

PRODUCTION OF JUTE

\*1096. Sardar Hukam Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the target for production of Jute was overreached during the year 1951-52;

(b) if so, by how much; and

(c) what is the target for the present year?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a) Yes.

(b) 1.17 lakh bales approximately.

(c) The tentative target of additional production for the current year is 5 lakh bales.

Sardar Hukam Singh: What is the total target of additional production

tha: we expect to have at the end of the five year plan?

**Shri Satish Chandra:** The target is 53.6 lakh bales at the end of the five year plan. This year the production was about 46.8 lakh bales.

**Sardar Hukam Singh:** Has the slump in prices affected the production this year?

**Shri Satish Chandra:** I require notice. Whatever have been the impact of prices, the production has definitely increased.

**Pandit Munishwar Datt Upadhyaya:** What is the target for the year 1951-52?

**Shri Satish Chandra:** The target for the year 1951-52 was 45.63 lakh bales, and we have exceeded that by 1.17 lakh bales.

**HEALTH MINISTER'S DISCRETIONARY BUDGET GRANT**

\*1097. **Sardar Hukam Singh:** (a) Will the Minister of Health be pleased to state how was the hon. Minister of Health's discretionary budget grant of Rs. 3,00,000 disbursed during the year 1951-52?

(b) Which were the voluntary organisations and institutions that received financial assistance out of this fund?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) and (b). A statement showing the grants sanctioned to various institutions from Health Minister's discretionary budget grant of Rs. 3 lakhs during 1951-52 is placed on the Table of the House. [See Appendix V, annexure No. 47.]

**Sardar Hukam Singh:** Are any applications invited from various institutions, or is it done on the initiative of the hon. Minister?

**Rajkumari Amrit Kaur:** No applications are invited. But I get thousands of applications voluntarily from institutions that stand in need of help.

**Sardar Hukam Singh:** Are there any criteria or conditions to be fulfilled by these institutions before they can be entitled to these grants, or is it left to the pure discretion of the hon. Minister?

**Rajkumari Amrit Kaur:** The State Government from where these applications come, are consulted, and inquiries are made as to whether good work is being done by them, except for some institutions, as for example, the Kamala Nehru Hospital which are

known to me personally. But very great care is taken to see that help is given to those institutions that are doing good work and really stand in need of help.

**Sardar Hukam Singh:** What was the number of requests received during the last year, and what was the number for which the grants were made?

**Rajkumari Amrit Kaur:** As for the number for which the grants were made, the hon. Member will find it in the statement in detail. As for the number of applications that we received, I am afraid, I cannot tell you, but they were very many.

**Shri Damodara Menon:** Are there any rules governing the distribution of these grants?

**Rajkumari Amrit Kaur:** No, Sir. It is a discretionary grant. There are no rules governing it, except that, of course, the Ministry of Finance is consulted.

**Shri Achuthan:** May I know whether any donation was given to any private birth control clinic?

**Rajkumari Amrit Kaur:** No, Sir.

**PRODUCTION OF SUGAR**

\*1098. **Shri S. N. Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) what has been the total production of sugar in 1951-52 season;

(b) to what extent production has exceeded the final estimate;

(c) whether the average percentage yield of sugar for this year has been greater than the last year; and

(d) if so, what is the rise in percentage of yield?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):**

(a) 14.41 lakh tons (Upto 31st May, 1952).

(b) By 54 thousand tons (Upto 31st May, 1952).

(c) No.

(d) Does not arise.

**Shri S. N. Das:** May I know whether there is any proposal to make payments for sugarcane on the basis of yield percentage?

**Shri Satish Chandra:** I am not aware of any such proposal.

**Shri S. N. Das:** May I know whether any experts from any international organisation visited the sugarcane producing areas and advised or suggested to the Government that the time has now come when the price of sugarcane should be fixed on the basis of the sugar recoverable from the sugar cane?

**Shri Satish Chandra:** I have no information.

**Shri M. S. Gurupadaswamy:** May I know how much sugar was exported in the first quarter of 1952?

**Shri Satish Chandra:** The main question relates to production and this does not arise out of it.

**Shri Boovaraghavan:** May I know, Sir, which is the largest sugar producing state in our country.

**Shri Satish Chandra:** Uttar Pradesh.

#### OBSCENE PUBLICATIONS

\*1099. **Dr. M. M. Das:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government is aware of the abundance and easy availability of imported obscene publications in India;

(b) whether it is a fact that one of the State Governments has requested the Government of India to take adequate measures so that such publications may not come to India at all; and

(c) if so, what action Government propose to take in the matter?

**The Minister of Home Affairs and States (Dr. Katju):** (a) and (c). Inquiries are being made and appropriate steps will be taken under the Sea Customs Act and the Indian Penal Code.

(b) Yes; the State Government has been informed of the statutory ban on the import of obscene publications and advised to take action under Section 292 of the Indian Penal Code if any such publication is found to be in circulation.

**Dr. M. M. Das:** May I know what was the exact suggestion or request made by the State Government in question, to the Central Government?

**Dr. Katju:** The State Government suggested that the import of all these publications should be banned under the Sea Customs Act.

**Dr. M. M. Das:** May I know whether any steps have been taken or any directions been given to that effect?

**Dr. Katju:** Such a direction already exists in the Statute Book, and the Sea Customs authorities are all along taking proper action. They are guided by the consideration as to whether any particular publication does or does not offend the Penal Code. The State Government was informed that it would be much better to prosecute under the Indian Penal Code, and get proper convictions made. The State Government thereupon said that the course of the judicial decision cannot be predicted in such a case.

**Dr. M. M. Das:** May I know, Sir, whether the implementation of this Act so far as smuggling through the ports is concerned has been directed to be made more effective?

**Dr. Katju:** That suggestion will require consideration. The Sea Customs authorities have nothing to do with the marketing, and that is a matter entirely within the sphere of local governments.

**Shri Velayudhan:** May I know, Sir, whether most of these obscene publications are imported into India from the U.S.A.?

**Dr. Katju:** They are imported from all parts of the world.

**Dr. M. M. Das:** May I know, Sir, whether any cases of smuggling through these ports have been detected by the Government after a request was made by State Governments?

**Dr. Katju:** I have no direct information. I have communicated with all provincial authorities and I have received information that the Sea Customs authorities have been seizing from time to time a considerable number of books of this description.

**Shri Dabhi:** May I know, Sir, whether it is a fact that a vast number of obscene advertisements appear in newspapers and periodicals published in this country?

**Mr. Speaker:** Order, order. Next question.

**U. P. S. C.**

\*1100. **Dr. M. M. Das:** Will the Minister of Home Affairs be pleased to state:

(a) the annual expenditure of the Union Public Service Commission

during each of the last three financial years;

(b) the total number of staff employed in the Commission;

(c) the fees realised, if any, during each of the last three years from the candidates;

(d) the total number of candidates during the last three years; and

(e) the amounts paid to candidates, if any, for their conveyance and other allowances in each of these years?

**The Minister of Home Affairs and States (Dr. Katju):** (a) to (e). A statement is placed on the Table. [See Appendix V, annexure No. 48.]

**Dr. M. M. Das:** In reply to part (d), it is said that there is recruitment by selection and recruitment by competition. May I know, Sir, how recruitment by selection is made when comparing the results of the competitive examination?

**Dr. Katju:** Recruitment by selection is, I imagine, from the existing office-holders and post-holders and recruitment by competition is always made by competitive examination, which is a more lengthy process.

**Dr. M. M. Das:** Am I to understand, Sir, that recruitment by selection is entirely dependent upon the sweet will—rather the discretion—of the recruiting authorities?

**Dr. Katju:** It is dependent upon the discretion, in which you and I have got complete confidence, of the Public Service Commission.

**Dr. M. M. Das:** Sir, in reply to part (a), the statement shows that there is an increase of one lakh of rupees every year. May I know the reasons for this increase?

**Dr. Katju:** You are alluding to increase in fees?

**Dr. M. M. Das:** Increase in the expenditure of the Public Service Commission.

**Dr. Katju:** Due to dearness allowance, grade salaries etc., Every item is scrutinised, carefully checked and passed.

**Dr. M. M. Das:** May I know, Sir, whether the services of the Public Service Commission are lent to any State Government, and if so, on what conditions?

**Dr. Katju:** From time to time.

**Dr. Gangadhar Siva:** May I know, Sir, whether the representation for giving 12½ per cent. of the posts to Scheduled Castes has been properly attended to?

**Dr. Katju:** May I say, Sir, with all respect that this question related to expenditure and not to Scheduled Castes?

**Dr. M. M. Das:** May I know, Sir, whether any fees are charged upon the State Governments who require the services of the Union Public Service Commission?

**Dr. Katju:** I require notice. This is a matter within the competence of the Public Service Commission.

#### COTTON

\*1101. **Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) the acreage of land which was under cotton cultivation during the year 1951-52; and

(b) the total quantity of cotton produced during the same period?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) 1951-52 Final Estimates of Cotton are not yet available. According to the Fourth Estimate, the area under cotton in 1951-52 was 15.13 million acres.

(b) The production during 1951-52 at the final estimate stage is expected to be about 33 lakh bales.

**Dr. Ram Subhag Singh:** May I know, Sir, the acreage of land diverted under cotton cultivation last year?

**Shri Satish Chandra:** I require notice for that.

**Shri M. S. Gurupadaswamy:** May I know, Sir, what are the measures adopted by the Government to improve the quality and quantity of cotton production?

**Shri Satish Chandra:** This is done by distribution of improved seeds, fertilisers, and by providing better irrigation facilities etc.

**Shri K. G. Deshmukh:** In view of the target for next year, have Government taken any measures to increase the land under cotton cultivation?

**Shri Satish Chandra:** Yes, Sir. More land is coming under cotton cultivation.

## INTERNATIONAL WHEAT AGREEMENT

\*1102. Dr. Ram Subhag Singh: (a) Will the Minister of Food and Agriculture be pleased to state whether the Government of India propose to buy wheat during the second half of 1952 under the International Wheat Agreement?

(b) If so, what quantity of wheat do they propose to buy?

(c) Have any orders been placed in this regard with any country?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):

(a) Yes.

(b) About 8 lakh metric tons.

(c) Necessary instructions have been given to our purchase authorities abroad and they will make purchases from different countries at the appropriate time.

Dr. Ram Subhag Singh: May I know, Sir, the total quantity of wheat which India is entitled to buy under this agreement?

Shri Satish Chandra: 15 lakh tons.

Dr. Ram Subhag Singh: May I know, Sir, what quantity of wheat has so far been purchased under this agreement in the current financial year.

Shri Satish Chandra: Sir, the International Wheat Agreement year begins from August; it is August to July. So all purchases for next year will be made after August.

Dr. Ram Subhag Singh: May I know, Sir, the difference between the price of wheat purchased under this agreement and purchased in the open market in other countries—United States, Canada and Australia?

Shri Satish Chandra: I require notice.

Sardar Hukam Singh: How much of this is going to be spared for Pakistan?

Mr. Speaker: It does not arise out of this question. I think the position was made clear during the previous answer.

Shri Satish Chandra: Sir, the question relates only to purchase under the International Wheat Agreement.

## HILI-EKLAKMI RAILWAY LINK

\*1104. Shri A. C. Guha: Will the Minister of Railways be pleased to state:

(a) whether there has been a proposal to construct a railway line con-

necting Hili and Raiganj (W. Dinajpur-W. Bengal) with Eklakmi or some other station of Maldah district;

(b) if so, when the work is expected to be undertaken and to be completed;

(c) whether Government propose to construct an exclusively Indian railway connection between Calcutta and the two districts of West Dinajpur and Maldah; and

(d) if so, when that work is to be undertaken and completed?

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

(b) The project is being re-examined. It is not possible to state at present whether and, if so, when the project will be undertaken and completed.

(c) There is no such proposal at present.

(d) Does not arise.

Shri A. C. Guha: May I know, Sir, what are the reasons for the proposal being re-examined? What happened to the first scheme?

Shri L. B. Shastri: In fact, there were different proposals for different lines and the Central Board of Transport while making an over-all review of all projects at their meeting held recently—sometime in March 1952—decided that another examination of these projects should be made in consultation with the officers of the West Bengal Government. The railway administration has been instructed to take steps to implement the decision as soon as possible.

Shri A. C. Guha: Regarding reply to part (c), may I know if the hon. Minister is aware that for lack of direct connection between Calcutta and these parts, there is quite a considerable bottleneck of traffic particularly in foodstuffs?

Shri L. B. Shastri: Well, the hon. Member is right to some extent. But the difficulty is that to provide for direct connection from Calcutta would involve the provision of a bridge across the Ganga. That matter was being considered by the Visveswaraiya Committee. They have submitted a report, but they have suggested that the whole scheme should first be technically and financially scrutinised.

Shri A. C. Guha: May I know if the Central Water and Power Commission also was entrusted with the work of inquiring into the construction of this bridge or barrage over the Ganges, and if that authority has submitted any report?

**Shri L. B. Shastri:** The Visvesvaraya Committee has very recently submitted its report.

**Shri A. C. Guha:** I mean the Central Water and Power Commission—whether that body also was entrusted with a similar inquiry, and whether it has submitted any report.

**Shri L. B. Shastri:** I have not got the information.

#### IMPORT OF BOILERS

\*1105. **Pandit M. B. Bhargava:** (a) Will the Minister of Railways be pleased to state the total number and value of boilers imported into India on different railway lines during the year 1951-52 and the number of boilers manufactured at various workshops in India?

(b) Which are the factories manufacturing boilers in India?

(c) What is the average cost of the production of such boilers in India?

(d) How does it compare with the cost of the boilers imported into India?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Number and value of boilers imported and number of boilers manufactured in India during 1951-52 are as given below:

(In thousands of Rupees)

	No.	Value
<i>Imported Boilers.</i>		
Central Railway	5	3.51
Eastern Railway	82	77.07
Northern Railway	22	16.07
North Eastern Railway	6	3.23
Western Railway	8	3.98
Southern Railway	12	9.87
<b>TOTAL</b>	<b>135</b>	<b>1,13,73</b>

#### Boilers Manufactured in India.

Tata Locomotive and Engineering Co. Ltd. 15

(b) Boilers are being manufactured in India at the Tata Locomotive and Engineering Coy. An educational order has recently been placed with Messrs. Textile Machinery Corporation, Ltd., Calcutta. Manufacture of boilers at Chittaranjan is being undertaken for the locomotives under construction.

(c) The cost of production varies according to the type of boiler. Of two types of boilers so far completed the average cost of one type is Rs. 1.02 lakhs and the other is Rs. 1.87 lakhs.

(d) Similar types of boilers have not been imported recently but the cost of production of those manufactured in India was about double that of similar imported boilers.

**Pandit M. B. Bhargava:** May I know the total requirements of the Railways in respect of boilers, and how many of them are made from indigenous sources?

**Shri L. B. Shastri:** The annual requirements of locomotive boilers are about 180. Spare boilers are required for locomotives which are from 20 to 30 years old.

**Pandit M. B. Bhargava:** May I know whether some parts of those boilers which are manufactured in India are imported from outside?

**Shri L. B. Shastri:** So far as I am aware, they are finished here, with some components being imported.

**Shri Barrow:** Is it not a fact that boilers were manufactured at Ajmer at one time and that that manufacture has now been stopped?

**Shri L. B. Shastri:** It may be so, but I am sorry I am not aware of it.

**Shri S. V. Ramaswamy:** Is any attempt being made to reduce the cost of the products made in India?

**Shri L. B. Shastri:** We are always trying to reduce the cost.

**Shri T. S. A. Chettiar:** May I know whether Government can give the reasons for this high production cost in India?

**Shri L. B. Shastri:** We have started the factories. The work is new. The men are not trained. So, it will take some time to reduce the cost.

**Sardar Hukam Singh:** Is any subsidy being given to those factories that are manufacturing boilers because the cost is so high?

**Shri L. B. Shastri:** So far as the TELCO is concerned, we are giving sufficient help to them.

बाबू रामनारायण सिंह : यहां जो ब्यालर बनता है उस में दुगना खर्च होता है। क्या इस का पता लगाया गया है कि क्यों इतना खर्च होता है?

बी एल० बी० शास्त्री : मैं ने अभी अभी बतलाया कि काम नया नया है, उस काम को काम करने वाले जानते भी नहीं। उन को अलग ट्रैनिंग देनी पड़ती है और जब वह काम सीख जायेगे तो फिर सारे लर्च में कमी आ जायेगी।

#### SEED MULTIPLICATION FARMS

\*1106. **Shri L. N. Mishra:** (a) Will the Minister of Food and Agriculture be pleased to state whether it is a fact that the jute growers specially of Bihar do not get improved types of jute seeds except at high price?

(b) If so, do Government propose to have seed multiplication farms in the different jute-growing States of India?

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

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) No, Sir.

(b) and (c). West Bengal, Assam and U.P. have already established jute seed multiplication farms. Orissa proposes to start a farm during the current year. The Bihar Government do not contemplate setting up any such farm.

**Shri L. N. Mishra:** May I know whether these farms have been established and worked by the State Governments or by the Union Government?

**Shri Satish Chandra:** They are established and worked by the State Governments, but the Central Government give interest-free loans to the State Governments for starting them if they ask for such assistance.

**Mr. Speaker:** Question No. 1107—Shri M. R. Krishna.

बी पी० एन० राज भोज : वह अभी नहीं आये हैं।

अध्यक्ष भ्रातृदय : तो यह आखीर में आयेगा।

#### AMRIT MAHAL AND HALLIKAR BREED OF CATTLE

\*1108. **Shri Madiah Gowda:** Will the Minister of Food and Agriculture be pleased to state what steps are being taken to improve the Amrit Mahal and Hallikar breed of cattle?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** A statement showing the schemes sanctioned by the Indian Council of Agricultural Research and the Government of Mysore for improving the Amrit Mahal and Hallikar breeds of cattle is laid on the Table of the House. [See Appendix V, annexure No. 49.]

**Shri Madiah Gowda:** May I know if the work of improving pasture lands has been undertaken?

**Shri Satish Chandra:** That is a matter for the State Governments. Cattle breeding and improvement is primarily a subject of the State Governments. The Central Government only gives assistance when it is asked for.

**Shri Madiah Gowda:** Further, I want to know whether the maintenance of pedigree bulls is considered to be an important step.....

**Mr. Speaker:** The hon. Member will see from the last answer that this is a matter for the State Governments. It is no use asking for details.

**Shri Madiah Gowda:** Even the question of pedigree bulls and prevention of.....

**Mr. Speaker:** Order, order. Whatever he wants is more or less a question for the State Governments.

**Shri Satish Chandra:** Cattle breeding is dealt with by the State Governments. Central Government or Indian Council of Agricultural Research give such assistance and advice as is possible. Maintenance of pedigree bulls is very important in any scheme for improvement of the breeds of cattle.

#### GOVERNMENT SERVANTS (STUDIES)

\*1109. **Shri P. N. Rajabhoj:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that Government servants have been debarred from joining private colleges before or after office hours and taking University or other examinations in the Civil Aviation Department;

(b) if so, what were the reasons for taking such action; and

(c) whether it is not desirable that Government servants should be allowed to acquire higher standard of education particularly when the percentage of literacy is very low in India?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) to

(c). Technical staff are allowed to sit for examinations in technical subjects relating to Aviation. In other cases permission is not being granted to the employees to join colleges and appear at examinations. This is in the exigencies of service. The matter, however, is being further examined as a general question.

**JAUNPUR-PARTABGARH-SULTANPUR RAILWAY LINE**

**\*1113. Shri Ganpati Ram:** Will the Minister of Railways be pleased to state:

(a) whether Jaunpur-Partabgarh-Sultanpur railway line is going to be re-constructed;

(b) if so, when the work is going to be started; and

(c) whether any sum of money has been granted by the Government of India to start the work?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) As there is no direct line existing between Jaunpur and Partabgarh and there is already a line between Partabgarh and Sultanpur, the question of reconstruction of Jaunpur-Partabgarh-Sultanpur Railway does not arise.

The hon. Member is presumably referring to the restoration of Sultanpur-Zafarabad section of Utratia-Sultanpur-Zafarabad line which was dismantled during the last war. It has been decided to restore the whole of this line.

(b) Preliminary arrangements for the restoration of the Utratia-Sultanpur-Zafarabad line are in hand.

(c) Yes. A sum of Rs. 7 lakhs has been provided for the restoration of this line in the Budget for 1952-53.

**Shri Ganpati Ram:** May I know whether any survey of land has been made so far for the purpose, and, if the answer is in the affirmative, how much money has been spent so far?

**Shri L. B. Shastri:** I have already informed the House that we have made preliminary arrangements for the restoration of that line, and it is difficult for me to give the details. But the hon. Member may rest assured that the money has been provided and the work has already been taken in hand. So he need not worry on that account any further.

**Shri Ganpati Ram:** May I know how long it will take to restore the line for the full operation of traffic?

**Shri L. B. Shastri:** It is difficult to say. The hon. Member should wait for some time and see how the work progresses.

**BANIHAI TUNNELS SURVEY**

**\*1114. Shri Ghulam Qader:** Will the Minister of Transport be pleased to state:

(a) whether the Banihal Tunnels survey has been completed;

(b) if so, when the construction work will be started;

(c) what is the total estimated expenditure of this tunnel;

(d) how much time will be taken for its completion; and

(e) to which firm the contract has been given?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Survey has just commenced.

(b) to (e). The question of construction will arise only after the survey report has been received and considered.

شی گلام قادر: میں جان سکتا ہوں کہ یہ ڈپوٹ کب تک تھاں ہو جائیکی اور کب سے اس پر عمل ہونا شروع ہو گا؟

[**Shri Ghulam Qader:** May I know as to when this report will be completed and by when it will be given effect to?]

**شی ہلہ بیوی شاستری:** ہمیں یہ ہے کہ اس کی ریپورٹ اکٹوبر تک میل جائے گی اور اگر ہم کام شروع کر سکتے تو اگلے سال دس سو بار سے کام شروع کر سکتے ہیں۔

شی گلام قادر: کیا کشمیر سرکار نے اس بارے میں کوئی سروے کی ہے؟

[**Shri Ghulam Qader:** Has the Kashmir Government undertaken any survey in this behalf?]

**شی ہلہ بیوی شاستری:** یہ تو کاشمیر کے آنرے بول میمبار بچھی ترہ سے جام سکتے ہیں۔

## POSTAL FACILITIES DURING ELECTIONS

\*1116. **Shri M. L. Dwivedi:** Will the Minister of Communications be pleased to state:

(a) whether accurate information is now available regarding the extent of the additional service rendered by the Post and Telegraph Department during the General Elections;

(b) the sums of money set apart for this work and the actual expenditure incurred;

(c) whether the Postal employees engaged in various election duties were given facilities to record their votes; and

(d) the expenditure incurred by Postal employees in connection with allowances, travelling expenses and other movements due to Elections?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) A statement is laid on the Table of the House. [See Appendix V, annexure No. 50.]

Fuller information regarding certain of the items of additional service is being collected and will be furnished later on.

(b) No specific provision was made for this purpose. Information regarding total expenditure is being collected.

(c) Yes.

(d) Information is not available. Government do not propose to collect it as the labour and expense involved will not be commensurate with its usefulness.

**Shri M. L. Dwivedi:** May I know, Sir, if the facilities which were provided during the elections by the Postal Department were fully utilised by the public?

**Shri Raj Bahadur:** We hope so, Sir.

**Shri M. L. Dwivedi:** May I know, Sir, if all the expenditure set apart for the election work has been utilised or some saving has been effected?

**Shri Raj Bahadur:** In reply to part (b) I have already said that no specific provision was made for this purpose.

## LOCOMOTIVES

\*1117. **Shri N. B. Chowdhury:** Will the Minister of Railways be pleased to state the cost of locomotives manufactured at Chittaranjan comparing it with the cost of locomotives imported from other countries?

**The Minister of Railways and Transport (Shri L. B. Shastri):** It is difficult at this stage to estimate the ultimate cost of a locomotive manufactured at Chittaranjan, though it is expected to be comparable to the landed cost of a similar imported locomotive, which is about Rs. 5 lakhs. In the first few years when production is being established and has to reach capacity, the cost of manufacture will naturally be higher than such landed cost.

**Shri N. B. Chowdhury:** May I know, Sir, whether all the parts of our locomotives are manufactured in this country?

**Shri L. B. Shastri:** Yes, it is planned to manufacture all the parts in India.

**Shri N. B. Chowdhury:** May I know, Sir, whether any of the materials required for such manufacture are imported from other countries?

**Shri L. B. Shastri:** No. We have got all those materials here in this country.

## STAFF CARS

\*1118. **Shri K. C. Sodhia:** Will the Minister of Food and Agriculture be pleased to state:

(a) the number of cars and trucks in use at Government expense in (i) Secretariat (ii) Departments under the control of his Ministry at present; and

(b) the annual expenditure on these during 1951-52?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) (i) 3 cars only.

(ii) 69 cars and 194 trucks.

(b) Rs. 15,813-6-3 in the Secretariat and Rs. 20,67,426-12-0 in the offices under the control of the Ministry.

**Shri K. C. Sodhia:** What was the total number of cars in use during the year 1951-52?

**Shri Satish Chandra:** Sir, the number of vehicles in use was 66 cars and 194 trucks.

**Shri K. C. Sodhia:** At what cost?

**Shri Satish Chandra:** I have said, Sir, that the recurring expenditure was Rs. 20,67,426.

**Shri K. C. Sodhia:** How many have been disposed of during 1951-52?

**Shri Satish Chandra:** I have no information.

**डा० यो० एस० देशमुखः** क्या अर्यं पंची जी बतला सकते हैं कि यह स्टाफ कार को बीमारी कब से शुरू हुई है?

**Mr. Speaker:** I think I should disallow this question.

**Shri Velayudhan:** May I know, Sir, which are the categories of Government employees who can use staff cars?

**Shri Satish Chandra:** All gazetted officers on duty can use them. They are also used by cashiers for taking cash to the bank and bringing cash from the bank.

**Shri Velayudhan:** May I know.....

**Mr. Speaker:** Next question.

#### NEW DELHI MUNICIPAL COMMITTEE

\*1119. **Shri Radha Raman:** Will the Minister of Health be pleased to state:

(a) the total amount of Government grants under various heads given to the New Delhi Municipal Committee; and

(b) how this total grant compares with pre-partition expenditure?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) A statement, showing the grants given to the Committee by the Chief Commissioner Delhi, during the last 8 years, is placed on the table of the House. [See Appendix V, annexure No. 51.]

(b) A statement, showing total grants received and total expenditure incurred by the Committee during the three years, immediately preceding the partition, is placed on the Table of the House. [See Appendix V, annexure No. 52.]

**Shri Radha Raman:** May I know, Sir, if the Minister is aware of the lowering of standards of cleanliness in New Delhi?

**Rajkumari Amrit Kaur:** Well, Sir, there has been a little lowering of standards and the reason for that is the large influx of population into Delhi.

**Shri Radha Raman:** May I know, Sir, if the Minister has often observed heaps of rubbish lying at various places?

**Mr. Speaker:** Order, order. I think this subject is coming under the Delhi State Government and not under the Central Government. These questions will better be put on the floor of the Delhi State Assembly. They may be admissible there and not here.

**Shri Radha Raman:** Since you say this subject is for the State Assembly, I need not ask any other question.

**Mr. Speaker:** If permissible there too.

#### SUGAR MILLS IN ORISSA

\*1120. **Shri Sanganna:** Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of sugar produced by each sugar mill in the Orissa State during each of the last five years;

(b) the total consumption of sugar in Orissa during the same period; and

(c) the quantity of sugar exported from and imported into the State during the same period?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) to (c). A statement containing the required information is laid on the Table of the House. [See Appendix V, annexure No. 53.]

**Shri Sanganna:** May I know, Sir, as to why the sugar required for internal consumption is not being released at the local mills but imported from outside?

**Shri Satish Chandra:** There is very little production in one of the two Orissa mills which is comparatively a mill of small size. The other mill is not working due to shortage of cane. Sugar is not exported from Orissa. On the other hand, a huge quantity of sugar is imported from other provinces to meet the local requirements.

**Shri Sanganna:** What is the total production of sugar in Orissa?

**Shri Satish Chandra:** There is one small factory the annual production of which has never exceeded 2,500 tons.

**Mr. Speaker:** Next question.

**Shri Raghavaiah:** May I know, Sir, the number of sugar mills or factories owned by foreigners in this country?

**Shri Satish Chandra:** I cannot give the exact number just now.

**Shri Raghavaiah:** Is it a fact that some of the sugar factories like

Somalkot are owned by foreigners in Madras State?

**Mr. Speaker:** The question is only restricted to Orissa. He has not got other information just at hand now. Next question now.

उच्चतम न्यायालय के कार्यालय का संसद भवन से ले जाया जाना

\*११२१ श्री आर० एस० तिवारी : क्या गृह कार्य मंत्री यह बतलाने की कृपा करेंगे कि :

(क) क्या उच्चतम न्यायालय के कार्यालय को संसद भवन से ले जाया जा रहा है;

(ख) यदि ले जाया जा रहा है, तो उसे किस स्थान पर ले जाया जा रहा है;

(ग) क्या उच्चतम न्यायालय दिल्ली में काम करता रहेगा या उसे किसी दूसरे स्थान पर ले जाने का विचार है; और

(घ) किस कारण यह संसद भवन से ले जाया जा रहा है?

**The Minister of Home Affairs and States (Dr. Katju):** (a) No, it may not be possible to shift the Court until a new building has been constructed.

(b) The matter is under consideration.

(c) No such proposal is at present under consideration.

(d) The space at present occupied by the Court is needed to meet Parliamentary requirements.

**Shri N. C. Chatterjee:** Sir, May I know if the proposal to shift the Supreme Court to Baroda House has been definitely rejected?

**Dr. Katju:** Because Baroda House is not considered to be suitable for the purpose.

**Shri N. C. Chatterjee:** Is there any proposal to build up a new house for the Supreme Court on Hardinge Avenue?

**Dr. Katju:** That is under consideration.

**Shri M. L. Dwivedi:** May I know, Sir, in view of the fact that both the Houses of Parliament are meeting here how shall we be able to provide additional accommodation for Members and other officers etc., if we do not shift the Supreme Court to any other place?

**Dr. Katju:** We are trying to do our best.

**Shri M. A. Ayyangar:** Is it a fact that the Hyderabad Government has offered to sell the Hyderabad House to the Central Government for the purpose of the Supreme Court?

**Dr. Katju:** I have not heard of that.

समुद्रपार संचरण सेवा

\*११२२. श्री आर० एस० तिवारी : क्या संचरण मंत्री यह बतलाने की कृपा करेंगे कि :

(क) समुद्रपार बेतार संचरण सेवा के विस्तार सम्बन्धी पंच वर्षीय योजना को कब कार्यान्वित किया जायेगा;

(ख) क्या ऐसा संचरण केन्द्र केवल कलकत्ता में ही स्थापित किया जायेगा या कुछ दूसरे स्थानों में भी;

(ग) क्या कलकत्ता केन्द्र में रेडियो-टेलीफोन और रेडियो-कोटो सेवा के लिये कोई प्रबंध किया जायेगा, और

(घ) क्या ऐसे सेट जनता के लिये भी उपलब्ध कर दिये जायेंगे ?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) Action to implement the Plan is already being taken.

(b) The existing stations at Delhi, Bombay and Madras will also be developed and expanded.

(c) To start with, the Calcutta station will operate Radio-Telephone and Wireless-Telegraph services only.

(d) The service will be available to the public.

बी भारत एस तिवारी: इस से साधारण जनता को आसानी मिलेगी या नहीं ?

बी राजवहादुर : मिलेगी ।

#### LABOUR WELFARE IN RAILWAY COLONIES

\*1123. Shri Dhulekar: Will the Minister of Railways be pleased to state:

(a) the annual amount of expenditure that Government incur on labour welfare in the Railway colonies of Gashia Phatak, Pullia No. 9, and Sipri Bazar near the Railway Workshops Jhansi (Central Railway);

(b) the items on which this expenditure is incurred;

(c) the annual expenditure for the years 1950-51 and 1951-52 in connection with health and Education; and

(d) the nature and personnel of the staff that is employed for this purpose?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) to (d). The colonies of Gadia Phatak, Pullia No. 9 and Sipri Bazar near the Railway Workshops, Jhansi, Central Railway are not Railway colonies. These areas have been amalgamated by the U. P. Government with the Jhansi Municipality with effect from 15th January 1950. The question of incurring expenditure by the Central Government on the welfare of these colonies does not, therefore, arise.

Shri Dhulekar: Is the Government aware that more than 10,000 families of railway workers live in these three colonies?

Shri L. B. Shastri: Yes, quite a good number of them.

Shri Dhulekar: Is it not the responsibility of the Government to see that health visitors and doctors are appointed to visit these families?

Mr. Speaker: Order, order. That is going into an argument. He may ask for information.

Shri Dhulekar: Is the Government aware that in all these three colonies there are no Government or municipal dispensaries of any kind to give them medical help?

Shri L. B. Shastri: Well, the citizens of Jhansi should approach the State Government for that.

Shri S. C. Samanta: May I know whether the railway employees in these colonies are given housing allowances also?

Shri L. B. Shastri: I have no information.

Shri S. C. Samanta: In view of the large number of railway employees living in these colonies, do Government propose to start hospitals and schools there?

Shri L. B. Shastri: In fact, that is the concern of the Jhansi Municipal Board. I am not aware, but I think Jhansi City has got hospitals and other amenities.

#### BONE CRUSHING FACTORIES

\*1125. Shri Balwant Singh Mehta: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the total number of factories engaged in bone crushing in India;

(b) how many of them prepare bone-meal; and

(c) which State produces the most?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):**

(a) Fifty-two.

(b) All.

(c) West Bengal.

Shri Balwant Singh Mehta: May I know the total quantity of raw bones available in the country, how much, if any, is exported outside, and why its export is not banned?

Shri Satish Chandra: The actual collection of raw bones comes to about 1½ lakh tons though the quantity that may be available in the country is much more.

Shri Balwant Singh Mehta: Are Government aware that partially prepared bone meal is exported? And are bones exported in the raw form or in the crushed form?

Shri Satish Chandra: No bone meal is exported but crushed bones of a certain size are exported.

Shri Balwant Singh Mehta: Why is the export not banned when it is one of the sources of our national wealth?

Shri Satish Chandra: There is not much demand for superphosphates by our agriculturists. We earn foreign

exchange by exporting it. It is even profitable to import a small quantity of superphosphates if necessary. 25 per cent. of the bone meal which is obtained in the process of crushing the bones is used by our agriculturists. We will not require crushed bones till new industries which are in a position to utilize the same are developed in this country.

**Shri Venkataraman:** Out of the total number of factories given by the hon. Minister, how many are power-driven and how many non-power driven?

**Shri Satish Chandra:** I have no exact information on that point but I believe they are all power-driven.

**Dr. P. S. Deshmukh:** The hon. Minister has mentioned the State where the production is the highest. May I know the name of the State which consumes it most?

**Shri Satish Chandra:** I have no information.

**Shri Sarangadhar Das:** In view of the fact that phosphates are plant food taken out of the soil which should be returned to the soil and not exported outside, will Government take into consideration the banning of export of bones?

**Mr. Speaker:** Order, order. He is making a suggestion for action.

**Shri U. M. Trivedi:** May I know why protection is given to the bone meal industry in certain States and not in certain others?

**Shri Satish Chandra:** I have no information. The question about protection should be addressed to the Ministry of Commerce and Industry.

**बी पी० एन० राज भोवः क्या यह बोन मील भारत में ही इस्तेमाल किया जाता है या दूसरे देशों को भी ऐक्सपोर्ट किया जाता है ?**

**बी सतीश चन्द्रः** मैं ने पहले ही अर्ज किया कि बोन मील दूसरे देशों को ऐक्स-पोर्ट नहीं किया जाता है ।

#### UDAIPUR-HIMMATNAGAR RAILWAY LINE

**\*1126. Shri Balwant Sinha Mehta:** Will the Minister of Railways be pleased to state:

(a) whether any traffic survey has been made for the proposed Udaipur to Himmatnagar railway line;

(b) whether it was found to be economic or uneconomic; and

(c) if the answer to part (b) above be in the negative, what are those factors that have been taken into account and led to this conclusion?

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

(b) The project was found to be uneconomic.

(c) The estimated cost of construction, traffic prospects and working expenses have been taken into consideration. The anticipated net earnings are not expected to give a return of even 2 per cent. on the capital outlay.

**Shri Balwant Sinha Mehta:** Was any representation made by the Rajasthan Government to re-examine the whole case as most of the economic factors have not been taken into account, such as minerals, etc.?

**Shri L. B. Shastri:** I have no information about that, but if any such representation has been made we will look into that.

#### PROCUREMENT PRICES OF PADDY, RAGI ETC.

**\*1127. Shri Madiah Gowda:** Will the Minister of Food and Agriculture be pleased to state:

(a) the procurement prices of (i) paddy (ii) Ragi and (iii) jola in the States of Madras, Mysore, Bombay and Hyderabad;

(b) the reasons for the variations in prices, if any, of the same commodity in different States; and

(c) whether the procurement prices are fixed for each commodity, having in view the cost of production?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) A statement is laid on the Table of the House. [See Appendix V, annexure No. 54.]

(b) The reasons for variations in prices in different States are due to the fact that the procurement prices in each State are fixed taking into account the condition of the crop, economic conditions in the State, prevailing market prices and price trend of other competing crops.

(c) No. The data regarding cost of production is not available.

**Shri Madiah Gowda:** Will the hon. Minister please state whether it is not found difficult to prevent the smuggling of these commodities from State to State on account of these variations in the procurement prices?

**Shri Satish Chandra:** It cannot be altogether avoided. Every precaution is taken to see that smuggling does not take place—there is a cordon around each State. However, the inter-State bans are being gradually removed and the hon. Member must have some consolation from that fact.

**The Minister of Finance (Shri C. D. Deshmukh):** Sir, if I may intervene, usually when procurement prices are fixed, in bordering districts some attempt is made to equate the prices in order to stop smuggling.

**Shri A. M. Thomas:** May I know how the procurement prices prevailing in Madhya Pradesh and Uttar Pradesh compare with the prices obtaining in the States mentioned in the question?

**Shri Satish Chandra:** At present I can only compare the prices in Madras, Mysore, Bombay and Hyderabad, as this question refers only to these States.

**Shri Velayudhan:** Do the prevailing market rates to which the hon. Parliamentary Secretary referred include black market rates also?

**Mr. Speaker:** Order, order. That question is not a proper one.

**Shri M. S. Gurupadaswamy:** The hon. Finance Minister told us that in the border areas prices have been equated. May I know whether the prices in the border areas are different from the prices in the other areas?

**Shri C. D. Deshmukh:** Yes, that follows, Sir.

**श्री पी० एन० राज भोजः** क्या इस चाइनीज़ पैडी की पेदावार का तजुर्बा कश्मीर में भी किया गया है ?

**Mr. Speaker:** He is asking some thing beyond the scope of the question.

#### CHINESE PADDY

\*1128. **Shri Madiah Gowda:** Will the Minister of Food and Agriculture be pleased to state:

(a) cultivation of how many varieties of Chinese paddy has been tried in Mysore State;

(b) to what extent each variety has been tried; and

(c) what is the result?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):**

(a) Four.

(b) Exact figures relating to each variety are being collected. These strains have, however, been tried in Departmental Farms only.

(c) They are reported to mature 2 or 3 weeks earlier than the local varieties, i.e., in about 100 days.

**श्री पी० एन० राज भोजः** क्या इस चाइनीज़ पैडी की पेदावार का तजुर्बा कश्मीर में भी किया गया है ?

**श्री सतीश चन्द्रः** मेरे पास जो इन्कामेशन है उस के मुताबिक कश्मीर और मैसूर में मूल्य तौर से इस पर तजुर्बा किया गया है ।

**श्री पी० एन० राज भोजः** क्या चाइनीज़ पैडी के उत्पादन से पेदावार काफ़ी बढ़ गई है ?

**श्री सतीश चन्द्रः** अभी तो यह बिल्कुल ऐक्स्प्रेसीमेंटल स्टेज है, सिवा सरकारी ऐक्स्प्रेसी-मेंटल फार्म्स के यह धान अभी किसानों के हैतों तक नहीं पहुंचा है ।

**Shri Madiah Gowda:** May I know if these experiments are carried out in various parts of the State and on different kinds of lands?

**Shri Satish Chandra:** Ten such varieties are being tried in different places.

#### MURDERS AND ROBBERIES IN DELHI

\*1129. **Shri Radha Raman:** Will the Minister of Home Affairs be pleased to state:

(a) how many murders and robberies in the Delhi State have taken place during 1950-51 and 1951-52;

(b) how many of them were in daylight; and

(c) what steps are being taken by Government to stop them?

**The Minister of Home Affairs and States (Dr. Katju):** (a) and (b). I lay a statement on the Table of the House. [See Appendix V, annexure No. 55.]

(c) Both foot and mobile patrols have been detailed by day and night to prevent crime. A special Staff has been put on duty for the location of bad characters.

**Shri Radha Raman:** May I know how these figures compare with the increase in police personnel in Delhi?

**Dr. Katju:** I suppose crime decreases as the police increases.

**Shri Boovaraghhasamy:** May I know, Sir, the total number of murders which took place in India during 1950-51 and 1951-52?

**Mr. Speaker:** I do not think that this question can be answered.

**Shri Radha Raman:** May I know if the hon. Minister is aware that life and property in Timarpur and the outskirts of Delhi have become unsafe for the people and they have made representations of this to the Central Government?

**Dr. Katju:** I require notice.

विष्य प्रदेश से चावल का नियंति

\*११३० श्री श्री० डॉ० शास्त्री : क्या सावध तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि :

(क) क्या विष्य प्रदेश से चावल के नियंति के लिये कोई योजना है;

(ख) यदि है, तो कितनी मात्रा के नियंति का विचार है; और

(ग) १९५१-५२ में विष्य प्रदेश में चावल की कुल उपज ?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) Yes. Under the Central Basic Plan for distribution of foodgrains, Vindhya Pradesh has got an export quota of rice.

(b) The Centre has fixed the export target of 8,000 tons for Vindhya Pradesh during 1952.

(c) The final estimate for 1951-52 places the rice production in Vindhya

Pradesh at 207,000 tons. This is subject to revision.

**श्री श्री० डॉ० शास्त्री :** चावल नियंति के बाद क्या विष्य प्रदेश में उतना चावल रहेगा कि उस के बिलों में पूरी सप्लाई हो सके ?

**श्री सतीश चन्द्र :** विष्य प्रदेश की ज़रूरत पर पूरी तौर से गौर करने के बाद एस्सपोर्ट कोटा नियत किया जाता है। अगर कभी फसल की खराबी की वजह से दूसरी परिस्थिति होती है तब उस का ध्यान भी किया जाता है।

**श्री श्री० डॉ० शास्त्री :** क्या सरकार को यह भी सूचना मिली है कि विष्य प्रदेश के सीधी बिले में एक बहुत बड़ा अकाल है ?

**श्री सतीश चन्द्र :** मुझे इस की तो कुछ स्वावर नहीं है। लेकिन १९५२ में जो विष्य प्रदेश का ८ हजार टन का कोटा था उस में से सिर्फ एक हजार टन अभी लिया गया है और बाकी अभी नहीं लिया गया है।

**श्री श्री० डॉ० शास्त्री :** सन् १९५०-५१ में कितना उत्पादन कम था, क्या यह बतलाया जा सकता है ?

**श्री सतीश चन्द्र :** सन् १९५०-५१ में उत्पादन कम था। मुझे ठीक संस्था बाद नहीं है लेकिन फसल खराब होने से उत्पादन बहुत कम था।

**श्री एम० एल० द्विवेदी :** क्या माननीय मंत्री महोदय बतलाने की कृपा करेंगे कि विष्य प्रदेश में चावल एक बिले से दूसरे बिले में जाने की मनाही है ?

**श्री सतीश चन्द्र :** इस का तो नोटिस चाहिये।

**श्री आर० एस० तिवारी :** क्या मंत्री जी यह बतलाने की कृपा करेंगे कि चावल के बदले में विष्य प्रदेश ने गेहूं मांगा है ?

**श्री सतीश चन्द्रः** जी हां। विन्ध्य प्रदेश को चार हजार टन गेहूं दिया जाने वाला था। उस में से दो हजार टन पहुंच भी चुका है।

**श्री आर० एस० सिवारीः** उस ने इस साल गेहूं मांगा है या नहीं?

**श्री सतीश चन्द्रः** मुझे इस के बारे में कुछ पता नहीं है। अगर फसल ठीक हो तो विन्ध्य प्रदेश एक सेंट्क सफिशियेंट प्राविन्स है, लेकिन अगर उस को बाकी जल्द रख होगी तो जरूर दिया जायेगा।

**Shri Namdhari:** In view of the fact that rice is the food of rishis and mahatmas and it produces intellectual superbrains, will Government encourage rice production?

**Mr. Speaker:** I could not follow his question. Did the hon. Minister understand it?

**श्री सतीश चन्द्रः** मेरा तो स्थाल यह है कि पंजाब के लोगों को चावल में बहुत कम दिलचस्पी है।

**Mr. Speaker:** We will proceed to the next question.

**NUTRITIONAL RESEARCH INSTITUTE,  
COONOOR**

\*1131. **Shri C. R. Narasimhan:** Will the Minister of Health be pleased to state:

(a) whether there is a proposal to shift the Nutritional Research Institute from Coonoor to any other place; and

(b) the reasons for the same?

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

(b) The reasons are that:

- (1) the accommodation available in the present building is not adequate for the needs of the laboratories and facilities for further expansion do not exist;
- (2) the laboratories have to work more or less in isolation from any other scientific activity in allied sciences with the result that the workers in the Institution are greatly handicapped; and

(3) the clinical facilities available in Coonoor are inadequate and do not provide sufficient material for investigation on nutritional disorders which are widely prevalent in India.

**Shri C. R. Narasimhan:** Has the State Government made any representation in the matter?

**Rajkumari Amrit Kaur:** Yes, Sir. The State Government was asked in the first instance whether it could give us any land where we could shift the Institute from Coonoor to Madras. Unfortunately, the land was not available except at a very high price. Since then, the governing body has met and it has taken a decision to shift the laboratories to Hyderabad. The Madras Government has again made a representation and are offering land and facilities and we are just now in consultation with the Chief Minister of Madras.

**Shri Venkataraman:** For how many years has this Nutritional Research Institute been in Coonoor?

**Rajkumari Amrit Kaur:** It has been there ever since its inception. I do not know exactly when it was started.

**Shri Venkataraman:** May I know how many reports of great importance have been issued by that Institute?

**Rajkumari Amrit Kaur:** I could not give the exact number of reports, but even last year a very good report was issued.

**Shri Venkataraman:** May I know then what is the necessity for transferring it?

**Mr. Speaker:** Order, order.

**Shri S. V. Ramaswamy:** Is not the climate of Coonoor suitable for nutritional research?

**Rajkumari Amrit Kaur:** I do not think that nutritional research depends upon climate. It depends upon very many other facilities and we want to shift this Institute from Coonoor because those facilities, as I have said in my reply, are not available there.

**Shri S. V. Ramaswamy:** Is there any difficulty in getting additional accommodation at Coonoor?

**Mr. Speaker:** That is one of the reasons given.

**Dr. M. M. Das:** May I know whether the Coonoor Institute is the only institute under the Central Government for carrying on research in nutrition, or is there some other institute also under the Central Government for that purpose?

**Rajkumari Amrit Kaur:** The Coonoor Institute is the only one under the Ministry of Health, but there is also another one under the Ministry of Food and Agriculture.

#### WRITTEN ANSWERS TO QUESTIONS

##### PROFITS OF SUGAR MILLS

\*1103. **Dr. P. S. Deshmukh:** Will the Minister of Food and Agriculture be pleased to lay on the Table of the House a statement showing:

(a) Gross profits of sugar mills in India for the years 1945-46, 1949-50, 1950-51 and 1951-52;

(b) dividends declared in each of the above years; and

(c) names of managing directors?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) to (c). Information is being collected.

##### U.P.S.C. ASSISTANT GRADE EXAMINATION

\*1107. **Shri M. R. Krishna:** Will the Minister of Home Affairs be pleased to state:

(a) the number of candidates who appeared for the U.P.S.C. Assistant Grade examination held in December 1951;

(b) how many of them have qualified in the examination; and

(c) whether in this examination the pass percentage has been increased from 40 to 50?

**The Minister of Home Affairs and States (Dr. Katju):** (a) 2,973.

(b) 633 have qualified.

(c) Yes.

##### BONGARGAON-GAUHATI RAILWAY LINE

\*1110. **Jonab Amjad Ali:** Will the Minister of Railways be pleased to state whether there was any project of construction of a Railway line connecting Bonagargaon with Gauhati via Jogighopa and Pancharatna with a bridge over the Brahmaputra river?

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**The Minister of Railways and Transport (Shri L. B. Shastri):** The reply is in the affirmative.

##### RAILWAY BRIDGE OVER RIVER BRAHMAPUTRA

\*1111. **Jonab Amjad Ali:** Will the Minister of Railways be pleased to state:

(a) whether a survey for the construction of a bridge over the River Brahmaputra from Jogighopa to Pancharatna was done;

(b) if so, when;

(c) whether there was any estimate prepared for the purpose;

(d) whether the execution of the work has been sanctioned; and

(e) when the execution of the work is likely to begin?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) and (b). Some investigations about siting of a bridge at Jogighopa were carried out in 1947, but on account of the partition of the country and consequent drain on resources and lack of necessary equipment for boring into the river, further investigations were postponed.

(c) No estimate for the construction of the bridge was prepared.

(d) No.

(e) As the matters stand at present, there does not appear to be any likelihood of the work being commenced in the next few years.

##### TRACTORS

\*1112. **Col. Zaidi:** (a) Will the Minister of Food and Agriculture be pleased to state whether there is any scheme for the manufacture of tractors in India; and

(b) if so, what progress has been made in this direction?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) and (b). A number of schemes for the manufacture of tractors were sponsored by the various parties but only three have survived.

A firm in Orissa has proposed to manufacture tractors in this country by arrangement with a German firm. Production is expected to begin before the end of this year. A firm in Madras are assembling a well-known make of British tractors in their automobile

assembling factory at Madras. The units are received in knocked down condition and assembled in this factory. Their capacity is 12 tractors a day or about 3,000 tractors a year. This firm has also proposed to start progressive manufacture of tractor component parts. A Bombay firm is negotiating in collaboration with a well-known U.S.A. manufacturer in a project for the establishment of a tractor factory at Bombay. It is understood that the firm is now carrying on experiments with different kinds of engines in order to ascertain their suitability under Indian conditions.

#### CENSUS REPORTS

\*1115. Prof. Agarwal: Will the Minister of Home Affairs be pleased to state:

(a) when the detailed Reports of the 1951 Census are expected to be published;

(b) how much money was spent on the Census of 1951;

(c) whether the Census figures will contain information regarding persons engaged in different small scales, village and Cottage industries in India; and

(d) whether the 1951 Census figures will give any information about the number of persons in India who do not have any regular employment throughout the year, and those who are totally unemployed?

The Minister of Home Affairs and States (Dr. Katju): (a) Some of the 1951 Census publications have already been published and are in the library of the House. Almost all the other publications are expected to be published during the course of current financial year.

(b) Work relating to the 1951 Census has not yet been completed. The overall estimate of expenditure is Rs. 150 lakhs.

(c) No information on small scale industries was collected as part of the 1951 Census operations. A separate census of Small Scale Industries was conducted by State Governments either before or at the same time as the 1951 Census. The results of this Census will be given in the District Census Handbooks by the State Governments, if they so desire.

(d) This topic was not included in the All-India questionnaire of the 1951 Census. Some State Governments have collected information about unemployment.

#### TUNG TREES

\*1124. Jonah Amjad Ali: Will the Minister of Food and Agriculture be pleased to refer to the reply to starred question No. 518 asked on the 5th June, 1952 and state:

(a) when the State of Assam has started the cultivation of Tung Trees of Chinese origin; and

(b) whether Tung oil is a commercially feasible product?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):

(a) Tung cultivation was first introduced in Assam in 1928-29.

(b) Yes. As the oil has important uses in the water proofing, paints and varnish industries, it finds a ready market in India.

#### NEPAL BORDER (NATIONAL HIGHWAY)

\*1132. Shri Bibhuti Mishra: Will the Minister of Transport be pleased to state whether there is any proposal for construction of a National Highway along the Indian side of Nepal border in Bihar?

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

#### NADIAD-KAPADWANJ NARROW GAUGE RAILWAY (PASSENGER AMENITIES)

\*1133. Shri Dabhi: Will the Minister of Railways be pleased to state:

(a) whether any amount was set apart during the year 1951-52, and/or is set apart for the year 1952-53, for passenger amenities, on the Nadiad-Kapadwanj Narrow Gauge Railway;

(b) if the answer to part (a) above be in the affirmative, (i) what amount was set apart for the year 1951-52 and what amount is to be set apart for the year 1952-53, (ii) what amenities were provided during the year 1951-52 and are to be provided during the year 1952-53; and

(c) what passenger amenities are provided at present on this railway?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No amount was specifically set apart in 1951-52 for provision of passenger amenities on the section. A lump sum amount of Rs. 10,000 is proposed to be spent for the purpose in 1952-53.

(b) During 1952-53 it is proposed to provide additional benches at Kathalal station and cement concrete flooring in the waiting halls at Kathalal and Vina stations. The Railway Adminis-

tration are examining what other works can be provided within the allotted amount.

(c) Class III Waiting Halls and Latrines for passengers on platforms are provided at all stations. There is an Upper Class waiting room at Kapadwanj and a water tap for passengers at Torna. Reinforced cement concrete benches have been provided at Vina, Mahudha, Kathalal, Torna and Kapadwanj and cement concrete flooring in the waiting hall at Mahudha.

#### LAND UNDER DRY CONDITIONS

\*1134. **Shri Chinaria:** Will the Minister of Food and Agriculture be pleased to state:

(a) the area of land in India which is under 30" average annual rainfall;

(b) the area of above land which is under irrigation excluding the area under double cropping; and

(c) what part of this arid land is expected to come under irrigation during the next ten years, through the various projects?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) 275.2 million acres (gross area).

(b) 13.733 million acres (approximately).

(c) The additional area to be brought under irrigation in this zone by all the projects included in the Five Year Plan is 2.072 million acres by 1955-56 and 5.127 million acres on full development.

#### RATIONING IN U. P.

\*1135. **Shri Sinhasan Singh:** Will the Minister of Food and Agriculture be pleased to state whether Uttar Pradesh is a surplus, self-sufficient or deficit State in matters of food?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** On the basis of exports and imports under the Basic Plan of distribution of foodgrains during the last few years U.P. can be treated as a deficit State on the whole.

#### DINDIGUL-GUDALUR RAILWAY LINE

\*1136. **Shri K. S. Gounder:** Will the Minister of Railways be pleased to state:

(a) whether there is any scheme for construction of a new Railway Line from Dindigul to Gudalur;

(b) if so, at what stage the scheme stands at present; and

(c) when the construction of the line will be taken up?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Such a scheme was considered by the Central Board of Transport. The construction of the portion between Theni and Gudalur, in continuation of the Madura-Theni line, was approved and it was decided to drop the proposal for the construction of the remaining portion between Dindigul and Theni.

(b) As decided by the Central Board of Transport, the construction of the Theni-Gudalur line will be reviewed in October 1952.

(c) I am not in a position to state at present when the construction will be taken up.

#### MOBILE POST OFFICES

\*1138. **Shri Raghuramaiah:** Will the Minister of Communications be pleased to state:

(a) the number of Mobile Post Offices established during 1951-52;

(b) the States in which they are established; and

(c) the expenditure incurred on those Post Offices?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) 4.

(b) Delhi, Madras and U.P.

(c) Delhi—Rs. 1,122/10/3 per month. Madras—Rs. 971/12/- per month. Kanpur—Rs. 562/- per month. (2 Mobile P. Os.)

#### INDIAN ARMS ACT, 1878

\*1139. **Shri Badshah Gupta:** Will the Minister of Home Affairs be pleased to state whether a proposal is under consideration for the amendment of the Indian Arms Act, 1878 and the Rules made thereunder?

**The Minister of Home Affairs and States (Dr. Katju):** There is no proposal at present to amend the Indian Arms Act 1878. The Rules made thereunder have been amended from time to time, the current version being "the Indian Arms Rules 1951" which incorporate the amendments required by Constitutional changes. Amendments required to these Rules, as a consequence of extension of the Indian Arms Act 1878 to all Part B States by the Part B States (Laws) Act, 1951, are at present under consideration.

## LEAVE RULES

\*1140. **Shri Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether the liberalised leave rules have been enforced on the ex-N. S. Railway sector of Central Railway; and

(b) if the reply to part (a) above be in the affirmative whether they would be given retrospective effect from 1st April, 1950?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The Liberalised Leave Rules have been made applicable on the ex-N.S. Railway sector of the Central Railway, but the staff in service prior to integration (1-4-1950) have been given the option to elect those rules or to retain their existing leave rules.

(b) Yes. In the case of those who elect the Liberalised Leave Rules, the rules will be given retrospective effect from 1-4-1950.

## DEATH OF CATTLE IN KURNOOL DISTRICT

\*1141. **Shri Seshagiri Rao:** Will the Minister of Food and Agriculture be pleased to refer to the reply to the short notice question No. 34 regarding new problems of Rayalaseema answered on the 6th June, 1952 and state whether it is a fact that a greater number of cattle died in Kurnool District and Sugalis were highly affected;

(b) whether it is a fact that relief work for the agricultural labourers was completely dislocated and poor people were badly hit; and

(c) what action is taken by Government to alleviate the suffering and loss of (i) Sugalis and (ii) ordinary agricultural labourers?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) to (c). The information has been called for from the State Government and will be laid on the Table of the House as soon as it is received.

## FAMINE CONDITIONS IN COASTAL AREAS OF MADRAS

\*1142. **Shri Rajagopala Rao:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether famine conditions prevail in Chipurupalli Taluk and the Coastal area of Srikakulam district in Madras State; and

(b) if so, what action Government propose to take to avert the famine conditions?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) No, Sir.

(b) Does not arise.

## PUBLIC ACCOUNTS COMMITTEE REPORT

228. **Shri M. L. Dwivedi:** (a) Will the Minister of Railways be pleased to refer to para (ii) on 13 of the second Report of the Public Accounts Committee on the accounts of 1948-49 and place on the Table of the House a statement containing a list of works commenced by Executive Departments without preparation of detailed estimates in contravention of the Code rules?

(b) Is there no machinery to see that the departments do not incur expenditure or undertake a scheme which may eventually involve expenditure from public funds until the detailed estimates in respect of any project has been sanctioned?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) A list of such works is given in Annexure A (i) of the Appropriation Accounts of Railways in India for 1948-49, Part II.

(b) Machinery exists to see that works are not started without detailed estimates, except under special circumstances. In such cases, works are taken in hand only after administrative approval of competent authority is obtained.

## RAILWAY GRAINSHOPS

229. **Shri Rajagopala Rao:** Will the Minister of Railways be pleased to state:

(a) the total loss in the Grainshops in all the Railways in 1950-51 and 1951-52; and

(b) the turnover in grainshops and the percentage of loss to the turnover?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Rs. 9.48 lakhs in 1950-51 and approximately Rs. 10.23 lakhs in 1951-52.

(b) In 1950-51 grain and other commodities bought at a total cost of Rs. 16.15 lakhs were sold for Rs. 8.29 lakhs; the total loss including overhead charges was as stated in (a) above. The percentage of loss on cost price in 1950-51 was 59.

In 1951-52, grain and other commodities bought at a total cost of Rs. 17,97 lakhs were sold for Rs. 9,48 lakhs. The percentage of loss over cost price in 1951-52 was 57.

All the figures for 1951-52 are inclusive of the ex-States Railways but are approximate as the actual figures for the last 3 months are not readily available.

**P. AND T. OFFICES IN PUNJAB AND HIMACHAL PRADESH**

**230. Shri Hem Raj:** Will the Minister of Communications be pleased to state:

(a) the number of post and telegraph offices opened in the years 1950-51 and 1951-52, district-wise, in the States of Punjab and Himachal Pradesh;

(b) how many of them were opened in urban areas and how many in rural areas;

(c) the extent of the area and the number of the population which they are serving;

(d) how many post offices Government propose to open in these States during the year 1952-53; and

(e) what number is allotted to urban and what to rural areas, district-wise?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) and (b). A statement giving the information is placed on the Table of the House. [See Appendix V, annexure No. 56.]

(c) Information about the area served by the new offices is not readily available. In regard to population, it is expected that the new P. and T. offices will benefit roughly over 6 lakhs of people in the Punjab and over half a lakh in Himachal Pradesh.

(d) and (e). No numerical target has been fixed. In rural areas, there are now no villages in the States of Punjab and Himachal Pradesh with a population of 2,000 or more that remain to be provided with post offices.

**GOVERNMENT SERVANTS CONDUCT RULES**

**231. Sardar Lal Singh:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government are considering revision of Government Servants Conduct Rules to bring them in consonance with the provisions of the Constitution of India;

(b) if the reply to part (a) above is in the affirmative, whether approval of the Parliament will be taken before their promulgation; and

(c) if the reply to part (a) above be in the negative, the reasons therefor?

**The Minister of Home Affairs and States (Dr. Katju):** (a) Yes, Sir.

(b) and (c). Revised rules will be made by the President under the proviso to article 309 of the Constitution which does not require the approval of Parliament. However, copies of the revised rules will, when published, be supplied to the Library of Parliament and also placed on the Table of the House.

**CIVIL SERVICES (CLASSIFICATION, CONTROL AND APPEAL) RULES**

**232. Sardar Lal Singh:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government are considering amending Civil Services (Classification, Control and Appeal) Rules in view of provisions of the Constitution of India; and

(b) if so, when such amendments will be promulgated?

**The Minister of Home Affairs and States (Dr. Katju):** (a) Yes, Sir.

(b) The formulation and implementation of a number of Service Organization Schemes is now in progress. The final classification of the Services and the specification of controlling authorities can only be done after this work has been completed. As regards rules relating to disciplinary proceedings, the hon. Member's attention is invited to the answer given by me to the Unstarred Question No. 96 on the 5th June, 1952. For these reasons it is not possible to give a definite reply to this part of the question.

**DIBIAPUR-PHAPHUND RAILWAY LINE**

**233. Shri Badshah Gupta:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there was a scheme under the contemplation of Government to connect Etawah, Mainpuri and Etah Districts by constructing a new Railway line from Dibiapur-Phaphund in Etawah District to Mainpuri and Etah;

(b) what is the present position of the scheme; and

(c) whether any survey operations were undertaken in this connection?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) and (b). Yes. The Uttar Pradesh Government recommended a rail connection between Phaphund and Bulandshahr, via Mainpuri, Etah, Kasganj, Debai and Anupshahr. This scheme was considered and dropped by the Central Board of Transport.

(c) No survey operations were undertaken for the project.

#### SPECIAL COMPLAINTS ORGANISATION

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

(a) how many employees of the Posts and Telegraphs Department were dismissed as a result of the findings of the Special Complaints Organisation in 1951-52;

(b) how many employees were found fault with by the Organisation and how they were dealt with otherwise; and

(c) how many persons have been rewarded for supplying true information and grave complaints to the Organisation?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) 5.

(b) 228. Besides the 5 cases of dismissal, the following punishments were inflicted on others.

5—Removed from service.

5—For pecuniary loss caused to Government; the amount was recovered from pay.

6—Reduced in pay.

4—Reverted to lower posts.

32—punished with stoppage of increment.

7—Declared unfit for promotion.

69—Censured.

Rest—Warned.

(c) None.

#### LONG STAPLE COTTON

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

(a) how many acres of land are expected to be brought under long staple cotton cultivation in West Bengal this year;

(b) how much of the land is fallow land;

(c) the names of districts where such cotton will be grown;

(d) the area of land selected in each district; and

(e) how much land was brought under cotton cultivation last year?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) 5,000 acres.

(b) Almost the entire area is fallow.

(c) and (d). A statement showing the area of land so far selected in each District is laid on the Table of the House.

(e) 3,000 acres.

#### STATEMENT

Names of Districts where cotton will be grown during 1952-53	Area of land selected		
		1	2
	Acres		
Midnapore (North) .	650		
Midnapore (South) .	300		
Bankura .	800		
Birbhum .	400		
Burdwan .	250		
Murshidabad-Nadia .	300		
Jalpaiguri . . .	200		
Malda West Dinajpur	350		
24 Parganas .	150		
<b>TOTAL .</b>	<b>3,400</b>		

**Note :** The plan is to bring extra 5,000 acres under cultivation in the whole State. Uptill now 3,400 acres have been selected for this purpose. Selection of the other 1,600 acres is proceeding.

#### LEASE OF PLOTS IN KHARAGPUR

**236. Shri S. C. Samanta:** (a) Will the Minister of Railways be pleased to state whether applications were invited in 1951 to take lease of some plots of railway land for new temporary erections nearabout the vegetable Market, Golebazar, Kharagpur?

(b) If so, how many applications were received and how many persons have been granted lands?

(c) Have plans for temporary structures been supplied to the recipients?

(d) Is it a fact that the recipients of lands were informed that they will be dispossessed of their lands if they were unable to erect structures within six months?

(e) Are those recipients regularly paying the rent of lands?

(f) How much was charged for each plot of land on different items?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The reply is in the affirmative.

(b) 828 applications were received, of which 113 were accepted. Of these only 73 applicants paid the security deposit and were allotted plots.

(c) Plans have been supplied to 49 allottees only, as there is a likelihood of the remaining 24 plots being required in connection with a sewerage scheme.

(d) The reply is in the affirmative.

(e) Only 15 allottees have paid rents regularly since August 1951.

(f) The rate of rent charged is Rs. 1/5/0 per 100 sq. ft. per month until such time as the structure is erected. After erection of the structure the rate becomes Rs. 2/10/0 per 100 sq. ft. per month.

#### TELEPHONE RATES AT CALCUTTA

**237. Shri A. C. Guha:** Will the Minister of Communications be pleased to state:

(a) the telephone rates at Calcutta as compared with the rates in other big cities of India;

(b) whether there is a special surcharge at Calcutta;

(c) if so—

(i) the reason thereof; and  
(ii) the rates; and

(d) the total revenue of Calcutta telephones as compared with the revenues of other big cities?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) I lay on the Table of the House a statement giving the required information. [See Appendix V, annexure No. 57.]

(b) and (c). The charges in Calcutta are higher than in other exchanges in India. The Calcutta rates are nevertheless the same as obtaining before the system was taken over by Government in 1943, except that for subscribers making more than 90 calls in the month, the fixed line rental has recently been reduced from Rs. 15 p.m. to Rs. 14 p.m. The amount of the deposit and call charges under the "Own Your Telephone" scheme for Calcutta is the same as for Bombay but higher than for the rest of India, because the Calcutta network is larger and subscribers have access to a larger calling area.

(d) Revenue figures for the four large cities of Calcutta, Bombay, Delhi and Madras are given in the statement laid on the Table of the House.

#### RAILWAY ACCIDENTS (COMPENSATION)

**238. Pandit M. B. Bhargava:** Will the Minister of Railways be pleased to state:

(a) the number of accidents due to railway collision during the year 1951-52;

(b) the extent and value of the loss in property and life in these accidents;

(c) how this compares with the number of accidents during the year 1950-51;

(d) the amount of compensation claimed by the persons affected and the amount of compensation actually awarded by (i) mutual amicable settlement and (ii) through court by railway administration; and

(e) the number of cases for the recovery of damages due to accidents pending at present in different Courts of India and the amount of compensation claimed therein?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Five serious accidents, i.e., collisions involving trains carrying passengers and attended with loss of human life, and/or grievous hurt and/or damage to railway property to the value of approximately Rs. 20,000 or over in each.,

(b) Approximate cost of damage to railway property was Rs. 1,77,100. 12 persons lost their lives.

(c) The number of collisions of similar serious nature during 1950-51 was also five, i.e., the same as in 1951-52.

(d) and (e). The only method followed in determining and settling

claims for compensation arising out of accidents to trains carrying passengers is by application to Claims Commissioners appointed under Section 82B of the Indian Railways' Act. The question of amicable settlement or awards through Courts of Law as distinct from the Claims Commissioners, does not, therefore, arise. The particulars of the amounts of compensation claimed in connection with accidents referred to in part (a) of the question and the amount actually awarded by Claims Commissioners and those pending are under collection from the Railways concerned and will be placed on the table of the house on receipt.

#### RAILWAY CLAIMS

**239. Pandit M. B. Bhargava:** Will the Minister of Railways be pleased to state:

(a) the total number and value of claims due to loss of property in transit, non-delivery or mis-delivery in transit of goods made against the Railway administration pending at the commencement of the year 1951-52 and the number and value of claims remaining unsettled at the end of the said year;

(b) the average time taken by the railway administration in settling such claims; and

(c) the number and value of claims still pending for a period over two years?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The total number of claims due to loss of property in transit, and non-delivery of goods which were pending against Indian Railways at the commencement of the year 1951-52 was 69,199 and those remaining unsettled at the end of the year 1951-52 was 74,877.

Separate figures showing amounts for which claims for compensation are filed by the public are not maintained, by railways.

(b) The average time taken in settling such claims on the different Railways varied between 61 to 87 days during the year 1951-52.

(c) The number of claims pending at the end of the year 1951-52 for a period over two years was 1932.

#### COMMERCIAL AND PRIVATE PILOTS

**240. Shri Barman:** (a) Will the Minister of Communications be pleased to state the existing number of trained commercial and private pilots in India?

(b) What are the places where training is imparted?

(c) What are conditions of entry regarding education, age, physical fitness, character and intelligence required for admission?

(d) What is the minimum test on which trainee is certified to be a qualified pilot?

(e) Are there periodical checks as to whether the pilot has maintained the standard later on?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) 419 and 570 respectively on the 31st May 1952.

(b) Places where training is imparted:

(1) Delhi Flying Club, New Delhi.

(2) Bombay Flying Club, Bombay.

(3) Madras Flying Club, Madras.

(4) Bengal Flying Club, Calcutta (Barrackpore).

(5) Bihar Flying Club, Patna.

(6) Orissa Flying Club, Bhubaneswar.

(7) Hind Provincial Flying Club, Lucknow with satellite centres at Kanpur and Allahabad.

(8) Northern India Flying Club, Jullundur.

(9) Madhya Pradesh Flying Club, Nagpur.

(10) Government Flying Training School, Bangalore.

(11) Hyderabad State Aero Club, Begumpet, Hyderabad (has at present suspended operations).

(12) The Civil Aviation Training Centre, Allahabad.

The Civil Aviation Training Centre, Allahabad trains only commercial 'B' pilots.

(c) Conditions of entry regarding education, age, physical fitness, character and intelligence required for admission.

## (i) Educational qualifications

Flying Clubs ..... No limitation.

Civil Aviation Training  
Centre, Allahabad... Intermediate in  
Science with Mathematics, Physics or  
Chemistry.

## (ii) Age

Flying Clubs ..... No restriction.

Civil Aviation Training  
Centre, Allahabad. 18-23 years. An  
extension of age  
limit upto 25 is  
granted to candi-  
dates possessing  
degree in Ae-  
roautics, En-  
gineering, Ma-  
thematics or  
Physics.(iii) Physical fitness.... As prescribed in  
paragraph 4 of  
Section 'A' and  
paragraph 4 of  
Section 'C' of  
Schedule II to  
Indian Aircraft  
Rules, 1937.(iv) Character and In-  
telligence .....Trainees should  
possess good  
character and in-  
telligence. (The-  
se are tested by  
the Selection  
Board while hold-  
ing interviews  
for admissions to  
the Civil Avia-  
tion Training Cen-  
tre, Allahabad).(d) For private and commercial  
pilots the requirements are given in  
Sections 'A' and 'C' respectively of  
Schedule II to the Indian Aircraft  
Rules, 1937.

(e) Yes.

## SUGARCANE (YIELD) -

241. Shri Jhulan Sinha: Will the  
Minister of Food and Agriculture be  
pleased to state:(a) the average yield of sugarcane  
in India per acre for the latest year  
available;(b) the average recovery of sugar  
in bag per hundred maund of sugar-  
cane for the above period;(c) the average yield and recovery  
as stated above in the other sugarcane  
growing countries of the world with  
special reference to Java, Hawaii and  
Cuba Islands;

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(d) the causes of the disparity, if  
any; and(e) the steps being taken or pro-  
posed to be taken for removing the  
disparity in so far as the climatic con-  
ditions of this country permit?The Parliamentary Secretary to the  
Prime Minister (Shri Satish Chandra):  
(a) 13.5 tons per acre in 1949-50.(b) 3.63 bags of 2.75 maunds each  
or 9.98 per cent.(c) Average yield of sugarcane per  
acre and percentage recovery of sugar  
in the various countries are:

Name of country	Average yield of sugarcane per acre. (in tons)	Recovery per cent. of cane
Cuba . .	17.12	12.25
Puerto Rico . .	24.16	12.23
Hawaii . .	62.05	10.46
Java . .	56.00	
Australia . .	21.34	14.33
Mauritius . .	19.63	12.08

(d) The causes responsible for the  
low yield of sugarcane per acre and of  
low sucrose in cane in India as com-  
pared to those in other countries are:(i) the extensive rather than inten-  
sive methods of cultivation usually  
adopted for the crop;(ii) lack of adequate facilities of  
sufficient quantities of manures and  
fertilisers to meet the nutritional re-  
quirements of the improved varieties  
of cane;(iii) non-availability of sufficient  
quantity of disease free seeds of  
quality cane;(iv) non-availability of improved  
implements necessary for cane culti-  
vation;(v) non-availability of sufficient  
means of irrigation; and(vi) differences in climatic condi-  
tions.(e) With a view to increasing per  
acre yields and sucrose content a 5-  
Year Sugarcane Development Scheme  
financed partly by the Centre and  
partly by the States concerned is al-

ready in progress in the main sugar-cane growing States. A number of schemes to provide irrigation facilities and improve the agricultural conditions in general are also in operation or under consideration of the State Governments.

#### PRODUCTION OF RICE IN U.P.

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

(a) what acreage of land has been brought under rice cultivation in U.P. during 1951-52; and

(b) what is the quantity of produce per acre?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):**

(a) 8,617,000 acres.

(b) 399 lbs. or 4.8 maunds per acre in terms of cleaned rice.

#### SURPLUS FOODGRAINS PRODUCING STATES

243. **Shri K. G. Deshmukh:** Will the Minister of Food and Agriculture be pleased to state:

(a) the names of States which produce surplus foodgrains, in order of their merits; and

(b) the quantity of foodgrains the Government of India have received from such States in the year 1951-52?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):**

(a) On the basis of exports and imports under the Basic Plan for the last three years the following States appear on average to be net surplus in foodgrains in order of merit:

Orissa, PEPSU, Punjab, Coorg, Vindhya Pradesh, Madhya Pradesh, Madhya Bharat, Bhopal and Manipur.

(b) The Basic Plan is formulated on the basis of the calendar year. During the year 1951 though a quantity of 140,000 tons of foodgrains was received as surplus from these States for distribution to deficit areas a quantity of 154,000 tons had also to be supplied to them in other kinds of grains.

#### SCHEDULED TRIBES

244. **Shri Badshah Gupta:** Will the Minister of Home Affairs be pleased to state:

(a) the names of the places where Scheduled Tribes have been found to live; and

(b) their numeral strength at the respective places?

**The Minister of Home Affairs and States (Dr. Katju):** (a) and (b). Such information as is available, is contained in the Constitution (Scheduled Tribes) Order, 1950, the Constitution (Scheduled Tribes) (Part C States) Order, 1951, and the Ministry of Home Affairs notifications Nos. 2/39/50-Public and 2/38/50-Public, dated the 28th September and 5th October, 1950, which were all published in the Gazette of India. Further information will be available in the 1951 Census Publications when they are published.

#### RAILWAY LANDS IN ORISSA

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

(a) the extent of waste lands lying on either side of the old B. N. Rly. lines in each district of the Orissa State through which they pass;

(b) whether any such waste lands have been leased out for cultivation; and

(c) if so, where and what is the annual rent due on such lands?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Information by civil districts is not available. Particulars of waste lands that are fit for cultivation in the State of Orissa are available for each Railway Engineering District and are as under:

Chakradharpur District ..	1563.67 acres
Cuttack Dist. ..	1
Titlagarh District ..	7.10 ..
	2655.15 acres

(b) Leasing out of such land for cultivation purposes is effected by the Civil Administration. So far 966.19 acres of land in Cuttack Engineering District and 4.20 acres in Titlagarh Engineering District have been handed over to the Orissa State. The Civil Administration have not intimated as to how much of this land has actually been leased out by them to cultivators.

(c) The area leased out to cultivators and the rent fixed by the Orissa Government has not been intimated to the Railway as yet.

#### MAP OF INDIA

246. **Shri Balwant Singh Mehta:** Will the Minister of Food and Agriculture be pleased to state:

(a) when Government propose to bring before the public new map of India;

(b) whether it will have demarcated boundaries on Eastern and Western borders of the country;

(c) whether it will be published in Hindi; and

(d) if so, when?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) A new 1"=40 mile map of India is already on sale to the public since November, 1951.

(b) No: only undemarcated boundaries.

(c) Yes.

(d) First week of August, 1952.

#### SCHEDULED CASTES

**247. Shri Niranjan Jena:** Will the Minister of Home Affairs be pleased to state the total amount of money proposed to be sanctioned by the Government of India for the purpose of social, economic and educational improvement of the Scheduled Castes during the year 1952-53 and the amount sanctioned for each State?

**The Minister of Home Affairs and States (Dr. Katju):** It is not proposed to sanction any amount. The welfare of Scheduled Castes is the responsibility of State Governments and the Constitution does not require any grants to be made for the purpose by the Centre.

#### LAND UNDER SUGARCANE

**248. Shri Bibhuti Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total acreage of land under sugarcane cultivation in India during the year 1951-52 and also 1950-51, Statewise; and

(b) the average yield of sugar cane in the country per acre, Statewise?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):** (a) and (b). A statement containing the available information is placed on the Table of the House. [See Appendix V, annexure No. 58.1]

केन्द्रीय ट्रैक्टर संगठन

२४९. श्री अच्छक : (क) क्या स्थायी तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि केन्द्रीय ट्रैक्टर संगठन योजना के अनुसार

१ जनवरी १९४७ के बाद मध्य प्रदेश को कितने ट्रैक्टर भेजे गये?

(ख) भेजे गये ट्रैक्टरों की लागत क्या थी?

(ग) लागत का कितना हिस्सा मध्य प्रदेश सरकार द्वारा सहन किया गया था?

(घ) इन ट्रैक्टरों द्वारा जोती गई भूमि एकड़ों में कितनी है?

(इ) जोती भूमि भूमि में कितनी सरकारी है और कितनी किसानों की?

(च) ट्रैक्टरों के लिये किसानों से लिये गये किराये की दर क्या है?

(छ) आजकल कितने ट्रैक्टर काम कर रहे हैं?

**The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):**

(a) Reclamation operations in Madhya Pradesh were first undertaken by the Central Tractor Organisation in the 1947-48 reclamation season (January to May, 1948). The number of tractors which were operated in the State in 1947-48 and in each of the subsequent years is as follows:

Year	No. & type of tractors	Total No. of tractor
1947-48	Model D7—	32 Nos. 32
1948-49	Model D7—	96 Nos. 96
1949-50	Model D7— " D8— " HD-19 —	50 Nos. 1 No. 25 Nos.
	FDE —	30 Nos. 106
1950-51	Model D7 — " D8 — " HD-19 — " FDE —	49 Nos. 1 No. 30 Nos. 110
1951-52	Model D7 — " HD-19 — " FDE —	11 Nos. 30 Nos. 71

Besides, a few light tractors were also used in the State for miscel-

laneous jobs connected with the land reclamation operations.

(b) The price of the HD-19 tractors operated in the State is Rs. 69,490 each, and that of the FDE tractors is Rs. 54,580 each. The D7 and D8 tractors are second-hand machines which were taken over from American Army Surpluses on the basis of a lump sum payment for all tractors and certain other items of equipment, and the approximate cost per tractor is about Rs. 10,500. Varying amounts had, however, to be spent subsequently ~~on the repair and rehabilitation~~ of these tractors.

(c) The Madhya Pradesh Government do not pay any amount to meet the cost of the tractors as such. In the charges recovered from the State Government on a no profit no loss basis for reclamation work done by the Central Tractor Organisation, the cost of the tractors is represented under depreciation charges. Depreciation charges for the tractors are calculated for the actual number of hours worked on the basis of a life of 10,000 hours for a tractor.

(d) A total area of 2,48,784 acres has been reclaimed by the Central Tractor Organisation in its five years of operations in the State. Out of this, 1,76,009 acres were reclaimed upto the end of the 1950-51 season, and although exact information in the matter has not been received from the State Government, the entire area should have been brought under actual cultivation. The remaining lands which have been reclaimed in the season just ended will be cultivated by the next Rabi season.

(e) Information in this regard has been called for from the State Government and will be placed on the table of the House as soon as received.

(f) This information is also awaited from the State Government. The rate at which recoveries are at present made by the Central Tractor Organisation from the State Government is about Rs. 52 per acre, but the rate at which the latter make recoveries from Kisans is not known.

(g) In the 1951-52 reclamation season which has just ended, 71 tractors were used in the State.

THE  
PARLIAMENTARY DEBATES

Dated.....20/11/20/4...

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

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HOUSE OF THE PEOPLE

Monday, 23rd June, 1952.

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

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

9-15 A.M.

DEATH OF SHRI A. S. NANDKAR

Mr. Speaker: I have to inform the House of the sad demise of Shri Anant Savalaram Nandkar who died on the 22nd June, 1952, in Nasik in tragic circumstances. He was elected to the House of the People from Thana—Reserved—Sch. Tribes constituency.

The House will join me in conveying our condolence to his family. The House may stand in silence for a minute and express its sorrow.

POINT OF PRIVILEGE

REFERENCE TO COMMITTEE OF PRIVILEGES  
✓ CERTAIN PAPERS LAID ON THE TABLE  
BY DR. S. SINHA

Mr. Speaker: During the course of the debate on the 11th instant on the Demands for Grants under the head "Defence", Dr. S. Sinha—the hon. Member from Saran East—said the following with reference to the speech made by the hon. Member Shrimati Renu Chakravarty on the 10th instant:

"I have compared her speech and found that it was word for word—I would say the general line—from

an article written by one Lemin in the month of February".

This statement of his provoked interruptions from a section of the House, and the hon. Lady Member challenged Dr. Sinha to put the papers before the House. It is not clear what her object was; but it appears, she probably wanted the papers before the House for a comparison, which would, according to her, show that her speech was something different from the article, or, at any rate, it was not a word for word copy, as alleged.

Later on, there was heat in the debate on Dr. Sinha making certain remarks. These are irrelevant for my present purpose. At the end of that small storm, the Deputy-Speaker remarked as under:

"If any hon. Member refers to any document, or reads any extracts from it on the floor of the House, he must place it on the Table of the House."

This direction of the Deputy-Speaker, though apparently couched in general terms, has to be interpreted in a limited sense in the context of the speeches and the situation. The incident, if I may use that expression, ended there, and nobody had, till then, raised any question of breach of privilege, either of the House or of any member thereof; nor the question of genuineness or otherwise of the documents referred to by Dr. Sinha was raised. Obviously, such a question of genuineness or otherwise could not be raised, as the papers were not before the House.

Next day Dr. Sinha asked for permission to lay on the Table of the House the documents referred to by him in his speech the previous day. He did this in pursuance of the advice given by the Deputy-Speaker. He was permitted and the documents were laid on the Table of the House on the 12th.

[Mr. Speaker]

On the 17th instant, Shri A. K. Gopalan addressed me a letter requesting my consent to his raising a question, involving the breach of the privilege of the House. He raised the question in the following terms:

"That the House of the People was misled by an hon. Member of the House who made false statement to the House in the course of the debate on Defence Budget on 11th day of June, 1952, by stating that the speech of another Member of the House, namely, Mrs. Renu Chakravarty, was made to order and was the reproduction of a speech sent in advance by some person outside India and thereby the said Dr. Satya Narayan Sinha made breach of privilege of the House.

Further that the said Dr. S. N. Sinha also committed breach of privilege by laying on the Table unauthenticated copies of documents whose genuineness is in question."

As I felt doubtful on the question, I conveyed to Shri Gopalan the nature of my doubts and requested him to supply me with authorities and references in support of his position. He was good enough to give his note in writing on the 20th instant. The main points made out by him in his letter of the 20th instant are:

- (i) Dr. Sinha made certain fantastic allegations and cast certain aspersions against the hon. Lady Member Shrimati Renu Chakravarty;
- (ii) Dr. Sinha said that the speech of hers on the floor was not her own. It was merely a reproduction word for word etc.;
- (iii) The documents are false, fabricated and forged; a casual perusal of the said documents prove themselves as rank forgeries, brought up for the occasion;
- (iv) The documents are neither original nor certified copies obtained from the legal authorities expected to be in possession of the originals in the usual and normal course of business;
- (v) The act, placing the documents, in support of his fantastic, false statement of facts, is *mala fide* in nature and ulterior to purpose.

On these facts and inferences, it is alleged that Dr. Sinha's intention was:

- (i) to lower the prestige of the hon. Member, Shrimati Renu Chakravarty, thereby lowering the prestige of this House in the eyes of the public;
- (ii) to mislead this House in forming the opinion on the subject under consideration.

Shri Gopalan alleges that the breach of privilege of the House consists (i) in the Member making and bearing himself a false witness to ~~speak~~ to certain facts which never existed, and (ii) in placing on the Table of the House false, forged documents with fraudulent intention.

At this stage, I need not discuss the authorities and the references that are given to me by Shri Gopalan in support of his case of breach of privilege. They appear to be distinguishable. But, in any case, the question of determination of the genuineness or otherwise of the documents placed on the Table of the House by Dr. Sinha is a factual matter, which cannot be decided on the materials before me, or, on record at present. I think, even assuming that my doubt is ultimately ascertained to be well-founded. I think, it is necessary, in the first instance, to examine the genuineness or otherwise of the documents laid on the Table of the House by Dr. Sinha, if the question of privilege has any relation to, or depends upon, the question of the genuineness or otherwise of those documents. Even otherwise, such an examination is necessary to prevent the production before the House of any documents, which are not genuine or are fabricated, and to see that no Member misleads intentionally or unintentionally any section of the House, by referring to or placing on the Table of the House documents, which are not genuine and are ultimately found to be forged or fabricated. Hon. Members of this House carry a great responsibility in this respect, and it is well that the quantum and limits of their responsibility are well set out by the House, even though it may be taken to be a question, more of propriety than of privilege.

In view, therefore, of the complicated and mixed character of the issues involved in this matter, I have preferred to refer this matter to the consideration of the Privileges Committee of the House, instead of deciding it myself or constituting a special committee only for the purposes of examining the

genuineness or otherwise of the documents produced by Dr. Sinha on the 12th June, 1952. The Committee will go, not only into the limited question of genuineness or otherwise of the documents produced, but also of allied questions including the question of any breach of privilege and other incidental matters as also the question of standards expected of a member of this House

#### PAPER LAID ON THE TABLE

##### STATEMENT re. MEETINGS OF STANDING COMMITTEES

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** I beg to lay on the Table of the House a Supplementary Statement showing the meetings of the Standing Committees attached to various Ministries and subjects discussed at such meetings during the period from 1st February to 31st March, 1952. [See Appendix VII, annexure No. 39.]

**Dr. S. P. Mookerjee (Calcutta South-East):** Arising out of this Sir, may we know the position about the formation of the Standing Committees? You will remember that you stated before the House that an opportunity would be given to Members and that they would be consulted before a final decision was taken. We are seeing newspaper reports to the contrary. May we know what the position exactly is?

**Mr. Speaker:** That question does not strictly speaking, arise on this occasion. If and when a motion comes, or if it does not come ultimately, I think the question can be raised at that time.

**Dr. S. P. Mookerjee:** If it does not come?

**Mr. Speaker:** The hon. Member can wait for some time and then put questions. I believe there is also a question tabled by a certain hon Member. I am told that a question about the intention in respect of Standing Committees was put and the hon. the Prime Minister said that the intention was to abolish them. That is the position.

**Dr. Lanka Sundaram (Visakhapatnam):** I think the Prime Minister stated the other day that it was for the House eventually to decide it.

**Mr. Speaker:** The House can take such steps as it can. There will be many occasions. It will be sitting the whole of next month.

**Shri Radhelal Vyas (Ujjain):** Sir, you have been pleased to refer a case just now to the Privileges Committee. The matter has been raised by one hon. Member who is also a Member of the Privileges Committee. Now, what will be the procedure? I would like to know whether he will take part in the discussions and also have a right to vote in the Committee when the matter is discussed.

**Mr. Speaker:** That will be a question which will primarily be decided by the Privileges Committee itself as to what procedure it will follow. The hon. Member himself will consider the matter as to how far he should participate, but whether as a Member of the Committee or as a person raising particular points, I think, he will certainly be entitled to be heard. But we are not concerned with that here. We are concerned with matters about privileges. Here I may again remind the House what I once said that it is not a party question at all, nor is it purely a personal question. Members are sitting there as Members of this House without carrying any labels or having any preconceived notions. Their sole consideration being the dignity and the privilege of the House and its Members. Those who are in Government today might tomorrow or after some time be in the Opposition, and the Opposition might be in the Government. Therefore, our chief objective is to create and set proper precedents which will be a guide for all times, irrespective of any party or personal considerations. And I believe the Privileges Committee will function always in that manner. Still, if any question arises, so far as the point raised by the hon. Member is concerned, the Privileges Committee is entitled to make a reference to the Speaker. The Committee is functioning under the directions of the Speaker. That does not mean that the Speaker interferes in their day-to-day work or deliberations. Only when they refer a point for decision then that point is decided by the Speaker.

#### ELECTION TO COMMITTEES

##### ESTIMATES COMMITTEE

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** I beg to move:

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 198 of the Rules of Procedure and Conduct of Business in the House of the People, twenty-five Members

[Shri Satya Narayan Sinha]

from among their number to be members of the Committee on Estimates for the financial year 1952-53."

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

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 198 of the Rules of Procedure and Conduct of Business in the House of the People, twenty-five Members from among their number to be members of the Committee on Estimates for the financial year 1952-53."

The motion was adopted.

#### PUBLIC ACCOUNTS COMMITTEE

**Shri Satya Narayan Sinha:** I beg to move:

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 198 of the Rules of Procedure and Conduct of Business in the House of the People, fifteen Members from among their number to serve on the Committee on Public Accounts for the financial year 1952-53."

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

"That the Members of this House do proceed to elect, in the manner required by sub-rule (2) of rule 198 of the Rules of Procedure and Conduct of Business in the House of the People, fifteen Members from among their number to serve on the Committee on Public Accounts for the financial year 1952-53."

The motion was adopted.

**Mr. Speaker:** I have to inform hon. Members that the following dates have been fixed for receiving nominations and holding elections, if necessary, in connection with the following Committees:

	Date for nomination	Date for election
--	---------------------	-------------------

(1) The Estimates Committee	26-6-52	30-6-52
(2) The Public Accounts Committee		

The nominations for these Committees will be received in the Parliamentary Notice Office upto 12 Noon on the date mentioned for the purpose—

namely the 26th. The elections, which will be conducted by means of the single transferable vote, will be held in the Deputy Secretary's Room (No. 21) in the Parliament House between the hours 10-30 A.M. and 1 P.M.

#### GENERAL BUDGET—DEMANDS FOR GRANTS

##### DEMAND No. 5—MINISTRY OF COMMUNICATIONS

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 6,95,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ministry of Communications'."

##### DEMAND No. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 28,84,19,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Indian Posts and Telegraphs Department (Including Working Expenses)'."

##### DEMAND No. 7—METEOROLOGY

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 81,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Meteorology'."

##### DEMAND No. 8—OVERSEAS COMMUNICATION SERVICE

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 54,40,000 be granted to the President, out of the Consolidated

Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Overseas Communication Service'."

**DEMAND NO. 9—AVIATION**

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 1,89,30,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Aviation'."

**DEMAND NO. 10—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS**

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 3,64,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Miscellaneous Expenditure under the Ministry of Communications'."

**DEMAND NO. 105—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)**

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 6,43,12,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

**DEMAND NO. 106—CAPITAL OUTLAY ON CIVIL AVIATION**

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 1,27,75,000 be granted to the President, out of the Consolidated Fund of India, to complete the

sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Civil Aviation'."

**DEMAND NO. 107—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS**

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 35,34,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Other Capital Outlay of the Ministry of Communications'."

*Efficiency*

**Shri S. S. More (Sholapur):** I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

*Economy and Retrenchment*

**Shri S. S. More:** I beg to move:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

*Grievances of Postal employees*

**Shri K. Subrahmanyam (Vizianagaram):** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Salaries for strike period in 1945*

**Shri K. Subrahmanyam:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Censorship of Letters*

**Shri R. N. S. Deo (Kalabandi-Bolangir):** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Village Post Offices

**Shri S. S. More:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Payment of dearness allowance to staff in accordance with Central Pay Commission's recommendations*

**Shri Vittal Rao (Khammam):** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Fiscal Policy

**Shri Vittal Rao:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Work-load on the Staff

**Shri Vittal Rao:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

*Meteorological Information to rural folk*

**Shri B. S. Murthy (Eluru):** I beg to move:

"That the demand under the head 'meteorology' be reduced by Rs. 100."

## Frequent Air Accidents

**Shri K. Subrahmanyam:** I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

## Policy

**Shri Ramji Verma (Deoria Distt.—East):** I beg to move:

"That the demand under the head 'Capital Outlay on Indian posts and Telegraphs (not met from Revenue)' be reduced by Rs. 100."

## Village Post Offices in Orissa

**Dr. Natabar Pandey (Sambalpur):** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Grievances of lower grade employees

**Dr. Natabar Pandey:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Censoring of letters and telegrams

**Dr. Natabar Pandey:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Facilities on Sundays

**Shri Pocker Saheb (Malappuram):** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Money Order Commission

**Shri Pocker Saheb:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Post Offices and Savings Banks in rural areas

**Shri Waghmare (Parbhani):** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Mis-management of Post Offices in Marathwada, Hyderabad, due to inefficient Staff

**Shri Waghmare:** I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

## Air Service to Malabar

**Shri Pocker Saheb:** I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

## Policy and Direction

**Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes):** I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

**Mr. Speaker:** We will now proceed with the discussion. All these cut motions are before the House.

**Shri Jaipal Singh:** Because of the severely limited time at my disposal, I propose to go straight to the criticisms and suggestions I have to offer in connection with the Ministry of Communications. Sir, you know well that in the past I have been a very bitter critic of 'non-technical direction' in Civil Aviation in this country and in the past I have pointed out how we were steadily going down hill. We inherited a wonderful record at the time of Independence but since

then our Civil Aviation position has deteriorated and today, we hear of accidents, accidents and more accidents. We were only a few years ago in a very enviable position. We had, for example, one year when there was no accident at all. Look at the position this year. Within the first four months there were three major accidents. In reply to one of the questions the hon. Minister said that accidents happened in every country. That was the kind of reply that is given when questions are put to the Treasury Benches to explain why we are now facing a series of disasters, whereas previously accidents and disasters were few and far between. In the past, I have pointed out the reasons why we have been deteriorating in our Civil Aviation records. I have pointed out that it is due to non-technical direction. The hon. Minister himself admitted that there was non-technical direction. But he did nothing at all to see that this cause was removed. I find today that Civil Aviation, a highly technical subject, is still in the hands of dangerous people, people who are responsible, I regret I have to use strong language, who have indulged in an amount of increasing sadism and a massacre, almost. Sir, do you have to have accidents in order that the Treasury Benches have to be brought to their senses? Will it be only accidents that will make the Government realize the patent fact that the disasters can be prevented? I do not for one moment say that there would be no air accidents, but when we see that these air accidents obviously are due to bad direction, to non-technical direction, surely it is the duty of Government to protect the passengers who have to fly. In England there is a saying that unless a bishop is killed in a railway accident, nothing gets done. I suppose here in this country till some Minister is killed in an air accident, I do not suppose the Treasury Benches will come to their senses. Not only in regard to commercial flying but everywhere in Civil Aviation, I find that there has been lax control and the discipline that we had before has gone. In the Flying Clubs I find there was a time when the trainees who used to be turned out by the Clubs had a very good record. Today if you go through the statistics of the accidents you will find that we have a series of accidents because the control is faulty. I ask my hon. friends there to explain to the House what they are doing to remedy matters. Only early this year there was a question asked whether there was a Director of Training. The reply given was 'Yes'. I plead to you to protect this House when Ministers deliberately give wrong re-

plies. I know it for a fact that two years have elapsed and there is no Director of Training. Can the hon. Minister tell the name of the Director of Training unless it be that there is a Deputy Director of Training who may be officiating now? I asked a direct question, 'Is there a Director of Training?' And I was told, 'Yes'. So far as I know—I think my information is correct—that vacancy is still there. I think the Treasury Benches owe it to the hon. Members of this House that the information given is the correct one. If there is no Director of Training, what can be the position of training in this country? The answer is obvious. About the non-technical direction, I have said enough in the past; I do not want to say anything more. I accuse the Ministry of Communications of being heartless, of being defiant and of being responsible for the series of accidents that have taken place in this country. They alone are responsible.

Having said that, I would like to express my regret that in the redistribution of portfolios Civil Aviation has not been assigned to the Ministry of Defence. I had hoped that with the transfer of the Hindustan Aircraft Factory to the Ministry of Defence, Civil Aviation as such would have been taken away from the Ministry of Communications and handed over to the Ministry of Defence, its logical department. That has not been done.

**Shri B. Das (Jajpur-Keonjhar):** How will it remain civil then?

**Shri Jaipal Singh:** The Father of the House Mr. B. Das is asking how it could be done. I am surprised that he should ask such a question. In the Ministry of Defence, there is such a department called the Civilian Section. It can go to that. There is before this House the Indian Air Force Reserve Bill. That in itself is argument enough that Civil Aviation should be handed over to the Ministry of Defence. The reason why I think Civil Aviation Department must go to the Ministry of Defence is that at the present moment, there is a tug of war between the Ministry of Communications and the Ministry of Defence and this tug of war is detrimental to the best interests of the country. It is an open secret that the Civil Aviation Directorate has been a nuisance to the Ministry of Defence in regard to the problem of aerodromes: I need not mention which aerodromes. Arguments and discussions have been going on for months and months and the Civil Aviation Department has been obstructing as far as civil aerodromes

[**Shri Jaipal Singh**]

are concerned. I think there ought to be co-ordination. Once the Civil Aviation Directorate is passed over to the Ministry of Defence, it will be under one co-ordinated guidance and direction and obstruction will completely disappear. I do hope that Government will see to it that this anomaly is removed soon so that Civil Aviation may once again regain the enviable position it had got many years ago.

The next thing that I have to criticise is the policy or lack of policy of the Government. I find that Government has no policy at all. I am talking about the Flying Clubs. Government is spending over 15 lakhs of rupees in subsidising Flying Clubs. What is the meaning of subsidy, a grant-in-aid? Is it given to Clubs that stand in need of it or is money to be thrown away regardless of whether the Clubs need it or not? The other day my hon. friend Mr. Raj Bahadur proceeded to answer that everybody got Rs. 30,000.

**The Deputy Minister of Communications (Shri Raj Bahadur):** Not everybody.

**Shri Jaipal Singh:** I asked him, 'Is it the policy of the Government to give Rs. 30,000 to Flying Clubs regardless of whether there is need for it or not'. Is that how public money is going to be used by Government? I can give instance after instance. Take the Hind Provincial Flying Clubs. Look at their balance sheet last year and the year before. My hon. friend knows only too well that those Hind Provincial Flying Clubs do not stand in need of any Central subvention. Yet they are given Rs. 30,000. These Clubs are put on the same level, on par with those which are in desperate need of funds. The other Clubs ask for more funds; they are not given. They are in greater need. Because Government has no policy at all, they give money to everyone regardless of whether they need or not. There is the Bombay Flying Club similarly placed. They do not stand in need of funds. Why is the Bombay Flying Club given a subvention? There are several other Clubs who cannot make both ends meet and ask for larger funds. There is no policy whatever. I maintain that public money should not be thrown away the way it is being done. Flying Clubs came into existence because of a definite policy, one of the objects of which is to make this country air-minded. Government is undermining its own policy by interfering with the work of the Flying Clubs. Government has established the Civil Aviation Training Centre at Allahabad at a cost of about a crore of rupees. To

do what? Among other things, to compete with Flying Clubs on which over Rs. 15 lakhs are being spent. Government gave the assurance that at the Allahabad C.A.T.C. there would be no *ab initio* training. This assurance was given before a conference of Flying Clubs. What has happened? The next minute Government breaks its word. What is this assurance worth? One of the main functions of Flying Clubs is interfered with. Today we find that the Government itself is competing with Flying Clubs.

I come now to commercial pilots. At Allahabad, the Government is turning out at tremendous public expense, pilots who cannot be employed. It costs something like Rs. 14,000 to turn out a commercial B pilot. Today, there are about 80 commercial B pilots who are unemployed and who are unemployable. On top of this, within a very few months, the Treasury Benches will be turning out another 100 commercial B pilots. Is that policy? Is that sanity? Is there any purpose behind this extravagance? There have been criticisms on the part of the Flying Clubs; but the Government are deaf. They refuse to see wisdom. They are determined to increase the army of unemployables? What is the purpose of spending so much money by way of an indirect subsidy in training people, who cannot be employed? I would like to have a direct reply to this question from the hon. Minister of Communications.

There is one other point which may not have a direct bearing on aviation as such, but which I would like to raise: that is in regard to the Curtis Commandos. We have over 70 of them. Not many months ago there was a party that offered one million dollars for them. But, the authorities in the Civil Aviation Directorate thought that they could drive a better bargain. Now, the Curtis Commandos have been sold to a party in Bombay. I would like to have from the hon. Minister a statement as to what the latest position is. Are these Curtis Commandos going to be taken out of the country? Have they been sold or has the party to whom they have been sold disappeared from the scene in regard to the purchase? Does it mean that the country is still saddled with the Curtis Commandos? We have now arrived at a situation where we are not in a position to sell these Curtis Commandos. Time was when we could have earned one million dollars; today, they are not wanted. Why is it that the Government did not accept the best offer possible? What is Government doing to dispose of these Curtis Commandos?

I would like to say that Government must immediately make a decision in regard to the scores of aerodromes that are today neglected. I know what the position was. There was a tussle between the Ministry of Defence and other Ministries in regard to the ownership of the aerodromes that could not be regularly used. Whether they can be used regularly or not, that is not the question. The question is that crores and crores of rupees have been spent on the construction of the aerodromes all over the country. Why should these aerodromes be neglected? Why should they become unusable through sheer neglect? Is the Government not in a position to spend about Rs. ten lakhs at least to maintain them?

**Shri B. Das:** Not rupees ten lakhs. We need Rs. 100 lakhs.

**Shri Jaipal Singh:** The Father of the House knows about aerodromes better. Then I would say that Government should spend even Rs. 100 lakhs on these aerodromes. I do not think it will require more than Rs. ten lakhs, and while spending Rs. ten lakhs in the ordinary maintenance of these aerodromes, we shall be saving an asset that is worth hundreds and hundreds of crores of rupees.

In conclusion, I would say again that it is my firm conviction that Civil Aviation should go to the Ministry of Defence and that Civil Aviation should no longer be in the hands of non-technical direction because we will be repeating the massacres in which the Ministry has indulged.

**Shri Raghubir Sahai** (Etah Distt—North East cum Budaiñ Distt.—East): I beg to inform the House at the very beginning that I would confine my remarks to the Posts and Telegraphs Department and leave the rest of the Departments to other hon. Members who may be following me. I am very glad to have been given an opportunity to speak about a Department which is universally popular and which is rightly called a utility department. When I cast a glance over all the cut motions, notice of which had been given by hon. Members, I found that in all the cut motions numbered about 71. Out of them, about 41 referred to the Posts and Telegraphs Department, and out of this number, I found that nearly half related to demands by the hon. Members for extension of facilities either of post offices or of telegraph offices. That shows that the Department is doing good service to the people and people do acknowledge the services rendered by the Department.

Last year the hon. Member in charge of Communications, while addressing

the Parliament, said that since 15th August, 1947, as many as 12,491 new post offices were established, out of which, 11,366 were established in rural areas and 1,115 in urban areas. I am told that this year more than 5,000 new post offices have been established by the Government. This appears to be a satisfactory progress so far as the opening of new post offices is concerned. I feel that there is still a great demand for these post offices, and I would submit that it is a very reasonable demand on the part of the people to ask that new post offices should be established in villages. I also understand that while the Government declared its policy of establishing post offices in all those villages which had a population of 2,000 or over, but on account of financial stringency, all those villages could not be provided with post offices. I am told that there are still 1,000 villages which are without such post offices. I would submit that the Government should undertake to establish post offices in all those villages as early as possible.

10 A.M.

From the reports that have been supplied to us I am still more glad to find that all-round progress has been made by this Department. Whether we take the registered articles including value payable and insured articles sent through post offices or the money orders issued by them, inland and foreign, or the value of money orders that pass through our offices, or the Savings Bank transactions, or the National Savings Certificate transactions, or the number of telegrams, or the telephone connections, or the trunk calls, or the mileage of wires maintained, we find that a continuous and consistent improvement has been made all round. In some cases if we compare the figures of 1938-39 with the figures of 1950-51 or 1951-52, we find that the figures have almost doubled.\* In the case of trunk calls, the figures have gone as high as four times. This is also very creditable to the Posts and Telegraphs Department.

During the last General Elections, we were given a special facility by the Posts and Telegraphs Department, and that facility consisted of temporary installation of telephones, and that facility was given to all candidates standing either for Parliament or for the State Assemblies irrespective of the party or group to which they belonged.

[MR. DEPUTY-SPEAKER in the Chair]

I am here to acknowledge that that facility was very much appreciated. If that facility had not been given, candidates would have been put to a

[Shri Raghbir Sahai]

lot of inconvenience, unnecessary expenditure, and wastage of precious time. But while we are all very grateful to this Department, and while we are very glad to find all-round improvement in it, there is a distressing fact, a distressing feature, of which the House should take note. That distressing feature is, as was given out by the hon. Minister who was in charge of this Department last year, that so far as postcards, service of money orders, registered letters and the matter of opening of village Post Offices was concerned, the Department was running at a loss. They were all a losing concern. And last year we were told that a loss of about Rs. two crores was incurred on account of these items. Now, that is a serious matter to be considered. While demands for further facilities in regard to post offices or telegraph offices are being made every now and then—and they are reasonable demands—we find that the Department is not making profit on these items. So that places us in a quandary. But I think hon. Members on this side of the House, as also those on the other side of the House, will be unanimous on one point at least that further facilities should be provided, come what may. More post offices should be opened, and more telegraph wires should be put on. There should also be unanimity of opinion that no enhancement in the present rates should be made.

From the figures that have been supplied to us in the Budget, showing the income as also the expenditure, I find that there is a surplus of about Rs. one crore and odd, under the head Ministry of Communications. I would very humbly suggest that that surplus instead of being transferred to the General Fund, should be retained by the Department for the time being, till the Department is able to make more money, out of which further improvements should be made to satisfy the public demand. That money may be spent, firstly, in the opening of more post offices in the rural areas, secondly, in the laying down of more telegraph wires connecting the tehsil headquarters and the district headquarters. I am sorry to inform the House that there are a good many districts where the tehsil headquarters have got no telegraph connection with the district headquarters. My own district Budaun, is one of those unfortunate districts where such a state of things exists. There may be a number of other places all over the country where the same state of affairs prevails. I say, on behalf of all those districts, that wherever there are any

such taluka or tehsil headquarters, telegraph wires should be laid connecting them with the district headquarters.

Another remark which I beg to make is that although the Posts and Telegraphs Department is rendering very good service to the people, still there are many post office buildings which are a disgrace not only to the Department but to the Government. The old mediaeval type of post offices are no good for modern conditions. I would beg of the Government to consider the question of renovating these buildings as early as possible. Out of the money which is saved from the surplus about which I have suggested that it should be retained by the department instead of being transferred to the general revenues, a good many of these buildings can be renovated at an early date. I would also suggest that the facility to send Hindi telegrams should not only be confined to a few districts only, but that it should be extended to all the districts in the country. That is the pressing need of the hour, and I hope Government will pay its attention to this matter.

Another thing I would like to suggest is this. Although the Postal Department is very popular among the people, still many of the facilities given by them are not publicized properly. Many of the poor village people living in the rural areas, do not know what this Department is doing for them. Instead of simply advertising the activities or new improvements or facilities in English, I would suggest that small leaflets and pamphlets should be published in Hindi and other provincial languages and should be distributed all over the country so that people may know what the Department is offering to them.

There is one cut motion about 'censoring of letters'. With regard to that, I would only say that when we had the good fortune or the misfortune of going to jail, in the cause of the country, our letters also were censored, during the British regime. I can very easily understand the feelings of the people whose letters are censored and who are put to a lot of inconveniences. But I think the right time for taking up this question will be when the Ministry of Home Affairs is discussed for it is that Ministry at whose instance censoring is possible. So far as I understand, under the Indian Post Offices Act, it is the Government of India or the State Government or the district magistrate representing the State Government, who could ask any postal authority to censor letters—

the post office could not do on its own—but in any case, I would suggest to the hon. Minister of Communications that whenever letters are censored, care should be taken to see that those letters are delivered to the addressees, without unnecessarily being delayed in the Postal Department.

Without taking any more time, I would conclude by offering my congratulations to the hon. Minister for not only maintaining the reputation of the Department, but also for enhancing it, and also my thanks to officers connected with this Department, for their help and co-operation.

**Shri Vittal Rao:** One of my cut motions is to discuss the fiscal policy of the Posts and Telegraphs Department. It is needless to say—being a fact—that the Posts and Telegraphs Department is the biggest concern managed by the Government, next to the Railways. It is very unfortunate that this Department has not got a well-defined fiscal policy, not even a clear-cut plan. Even the British when they were ruling this country had a more clear-cut policy, though we did not agree with that policy. Their policy was to deny full communication facilities to the country. But it is very unfortunate that even after the advent of the National Government we see the same policy being continued. Last year during the debate on Communications, the hon. Minister who was in charge of this Department, Mr. Rafi Ahmed Kidwai, said that many people wanted it to be run as a public utility concern and therefore we should not hesitate to subsidise it; but we have to see the financial position and do it. Now I read in the report that the Posts and Telegraphs Department is a commercial department, but its revenues have not been separated from the general revenues. This looks a little paradoxical. What disappoints us most is the fact that there are no plans either to make it self-sufficient or at least for taking a share of the profits which this Department makes to enable it to discharge its responsibilities towards the people or find out other means to meet the losses which the Department may have to bear as a result of opening more post offices in rural areas. They follow the only plan which the British exploiters had before, namely, reduce the pay bills and make the workers suffer. Such a policy, in my opinion, cannot solve the difficulties. For many years we have been demanding the provision of cheap communication facilities. That demand still stands; which means that the communication services must be looked upon as public utility services and must be subsidised from the general revenues

if there is need for it. Of course, we cannot expect much from the Government of India, a Government which spends 50 per cent. of its national income towards defence, to subsidise this important public utility concern. Neither are the Government prepared to tax the rich because of their predilections towards the rich people.

But in the present situation and the indecisive fiscal policy, we find a paradoxical situation. Here with the increase of traffic, the revenues are falling. During the last six years the net profits of the Department have fallen from 11.20 crores to 3.87 crores, especially when the telephone and telephone services have started yielding profits. In those days the telegraph and telephone services were not yielding profits. As a matter of fact, the postal services were yielding profits. The fact that the Government have not put up any plan to improve upon it or appoint a Commission to look into this deplorable state of affairs is disappointing.

I once again emphasise that the Posts and Telegraphs Department should not be looked upon as a revenue earning department. The services must be run as public utility services and then only we would be able to satisfy the common man. Every year we find that we put up a demand for opening new post offices in rural areas, but we find from the report on the Posts and Telegraphs Department that the plans of the Government framed during 1948-49 to provide every village with a population of 2,000 with a post office were upset for want of funds. There is no promise to do it in future. But the same Posts and Telegraphs Department finds funds, enough funds, for renewal and replacement, and finds funds for giving a portion of its surplus to general revenues and a portion is also kept as *pro forma* to the credit of the Postal Department. But when it comes to the question of opening new post offices, it is said there are no funds. How long the present Government expect the people to remain in suspense? Opening of new post offices is the national demand and I hope the Government would put up a plan. But, as we know it, such a plan would remain a paper plan unless we overhaul the present fiscal policy, unless we decide to run the administration as a public utility service.

We hear a big ado much noise, about the alleged inefficiency in the administration. But has the Department at any time cared to find out the causes of this inefficiency? In order to hide their own policy, they simply shift the responsibility on to the shoulders of

[Shri Vittal Rao]

the poor clerks and the workers who, in my opinion, are the most honest and efficient employees in the whole Government service. The hon. Minister in his report has claimed credit for the fact that the complaints have fallen by 16 per cent. and the disposals have increased by 4.6 per cent. This is due, it is said, to the Complaints Organisation, a new organisation set up in 1947. But he overlooks basic factors like the resettlement of refugees and the settlement of their claims in due course. This has been responsible for less number of complaints and the extra percentage of disposals. This much-advertised Complaints Organisation cannot solve the problem of the alleged inefficiency as, like the Police Department, it is neither competent to find out the causes of inefficiency nor is it in a position to remove such causes. There are many causes of the alleged inefficiency and unless these root causes are removed, the nation cannot be guaranteed an efficient service. The main causes are: Enormous shortage of staff. In this connection, I have been reading a very interesting letter addressed by the Director-General of Posts and Telegraphs to the Union of Posts and Telegraphs Workers. In that letter he has stated that he recognises that there is a legitimate demand for additional staff, but he cannot sanction the demand because there is no accommodation in the offices. That is, the human aspect, the welfare of the staff, is not taken into consideration at all. Such a letter, I should think, from a Director-General is against all principles of decency and human welfare. Any civilised Government should feel it and should bend its head down in shame that because of lack of accommodation, it is going to ask the clerks to overwork to that extent.

There is another reason also. Sometimes increase in staff is not sanctioned because of lack of funds. Regarding lack of accommodation—the other day I visited the R.M.S. office at Delhi Station. There is not sufficient space for the clerks to move about. Such costly things as insured parcels and registered articles are thrown on the platform. There is no space provided according to the rules. Take sorting. Sorting is to be done through pigeon holes. I saw a clerk doing it on the floor. This is the situation. Can you not provide a better place? If the railway station is not going to provide extra accommodation for the R.M.S. people, they can as well do it in some other place in Delhi and send the bags for despatch

there. That is what is being done in Madras.

Another ridiculous thing is the lack of furniture in the offices. The clerks, when they leave their offices, lock their chairs and tables, because they know that if they do not do that, the next day when they come the chair will not be there and they will have to do their work standing.

As time is very short, I will have to rush through the various points. A postal employee puts in extra service of 20.9 years, an R.M.S. sorter of 20.8, and the running section 20.7 extra service in a service of 30 years without any extra payment. The other day I was just referring to the overtime rates. They say that eight annas will be paid for three hours' extra work and the first hour is excluded. That is, one hour's extra work pays two annas. Just imagine! Even a gangman, the lowest paid unskilled employee in the Railways, gets two annas. I have collected figures as regards promotion avenues. The promotion avenues are very few, and 95 per cent. of the staff will have to retire in the lowest grade.

A meagre stationery allowance is given to these people. A clerk gets eight annas and a postman gets three annas. With soaring prices, how will this meagre amount suffice to purchase the necessary stationery for the whole month?

As regards the housing accommodation of these workers, it is very miserable. Even those who are doing split duties are not given proper accommodation. In the whole city of Delhi itself, there are no quarters for postmen and lower categories. There are only 144 tiffin rooms and 135 canteens for about 47,399 Posts and Telegraphs offices and telephone exchanges. One friend was telling me that a post office is located in a garage, so much so that there is no space for easing oneself. There are no latrines provided. Even in Calcutta, it is said that in the post offices drinking water is not provided.

To inquire into the various service conditions, as recommended by the Pay Commission, a Committee was appointed in 1948. This Committee is known as the Expert Committee. This Committee consists of hardworked bureaucrats and one representative of the I.N.T.U.C. who cannot be accused of any predilection towards the middle class or the working class. They submitted their report and they made certain recommendations. Those recommendations which do not involve

any additional expenditure have been implemented, and those that involve additional expenditure were not implemented at all. This was what the British imperialists used to do. At that time, if there was a strike, just to check the revolutionary forces they used to appoint a committee and say: "We have appointed a committee; and as soon as the report comes, we will implement those recommendations". After the recommendations were received, they were kept on the table for some time, and then pigeonholed. This is how we also are proceeding. We are following the same policy, which is not in consonance with the reasonable demands of the people today.

To summarise, I suggest that a Parliamentary Commission be appointed to inquire into the whole working of this Posts and Telegraphs Department as also the fiscal policy. With these words I commend the cut motions standing in my name for the acceptance of the House.

**Shri Ram Dass (Hoshiarpur—Reserved—Sch. Castes):** If this Department does not function efficiently, the whole administration suffers. From the report we find that it has done meritorious work at least during the last elections. When so much work was thrown upon this Department, it did it to the satisfaction of so many candidates and the electorate. I find from the report that for this work no extra expenditure was incurred and no extra staff was employed.

But there is one feature which I must point out for the consideration of the Minister in charge. The Department employs about two lakhs of people and more than 27 per cent. of them are temporary as yet. These people perhaps suffer on account of the temporary nature of their service because they are deprived of certain emoluments and certain allowances, and the plea of want of money in their case cannot be urged so very reasonably. From the same report we find that this Department on the whole is given a surplus to the Government. Even this year, after all deductions and calculations, it has given Rs. 3.87 crores. So, if we spend a little sum for the benefit and betterment of the staff, the hon. Minister should not grudge it.

The hon. Minister has been kind enough to promise to give a post office to any village whose population is above 2,000. But nothing has been said as regards a telegraph office. I have been touring in the villages. In the rural areas I find that people are cut off from the headquarters. They

have no telegraph office, and in some cases they have no post office even. From the same report it is found that there were certain requests from some villages and when a post office was offered to them they would not have it. I remember to have gone to a small notified area, and the people came to me and said that they had been asking for a sub-post office but it had not been given to them. I asked why. There was a certain party in the village which was entrusted with this work and they would not have a post office because the man who was working in the post office was related to the headman of the village and if there had been a sub-post-office that man would have been deprived of his pay, and therefore the whole village was deprived of a sub-post-office. It is a commercial town and it has asked for a telegraph office, and yet a telegraph office has not been opened there so far. I would request the hon. Minister in charge of Communications to be more liberal in granting requests for post offices and telegraph offices, because without these further progress in the rural areas is not possible.

We find from the report that the post office staff is now given training in courtesy. There has been a lot of improvement in this respect, and now people are not so much troubled or annoyed. Yet there is much to be desired in this respect. There are instances here and there where people have to wait for hours, and sometimes they go so far as to say that unless something is offered their money orders are not taken and registered letters are not taken in time and they are asked to wait hour after hour. But the pensioners' condition is much worse. They have to come from long distances and have to stay there for days together and have to go back with a promise that their pension would come next month. Arrangements should be made so that the pensioners, at least those who come from long distances, after having undertaken long journeys, are disposed of the same day. If that is not possible, they should put up some lists, some programme showing which of the pensioners would be served on particular days, so that they would not be made to wait unnecessarily.

The lower staff has a grievance and I believe there is much truth in that. As regards the supplies of their uniforms, winter uniforms are given when the winter is over and the summer uniforms are given when the summer is over. All the time is wasted by the Government in correspondence or in taking decisions or in giving contracts or in taking tenders. Whatever that might be, the fact is, that a uniform

[Shri Ram Dass]

has to be given once every season and it would be useless if summer uniform is given in winter and winter uniform in summer. We know that when a winter uniform is given in the month of March, in the months of June and July the worms eat it and afterwards it becomes useless and the whole money spent on uniforms is thus wasted.

This Department surely has done great work and it deserves our appreciation as I have already remarked as regards the last election work in which the Department made certain experiments and those experiments succeeded very well, for instance touring post offices. Wherever they cannot give post offices, they can give touring post offices. If they do that even at the time when there are no elections, the villagers would simply be grateful to them.

With these words, I would like to finish my remarks about Communication and if you give me time afterwards, I will have to say something about Transport also.

**Mr. Deputy-Speaker:** Hon. Members will conclude in ten minutes so that other hon. Members may have an opportunity to speak.

**श्री रामदास दर्शन :** माननीय उपाध्यक्ष जी, कम्युनिकेशन (Communication) विभाग राष्ट्र के लिए उतना ही आवश्यक है जितना कि मानव शरीर के लिए नाड़ी जाल आवश्यक होता है। जिस तरह से नाड़ी हमारे शरीर में खून का संचार करती है और वह हमारे शरीर के लिए बहुत ही आवश्यक है उसी तरह से एक राष्ट्र के लिए कम्युनिकेशन विभाग नाड़ी का काम देता है और वह रक्त की तरह सारे देश में शवित और सुविधा का संचार करती है। सरकार के अधीन यह विभाग आज इस समय उपेक्षित दशा में पहुंच गया है उस से इस सरकार के बारे में मालूम हो जाता है कि सरकार की भी यहीं देश ही गई है। उस से साफ़ है सरकार की नीति भी इसी तरह से हो गई होगी।

अंग्रेजों के बले जाने के बाद जब हमारी सरकार के हाथ में राष्ट्र की बागड़ोर आई तो सब लोगों को यहीं आशा थी कि वह सारों

ओर से उन्नति करेगी। और इस विभाग में हर प्रकार की उन्नति होगी। आज जो हमारे सामने कम्युनिकेशन विभाग की डिमान्ड (Demand) रखी गई है उस में ही पोस्ट, टार विभाग की मांग है, जो २८ करोड़ ८४ लाख की है और जो सब से बड़ी डिमान्ड है।

लेकिन ने आप का ध्यान आकर्षित कराना चाहता है कि पोस्टल डिपार्टमेंट (Postal Department) के किसी विभाग में काम करने वाले आदमियों को आप देखिये। डाक का थैला ढोने वाले या गाड़ी वाले किसी भी आदमी को आप देखिये तो मालूम होता है कि इस मुल्क में यह लावारिस्स महकमा है, कोई इस का मालिक नहीं है। लावारिस्स बच्चे की जो हालत होती है वही हालत इस महकमे में काम करने वाले अधिकारियों की भी है।

स्वराज्य होने के बाद मालूम हुआ कि सन् १९४८ में सरकार की तरफ से कोई कमेटी बनी जिस का ज़िक्र हमारे पूर्व वस्ता ने किया है। लेकिन उस की जिंदांगी इसी तरह विनाकुछ किये ताक में रख दी गई है और उस पर कोई कार्यवाही नहीं हुई। साप्ताहिक छुट्टी आदि की दो एक सुविधाएँ उन को दी गईं, जिन में एक भी पैसे की ज़रूरत नहीं होती थी। लेकिन जहां अर्थ से सम्बन्ध हुआ आप ने अपना हाथ ऐसे ही खोच लिया जैसे कोई बनिधा खोच लेता है। इस तरह के बनियों से आप चलना चाहते हैं। इस तरह से यदि आप कम्युनिकेशन को अपने मुल्क में बड़ाना चाहते हैं तो मुझे आप की नीति पर, आप के दँग पर तरह आता है। आप को अपना यह तरीका बदलना होगा। एक साथी ने यह बहुत ठीक सुप्राप्त रखा कि पालियामेंटरी कमीशन या कमेटी

आप बनाइये और उस के सामने इस महकमे की जितनी बातें हैं और इस महकमे वालों को जितनी सुविधायें दी जा सकें वह सामने रखिये और जो कुछ सुविधायें आप उन को दे सकें वह दीजिये। यदि आप कहते हैं कि और महकमों की तरह यदि इस में आमदनी होगी तभी सुविधा दे सकते हैं बरता नहीं, यह नहीं हो सकता। यदि यह महकमा राष्ट्र के लिये आवश्यक है, सरकार के लिए आवश्यक है, जनता के लिए आवश्यक है तो और डिपार्टमेंटों की तरह ही आप को इस के साथ विशेष व्यवहार करना पड़ेगा।

मैं इस के सम्बन्ध में एक और पहलू भी आप के सामने रखना चाहता हूँ। आप की उपेक्षा दृष्टि का ही यह फल है कि इस डिपार्टमेंट में भी जो बहुत अंश में निर्दोष समझा जाता था, करप्शन (Corruption) बढ़ रहा है। यह करप्शन इसलिये बढ़ रहा है कि आपने इस महकमे के कर्मचारियों की तरफ ध्यान नहीं दिया। देहात में ऐसी शिकायतें आती हैं कि बीस बीस रुपये का मनीआंडर होता है तो १५ रुपये ही दिये जाते हैं और दस्तख़त बनवा लिये जाते हैं। इस डिपार्टमेंट में यह करप्शन नया नया धुस रहा है। अगर आप इस महकमे के अधिकारियों को सुविधा नहीं देंगे तो दूसरा डिपार्टमेंट आप को लेना पड़ेगा करप्शन रोकने के लिये। इस के लिये भी आप कोई डिपार्टमेंट बनाइये और यह देखिये कि कहाँ कहाँ करप्शन होता है, उस का पता लगाइये और फिर जो कुछ सुधार करना हो कीजिये। इस सम्बन्ध में और साथियों ने बहुत कुछ वह दिया है। मैं इतना ही कहना चाहता हूँ कि पालियामेंटरी कमीशन या कमेटी आप बनाइये और जो कुछ सुधार आप इस में कर सकें और सुविधा इम्पलायीज को आप दे सकें वह अवश्य दीजिये।

इस प्रसंग में एक बात बरबस याद आती है। कुछ दिन पहिले इस महकमे के लोगों ने अपनी बातें आप तक पहुँचाने के लिये एक छोटी सी हड्डताल की थी। उस को बहुत दिन हो गये। इस के पूर्व माननीय रक्षी साहब जब इस विभाग के इंचार्ज (In-charge) थे और हमारे नेता जयप्रकाश बाबू ने इस सवाल को उठाया था तो लोगों की आशायें बहुत बढ़ गई थीं और मानूम होता था कि यह सवाल हल हो जायेगा। परन्तु अन्त में यह एक अप्रिय प्रतंग है कि बहुत आशयें बढ़ा कर भी आपने उन को अन्त में निराश कर दिया। बहुत छोटी सी उन की मांग थी और मैं सरकार से आज भी अर्ज करना चाहूँ हूँ कि इन की मुनावाई आप कर दीजिये, वह बहुत छोटी सी चोट है। इस से उन में उत्साह बढ़ेगा और अगर आप रोकते हैं तो यह एक गुणह बेलज़ज़त होगा। इन को आप जल्द हड्डताल के समर कीपे (pay) दे दीजिये।

मैं एक चीज़ और कहना चाहूँ हूँ। वह इस महकमे के तार विभाग के सम्बन्ध में है। इस मुलक से अंग्रेजी राज्य तो बला गया, लेकिन अंग्रेजी भाषा की गुलामी आज भी गांव गांव में लदी हुई है। अभी देहात में भी जो तार दिये जाते हैं वह अंग्रेजी में दिये जाते हैं। अंग्रेजी के जाने के बाद अंग्रेजी को रखने का मोह शहरों में भले ही हो, हमारी पालियामेंट में बैठने वाले कुछ साधियों में जल्द है और वह इस के लिये लड़ते हैं, लेकिन मुझे हैरत होती है जब रुचामरुचाह आप देहाती लोगों पर भी अंग्रेजी भाषा लादे हुए हैं। वह इसे एक क्षण भी नहीं चाहते। हिन्दुस्तान के किसी कोने में जनता नहीं चाहती कि अंग्रेजी में तार भेजे जायें। लेकिन आप उन पर इसे बरबस लादे हुए हैं। हृण कर के आप अंग्रेजी जल्द से जल्द हटाइके

[**श्री रामजी वर्मा**]

और इन तारों को हिन्दी में जाने दीजिये या और प्रान्तीय भाषाओं में जाने दीजिये।

में एक बात आप के सामने और बताना चाहता हूँ। दस दिन की बात है कि इलाहावाद में एक साथी टैलिप्राकिक मनीआंडर करने गये। उन्हें बताया गया कि हिन्दी में तार तो भेजा जा सकता है, लेकिन मनीआंडर तार से हिन्दी में नहीं भेजा जा सकता। तीन घंटे तक हुज्जत करने के बाद उन को मजबूर किया गया कि अंग्रेजी में तार दें। लेकिन वह कुछ अकड़ के आदमी थे। तार देने के बाद भी उन्होंने पता लगाया और अन्त में बस्ता खंडन के बाद सरकारी आदेश मिला जिस के अनुसार मनीआंडर भी तार द्वारा हिन्दी में भेजा जा सकता था। यह दूआ, मगर वेचारों को कितनी परेशानी उठानी पड़ी। आप के महकमे के लोगों को मालूम तक नहीं है कि आप के क्या आदेश हैं। जरा इस पर भी आप गौर कीजिये।

में एक बात आप से और एविएशन (Aviation) के एयर मेल सर्विस (Air mail service) के सम्बन्ध में कहना चाहता हूँ। हमारे साथियों ने इस सम्बन्ध में भी बहुत कुछ कह दिया है। मैं आप का ध्यान एक छांटी सी बात की तरफ दिलाना चाहता हूँ।

एयर मेल सर्विस के दिल्ली से कलकत्ते जाने के दो रास्ते हैं, एक तो यहाँ से लखंऊ, लखंऊ से बनारस और पटना होते हुए और एक सीधा दिल्ली से कलकत्ता को है। मेरी आप से यह दस्तावेज़ है कि आपने जो रेलवे की रिग्रूपिंग (Regrouping) की है और छः जोन्स (Zones) बनाये हैं उन में से एक का हैडक्यार्टर (head-

quarter) आप ने गोरखपुर में बनाया है महबूबी एयर मेल सर्विस नहीं है। अगर इस लाइन को गोरखपुर से लाया जावे तो इस में आप की कोई क्षति नहीं होगी। आप समझते होंगे कि गोरखपुर छोटी जगह है, लेकिन मैं आप को बताऊं कि कमर्शियल और इंडस्ट्रियल (Commercial and Industrial) दोनों प्लाइनिंग आफ थ्यु (point of view) से उसका बड़ा महत्व है। गोरखपुर कमिशनरी के अन्दर करीब पच्चीस मिलें हैं। यदि गोंडा को भी मिला दिया जाय तो मैं समझता हूँ कि करीब ३२ मिलें हो जायेंगी। तेल की मिल हैं, जूट की मिल हैं, आयरन फाउंडरी, (Iron foundry) भी बरहज में बनते ही वाली हैं, आप को एयर मेल स्टेशन बनाने में कोई असुविधा नहीं होगी क्योंकि गोरखपुर में एक बहुत शानदार एरोड्रोम (Aerodrome) भी है, और इंटरनेशनल प्लाइनिंग आफ थ्यु से भी गोरखपुर के निकट कसिया बड़े महत्व की जगह है। इसलिये मेरी आप से दस्तावेज़ है कि यह जो लाइन जाती है उस को सीधे न भेज कर दस मिनट के लिये गोरखपुर में स्टेशन मान कर रोका जाय तो इस से जनता को बहुत काशदा होगा और आप को भी कोई हानि नहीं होगी। इंडियन नेशनल एयरवेज की जो लाइन दिल्ली से कलकत्ते जाती है वह गोरखपुर के रास्ते से हो कर जा सकती है।

(English translation of the above speech)

**Shri Ramji Verma:** Sir, the communications are to a country what arteries are to the human body. Just as the artery circulates blood in the body and is indispensable for it, in the same way the Communications Department does the work of an artery.

for a country and, like blood is its strength. But this Department has been ignored by the Government and this is a reflection on the general condition of the Government. That also goes to prove the weakness of Government policy.

When, after the departure of the British, our own Government took up the reins of administration, people thought that there would now be an all-round progress of the country and this Department would also develop in every way. Now the Demand of this Department is before us. Only the Post and Telegraph Section has a Demand of Rs. 28 crores and 84 lakhs which is the biggest demand of all. But I just want to draw your attention towards the condition of the employees of the Postal Department. Look to the mail-bag carriers or the cart pullers and it would seem as if it is an orphan department without anybody to look after it. The condition of its employees is like that of orphan children.

After independence, the Government had constituted a Committee referred to by the previous speaker. But no action has been taken on its report. One or two facilities like the weekly holiday which did not involve any monetary expenditure, were given to them. But when they were faced with a question wherein money is involved, they withdrew their hand like a bania. I can only pity them if such miserliness is to be observed. The country's communications cannot be improved by such a policy. They must change that outlook. An hon. friend has put right suggestion viz. to form a parliamentary commission or committee and refer to it for its consideration all the problems concerning this department. This committee may decide after consideration what amenities should be provided to them and the Government should give them whatever amenities they can. It would be wrong to say that amenities could only be provided when there is consequent increased income. If this department is considered essential for the nation and for the Government, special attention will have to be given to this department also like other departments.

I also want to put before you another aspect of this department. It is in fact the result of the neglect on the part of the Government that corruption is increasing in this department which was once supposed to be entirely free from it. This corruption is increasing because the Government did not pay any attention to the employees of this department. Complaints are received

from villages that only Rs. 15 are paid to a payee for a money order for Rs. 20 and his signatures are secured. This type of corruption has crept in only recently. If proper amenities are not given to the employees of this department, another department will have to be opened for checking this corruption. A section must now be formed to find out where corruption prevails and to take the necessary action to put an end to that. Some of my friends have already expressed themselves in this connection. I only want to say that a parliamentary commission or committee should be formed and whatever amenities could be given to the employees should be given.

I am reminded of a thing in this connection. Sometime back the employees of this department had gone on a minor strike in order to place their grievances before the Government. Sufficient time has passed since then. Hon. Shri Rafi Ahmad Kidwai was in-charge of this department at that time and our leader Babu Jai Prakash Narain had raised this question. Hopes were high and it seemed that the question would be solved. But it is so unfortunate that the matter ended without any result in spite of the great hopes that were entertained and the employees had to meet despair. Their demand was small. I still request the Government to fulfil their demand, for whatever they had demanded was not much. This would encourage them. To resist that demand would be unfair. They must be paid their salaries for the period of the strike.

I should like to say one thing more in connection with the Posts and Telegraphs Department. Although the British rule has gone from the country, the slavery to the English language is evident everywhere. Even in the villages, telegrams are sent in English. There might be some attachment to the English language in the cities even after the departure of the English rulers; that affection is certainly there in the case of some hon. Members of this Parliament, but I am simply surprised at this forcible imposition of the English language upon the villagers who do not like it in the least. Nowhere in India do people want the telegrams to be sent in English, but this is being imposed upon them. English must be done away with immediately and telegrams should be sent either in Hindi or in Provincial languages.

In this connection, I want to place certain facts before you. Only ten days back a friend of mine at Allahabad went to the telegraph office to send a telegraphic money order. He

[Shri Ramji Verma]

was told that a telegram could be sent in Hindi, but not a telegraphic money order. After three hours of discussion he was obliged to send it in English. But he was an adamant sort of person. So after sending that, he made enquiries and at last he came across a Government order mentioning that telegraphic money orders could also be sent in Hindi. Thus he had to undergo all that unnecessary bother because the persons dealing with this matter did not even know what the instructions of the Government were in this connection. Such is the condition of this department.

I would also invite your attention towards the Air Mail Service. Other friends have already said enough in this connection. I would draw your attention to a small thing.

There are two air-routes between Delhi and Calcutta: one via Lucknow, Banaras and Patna and the other direct from Delhi to Calcutta. Now Gorakhpur is one of the headquarters of the six zones formed as a result of the regrouping of the railways. But there is no air service in Gorakhpur. It would be very good if this route is diverted through Gorakhpur. The Government might probably think that Gorakhpur is a small place. But I may tell them that it has great importance both from the commercial and industrial points of view. There are twenty-five mills in the Gorakhpur Division. If Gonda is also included, this number would increase to 32. There are oil mills and jute mills and an iron foundry is also going to be established at Barhaj. There will be no difficulty in making Gorakhpur an air-mail station because there already exists a very good aerodrome. From the international point of view also, Kasia near Gorakhpur is an important place. So I submit that Gorakhpur should be made a station on this direct line. This would greatly benefit the people and the Government too would not be the loser. The Delhi-Calcutta line of the Indian National Airways can be diverted and made to run via Gorakhpur.

صلوٰی محدث اکھر: چناب فہمی  
اسیہ میر صاحب - ہاؤس میں اس  
وقت جو مسئلہ ہے پھر بحث ہے وہ  
کونویکوشن (Communication) اور  
ٹرانسپورٹ (Transport) کے ساتھ تعلق

رکھتا ہے - کونویکوشن اور ٹرانسپورٹ کے متعلق جو قیمہلاتس (Demands) اس وقت ہاؤس میں پہنچ کی گئی ہیں میں ان کی تائید کرتا ہوں - اور حکومت کی توجہ اس سلسلہ میں چند ضروری باتوں کی طرف دلانا چاہتا ہوں -

چناب والا - یہ ایک حیثیت ہے کہ پہنچنے والے پانچ سالوں کے قابلِ مردم میں حکومت ہند نے دیاست جسون اور کشہ میں کئی بڑی بڑی سرکیں اور چند بڑے اور ہاندلا پل تعمیر کئے ہیں - پہنچنکوٹ سے لے کر جسون تک ۶۰ مہل لسی اور ہاندلا وسیع سوک تعمیر کی ہے - یہ سوک اس طور پر تعمیر ہوئی ہے کہ ہندوستان کی کسی بڑی سے بڑی اور بہت بڑی سوک سے کسی حیثیت سے کم نہیں ہے - ہند سرکار نے دیاست کے دیہاتوں اور قصبوں میں پوسٹ افسر اور تیلہکراف آفسر قائم کئے ہیں - سرکار نے دیاست میں مستقل طور پر ہوانو، سروسیز قائم کی ہیں - سرکار نے پہنچنکوٹ اور جسون کے درمیان جو ہاندلا سوک تعمیر کی ہے اس پر دریا داوی اور چناب اور اوجہ پر بڑے اور پانڈا پل تعمیر کئے ہیں اس سوک کو پہاڑوں اور سلسلہ نالوں کے دشوار گزار مقابلوں میں سے گزار کر اس طریقہ پر تعمیر کیا گیا ہے کہ تعمیریں کرنے کے بغیر چارہ ہی نہیں رہتا ہے چناب والا

انکویزی راج کے زمانے میں دیاست میں  
دیبات کے اندر یوسف آفسیز اور  
تلهکراف آفسیز کی تعداد انتہائی طور  
پر کم تھی۔ سرکار نے اس طرف توجہ  
دے دی اور دیاست کے دیباتوں  
میں خاص تعداد میں یوست  
آفسیز اور تلهکراف آفسیز کا اضافہ ہوا  
ہے۔ موجودہ ہلہ سرکار کے زمانے سے  
یوشت دیاست میں ہوائی سروسز کا  
نام و نشان اور وجود تک نہیں تھا۔  
اب دیاست میں ہلہ سرکار نے جسون  
اور سویلکو میں ہوائی ائمہ تعمیر  
کو کے اس سروس (service) کو  
مستقل طور پر دیاست میں جاری کر  
دیا ہے۔ یہ اس حکومت کا ہی کام  
ہے کہ اس سروس کے ذریعہ سے سب  
کے لئے سفر کی اور دیکھ ہمہلیات پیدا  
ہو گئیں ہیں۔ چنان وہا۔ حکومت  
ہلہ کی یہ خدمات اور تعمیر کام  
ہاندار اور قابل تعریف ہیں۔ ہلہ  
سرکار نے یہ خدمات اور تعمیر کام انجام  
دے کو دیاست کی اقتصادی معاشرتی  
اور تدنیٰ حالات پر ایک خوشکوار اور  
بہترین اثر پیدا کو دیا ہے ان خدمات  
اور تعمیر کاموں کے لئے میں ہلہ  
سرکار کو سفارکھا دیتا ہوں۔ اور اس کا  
شکریہ ادا کرتا ہوں۔ سرکار کے متعلقہ  
محکمہ نے ان تعمیر کاموں کو ایک  
اچھے تلیل صورتے کے اندر جو ہلہ سرکار  
اور دیاست دونوں کے لئے حصہ ہوں  
اور مہکلات کا دوڑ تھا اس قابلہت۔  
محلہت۔ تلوی اور ہست سے انجام

دیا ہے کہ سرکار کے متعلقہ محکمہ کی  
اوہ سرکار کی جس قدر تعریف کی جائے  
کم ہے۔  
چنان والا۔ میں عرض کرنا چاہتا  
ہوں کہ ان ہاندار اور قابل تعریف  
تعمیر کاموں کو انجام دیلے کے باوجود  
بھی ایک واسع اور کھلی کمی باقی ہے  
یہ کسی ایلی نویت اور صورت کے لحاظ  
سے بہت بڑی اور اہم کم ہے یہ کسی  
ایسی کمی ہے جس نے ان تعمیری اور  
ہاندار کاموں کے ازراحت اور مددات کو  
جن کے متعلق میں نے ابھی صرف کی  
ہے بہت بڑی حد تک کم اور ڈالکل کو  
دیا ہے کسی کی نویت اور صورت یہ  
ہے۔ اس وقت جو بحث ہو دھی ہے  
وہ کمونیکیٹھس کے متعلق ہو دھی ہے  
بہر حال کمونیکیٹھس اور توانسہووٹ  
دونوں کا بہت تعلق ہے اس لئے میں  
دونوں کے متعلق ساتھ ساتھ عرض کر  
دیتا چاہتا ہوں۔ وہ کسی یہ ہے کہ  
بانہال پہاڑ کا داستہ موسم سرما میں  
بلد ہو جاتا ہے اور کئی مہینے تک بلد  
پروا رہتا ہے۔ اور اس سوک پر آمد و رفت  
اور تھاڑت کا سلسلہ بالکل بلد ہو جاتا  
ہے۔ کشہر اور اس کے سرحد اور جسون  
و ہندوستان اور دنہا کے دیکھ ممالک  
سے بلکل کت آٹ (cutoff) ہو جاتے  
ہیں اس بلدہ اور دکاونگ کی وجہ سے  
ساری دیاست میں ہام طور پر اور کشہر  
میں خاص طور پر لوگوں کے اقتصادی۔  
تدنی اور تھاڑی حالات تھا۔ وہ بہادر  
ہو کو دی جاتے ہیں۔

## [صوفی محمد اکبر]

اور بہاں کے عوام کو سہلکروں اور ہزاروں مشکلات اور مصیبتوں کا شکار ہونا پوتا ہے - اس سلسلہ میں ہو اس سے بھی بوجھو مصیبت اور خرابی پیدا ہو دھی ہے وہ یہ ہے کہ فروعیات زندگانی کی چیزوں کو کشیدہ میں لے جانا - وہاں تک پہنچانا - نامسکی ہو جاتا ہے - اور جی چیزوں کو وہاں سے برآمد کونا ہوتا ہے لیے کا برآمد کونا مصالح ہو جاتا ہے - جناب والا - امن دکاوٹ کا ائر صرف دیاست کی اقتصادیات اور معاهدیات تک ہی محدود نہیں رہتا ہے - بلکہ جہاں تک قنہلیس (Defence) کا تعلق ہے قنہلیس میں بھی اس سے کچھ خرابی واقع ہو جاتی ہے اور اس مصکھ کو کافی نقصانات برداشت کرنے پڑتے ہیں - اس کی کو - اس دکاوٹ کو - جو کہ ایک ملکی - قومی اور وطنی اہم کمی ہے - فوجی طور پر دو دو کونا - اور اس کا علاج کونا نہایت اہم اور فوجوی ہے - بانہال پہاڑ کا داستہ ایک واحد ذریعہ ہے جو کشیدہ کو جموں - ہندوستان اور دنہا کے دوسرے ممالک سے ملا دہتا ہے - لہذا اس دکاوٹ کو فوجی طور پر دو دو کونا - اس کا علاج کونا نہایت ہی اہم اور نہایت ہی فوجوی ہے - اس کا علاج صرف ایک اسی صورت میں ہو سکتا ہے - وہ یہ ہے کہ بانہال پہاڑ میں تمل (tunnel) تعمیر کیا جائے - ان حالات میں میں حکومت ہند کی نوتس میں لئے ہوئے پڑا دو

طود پر کہوں گا کہ سال دوں کے بعد میں بانہال تمل (Banihal Tunnel) نے دوپہر مہما کیا جائے - اور اس کام کی اہمیت - اس کام کی بوانی - اور اس کام کی ضرورت کو زیر نظر رکھتے ہوئے اس کی تعمیر کو فوجی شروع کر دی جائے - جناب والا - میں نے ابھی کہا کہ آپ نے تعمیری کاموں میں جہاں تک دیاست کا تعلق ہے کروڑوں روپیہ خرچ کیا ہے - اگر آپ اس بانہال پہاڑ کی تمل تعمیر کر دیلگے تو ان تعمیری کاموں پر آپ چار چاند لئا دیلگے اور ان تعمیرات کو صحیح معلوم میں اور پورے طور پر ساری دیاست کھلائے فائدہ ملد اور مسود ملد بنا دیلگے - اگر آپ بانہال پہاڑ میں تمل بنا دیلگے تو آپ دیاست کی اقتصادی - معافی تدبی اور تجارتی صورتوں میں ایک عظیم انقلاب پیدا کر دیلگے اگر آپ بانہال پہاڑ پر تمل تعمیر کریں گے تو آپ بہاں کے قنہلیس کو مفہوم سے مفہوم طور پر بنا دیں گے - بھی قدم اٹھا کر آپ بہاں کے عوام کی مالی - اور تجارتی حالت کو بہتر بناؤ ان کی ترقی کا باعث بن دیلگے - پاکستان کے حدود میں دھلے والوں کی طرف سے ہندوستان اور کشیدہ کے اتحاق کے خلاف جو دلہمیں دی جاتی ہیں ان میں ایک دلیل یہ ہوئی ہے کہ ہندوستانی اور کشیدہ کے درمیان کلمکت کرنے والا کوئی اہما داستہ موجود نہیں ہے جس پر سال

بھو تریلک چل سکے اور تجارت ہو سکے۔  
 اب بانہال بھاڑ میں تل تعمیر کر کے  
 اس فضول اور غلط دلہل کو بھی ختم  
 کر سکتے ہیں۔ میں امید دکھتا ہوں  
 کہ حکومت ہند اس طرف فوری توجہ  
 دیجی۔ سوالوں میں بھی اس بارے  
 میں دریافت کہا کیا ہے۔ اور دوسرے  
 طریقوں سے بھی ہم نے اس معاملے کو  
 سامنے دکھا ہے۔ ہم امید دکھتے ہیں  
 کہ معاملے کی اہمیت اور اس کی  
 فرودگات کو زیر نظر رکھتے ہوئے اس پر  
 فوری طور پر کارروائی کی جائیگی۔ اس  
 اظہار کے ساتھ میں اپنی تقریر کو  
 ختم کرتا ہوں۔

(English translation of the above speech)

**Sofi Mohd. Akbar** (Jammu and Kashmir): Sir, the subject under discussion in the House at present relates to Communication and Transport. While I support all the demands that have been put forth in connection with these subjects, I would like to draw the attention of the Government to a few important points.

Sir, it is a fact that the Government of India have constructed a number of excellent roads and bridges in the State of Jammu and Kashmir during the short period of last four or five years. A sixty mile long road of an excellent order has been constructed connecting Jammu with Pathankote. The road is one of the finest roads in India.

The Government of India have opened a number of post offices and telegraph offices in towns and villages of the Kashmir State. The State has been connected with the rest of India by a regular air service. The road which connects Pathankote with Jammu is one of the finest roads. Huge bridges of permanent nature have been built across the rivers Ravi, Chenab and Ujh. This road has to pass through mountainous terrain and cross a number of flooded streams; it has been so constructed that one cannot but pay tribute to the engineering skill that has been used in its construction. Sir.

during the British regime, the number of post offices and telegraph offices in the State was very very small. But the present Government paid attention to the needs of the State and the number of post and telegraph offices in the rural areas of the State has been increased. There was nothing like a regular air service to the State before the present Government took over the reins of administration. But now we find the Government of India have constructed aerodromes in Jammu as well as in Srinagar and have made the air service to that State a regular feature. It is because of this Government that facilities of travel etc. have been provided by opening this service. Sir, the achievements of the Government of India and their constructive activities are magnificent and praiseworthy. They have created a healthy atmosphere in the economic, social and cultural life of Kashmir by providing the people of that place with these facilities and by other similar constructive activities. I congratulate the Government for all these things and also express my sense of gratitude to them. The concerned Ministry has done these things in such a short period and with such efficiency, courage and swiftness of action that we cannot resist paying tribute to the Government of India in general and the concerned department in particular.

Sir, I beg to submit that in spite of these splendid and praiseworthy achievements there is a deficiency—clear and conspicuous. This deficiency in its very nature, is a big and serious one and it has lessened to some degree the effects and benefits of all those splendid achievements which I have described just now. The deficiency is this. We are discussing communications at this time, but the subjects of Communications and Transport are to a great extent interlinked, and so I would express my ideas on both the subjects here. The drawback is this. The Banihal Pass remains closed for several months in winter. Trade and Communication come to a standstill on that route, during that period. Kashmir and its frontier regions remain cut off from Jammu and India and the rest of the world. This drawback leads to an economic, commercial and cultural debacle, reducing the people of the State in general and of the people of Kashmir Valley in particular to a sad plight. The people there have to suffer innumerable hardships and difficulties. The major difficulty caused is that it becomes impossible to transport commodities to that place as also it becomes difficult to export goods from that place to the other parts of India. Sir, this drawback not only affects the economic

[Sofi Mohd. Akbar.]

well-being of the people of Kashmir, but also has its adverse effects on the defence of the country as well. This department has to suffer a great loss on this account. It is essential that this drawback which affects our territorial integrity and other things, should be removed or remedied. Banihal Road is the only route which connects the Valley of Kashmir with Jammu and India and the rest of the world. It is essential that this hurdle should immediately be removed and remedied. There is only one remedy to it and it is that a tunnel should be bored through the Banihal mountain. In view of this situation I would most earnestly request the Government of India to make a provision in the current Budget for boring a tunnel through the Banihal mountain and also to start work on it immediately in view of its importance and urgency. Sir, I have just now submitted that the Government have spent crores of rupees in the State so far as their constructive activities are concerned. If a tunnel is bored through the Banihal mountain you would bring about a revolution in the economic, commercial and cultural life of the State. If the proposed tunnel is bored you would be strengthening the defence of the country. You would be a cause of the economic prosperity of the people of Kashmir by taking such a step. People living in the Pakistan-held areas of Kashmir while giving their arguments against accession of Kashmir to India have taken recourse to this plea and say that there is no such route connecting India and Kashmir which may remain open to traffic throughout the year and may help in the trade and commerce of the State. Sir, you can put an end to this absurd argument by boring a tunnel through the Banihal mountain. I hope the Government of India would give their immediate attention to this problem. Questions have been asked in the House about this matter and we have stated our case in other forms as well. We hope that in view of the need and significance of this matter the Government would take an early step in this connection. With these words, Sir, I close.

11 A.M.

**The Minister of Communications (Shri Jagjivan Ram):** I must congratulate the hon. Members who have paid compliments to my Ministry for its efficient working. There have been some discordant notes and I shall take notice of them at the proper time. As has been rightly remarked, the Posts and Telegraphs Department happens to be a Department which is said to be

a commercial one, but it has actually to serve the purpose of a utility department. Herein lies its difficulty. Some hon. Members have raised the question of separate financial arrangements for it. They have said that its revenues should be separated from the general revenues, so that it may be in a position to create several types of funds for the development of the postal and telegraph services even in places where these might not prove self-supporting. That is a question with wide implications and I shall not proceed forthwith to give any categorical reply to it. It will have to be examined in detail in consultation with my hon. colleague the Finance Minister.

Being a utility service, the P. & T. Department should see that there are, as there ought to be, postal facilities in every part of the country. In spite of the phenomenal developments that have taken place in regard to the opening of new post offices and telegraph offices, there exist in our country large tracts where these facilities are not available for miles together, and naturally there is greater demand for them. Every village wants a post office, and that demand is quite understandable. But, however much we might like to increase the number of post offices, certain obvious limitations come in our way. When I say "obvious limitations", I do not refer only to financial limitations. There are physical limitations as well. There are vast areas where we have not as yet developed facilities even for the travelling of mail runners. Only the other day I examined why we have not been able to open extra-departmental post offices in certain areas of Orissa, and I found that those areas were infested with wild animals and no runner would undertake a hazardous journey through them. Therefore, it is not possible even if we are able to provide the necessary finance, to cover the villages in such areas. I do not want to quote elaborate figures. If hon. Members would refer to the booklet which has been supplied to them concerning the activities of the P. & T. Department, they will see how phenomenal has been the increase in the number of rural post offices. During the current year, we have a programme for covering all the remaining villages with a population of 2,000 and above, so that all of them will have post offices. If the obvious limitations to which I have referred can be overcome with the co-operation of the State Governments and the other concerned Ministries here, we may go a step further and cover villages with a population of less than 2,000.

This applies to telephone offices also. Some hon. Members remarked that there are still district headquarters where no telephone exchanges exist. That is true. I think that at 46 district headquarters, we have not got telephone exchanges or public call offices as yet. But most of these district headquarters are in States which were previously known as the "Indian States" and which have joined the Union recently. Shri Raghubir Sahai referred to his own district in U.P. Perhaps his and one other district are the two districts in U.P. which have not got telephone exchanges as yet out of a very large number of districts in the Uttar Pradesh. I think during the course of the year we will make every possible effort to cover at least the district headquarters either with a regular telephone exchange or with public call offices.

Then points have been raised regarding the grievances of the workers or the employees in the Posts and Telegraphs Department. When my hon. friend Mr. Vittal Rao was speaking on the subject, I was thinking that he would raise some important points; but he has not. He said something about the shortage of staff, and heavier workload consequent thereupon. He complained of the lack of accommodation; he went further and made some complaint of some broken pieces of furniture in some post offices in his part of the country. Had he referred to the Budget provision, perhaps he would not have raised these two questions, regarding the shortage of staff and the shortage of accommodation.

Accommodation is a very big problem—especially in a department which covers, at least tries to cover, every portion of the country treaded upon by any human being. Obviously there will be difficulty of accommodation.

**Shri Vittal Rao:** Even in New Delhi!

**Shri Jagjivan Ram:** Some of our post offices were constructed long long ago. Let us imagine the conditions of postal communications and the pressure on the post offices at that time. With the increase in literacy, with the development of industries, with the mobility of population, the pressure on our communication services has increased. Unfortunately, the expansion in accommodation has not kept pace with the increase in the pressure on the services. It is true, and I must frankly admit, that I myself feel that unless we provide proper accommodation in our offices, efficiency to a great extent will suffer. But at the same time, when I examine it, I find that it is a colossal

problem. For the last so many years—in some cases for the last one hundred years—the accommodation has continued to be the same though it should have expanded. So, we are trying to make liberal provision in the Budget; though, I must admit that it is only a fraction of our requirements at the present moment.

The same applies to workers' housing. We have a very large number of employees to whom we have not been able to provide residential accommodation, though we have made some provision for it in the Budget. But I have no hesitation in admitting—and admitting very frankly—that it will meet only a fraction of our present demands. We have a developmental scheme for the next five years and I will try my best to expand office accommodation and to provide greater and greater residential accommodation to our employees.

**Shri Vittal Rao:** There has been a wide gap between promises and performance.

**Shri Jagjivan Ram:** I do not know whether it applied to this side or that. That only time will prove. So long as one has only to make promises and never to implement them, so long as one is sure that he can make only promises and never acquire a position where he has to implement them, he can make any promise. Our difficulty is that we can make only those promises which we can reasonably expect to implement. Therefore it is that I frankly admit that whatever we are providing is only going to meet a fraction of our requirements. We know our responsibility. We know that we have not only to make promises, but that we have to implement them. I know the difficulties of our staff and our employees. I know of offices where there is so little of accommodation that there is not space enough for the employees to move about. That condition has to be improved. It will take time; it will take time in spite of our best efforts.

Regarding shortage of staff, I may assure the House that in our own interest, in the interest of the efficiency of the Department, we will have to provide an adequate number of staff. Regarding the report of the Expert Committee, two hon. Members have made a grievance and rightly so, I think. But I may inform the House that the report of the Expert Committee has been examined and those portions of it which did not entail any financial liability have been implemented. The other portions of the Expert Committee's report have also been

[Shri Jagjivan Ram]

examined by the Department and are under the consideration of the Government and I may assure the House that I am going to reach a decision at a very early date.

Regarding Hindi telegrams I myself attach great importance to that. From the information that I have collected regarding introduction of facilities at telegraph offices for Hindi telegrams, I find that the result has not been very encouraging. We have made provision at a number of places for the despatch of telegrams in Hindi. The charges have been liberalised, but still the response from the public has not been very encouraging. I may assure the House that I will do my best to encourage the use of Hindi in telegraph offices more and more.

**Lala Achint Ram (Hissar):** Reduce the charges of telegrams.

**Shri Jagjivan Ram:** The charges are calculated on the same basis as in English.

**Lala Achint Ram:** Reduce them.

**Pandit Thakur Das Bhargava (Gurgaon):** In English many words are not required to convey the meaning; while that is not so in the case of Hindi.

**Shri Jagjivan Ram:** I do not think that is so. Moreover, we are not charging for prepositions. We are charging on the same basis as in the case of English—one anna for one word.

**Pandit Thakur Das Bhargava:** It is easy to convey the meaning in English whereas in Hindi you have to use more words.

**Shri Jagjivan Ram:** It depends on how you write the telegram. If my hon. friend would come to me I can draft a telegram in Hindi which will perhaps be more concise than in English.

**Pandit Thakur Das Bhargava:** It will be all the more costly if people have to go to the hon. Minister for getting their telegrams written out.

**Lala Achint Ram:** Reduce the charges.

**Shri Jagjivan Ram:** Well, I cannot say anything about that, except that I will bear these suggestions in mind. But I do not think there is any possibility of reduction in the charges, though we may liberalise the facilities provided in respect of these telegrams.

I think these are the points which were raised regarding the Posts and Telegraphs Department. I may add

one or two things. Something was said about the uniforms—late supply of uniforms, winter uniforms being supplied during summer and summer uniforms during winter, and the uniforms not fitting quite well on the persons for whom they are meant. I do not know how far this criticism about late supply is justified. But I have myself been examining whether we cannot further decentralise the making of these uniforms so that they can be supplied more in time and also so that they may be more suitable. I am still examining that question. I cannot say more at this stage.

As regards a number of grievances of the employees, I may here declare that it will always be my earnest endeavour to secure all possible facilities and amenities for the employees in the Department. I have got before me some figures of the amenities that we are providing for the employees in the Posts and Telegraphs Department and also of the amount that we are spending on those amenities. I do not want to quote those figures. I myself feel that those figures should increase several fold. We have a number of canteens. I am not quoting the figures because those figures are available in the booklet that we have supplied. I myself feel that we can increase the number of canteens. We can increase the number of co-operative societies among the Postmen so that my friend Mr. Ram Das will not have the opportunity to complain about the late supply of uniforms. We may very well hand over this work to the co-operatives of the Postmen themselves. But it will take time.

Today when I find the multiplicity of trade unions among the postal and telegraph employees I am perturbed, not because I have to deal with so many trade unions but because there is so much of rivalry among the trade unions, one demand of one trade union being contradicted by another demand of another trade union. So in their own interests it will be better if some sort of alignment is sought among themselves so that they can strengthen their unions, increase their membership and speak with a more united voice when they have to put forth any grievances or demands before the Government. And that will help some constructive activity among themselves as well. Enlightened as they are, the postal and telegraph unions should consider this seriously whether it should be their only function to ventilate the grievances of the employees or they should engage themselves in some constructive activities which will better the condition of

their employees in other respects. And that will be possible only if the number of trade unions is reduced and if there is no multiplicity of trade unions competing with one another, putting forward demands only with a view to placating the workers and increasing their membership and not functioning purely on trade union lines. So I am making this suggestion in all earnestness.

My friend Mr. B. Das has remarked that from labour I have become an employer. Rightly so. That is our objective: we have to lift the worker from his present position to the position of an employer.

**Shri B. Das:** I am pleased at your observations.

**Shri Jagjivan Ram:** Of course in the present context, as an employer it is always advantageous to have a large number of unions and rival unions in one's undertaking. So, if I have to function purely as an employer I would welcome a multiplicity of unions in my undertaking, and that would facilitate my work by setting one union against the other. But I do not want that. I want a genuine trade union to develop among the employees in the Posts and Telegraphs Department, and therefore I make this suggestion in all earnestness, let the union leaders who are organizing trade unions of the employees of the Posts and Telegraphs Department think seriously whether it is not in their interest to have a smaller number of unions, either on a functional or regional basis, which will have a larger number of employees as their members thereby adding to their strength. So much as far as Posts and Telegraphs are concerned.

Now I will have to deal with Civil Aviation and in that connection I will have to take notice of my friend Mr. Jaipal Singh. Mr. Jaipal Singh happens to be the President of the Delhi Flying Club. He was bitter in his remarks. I shall not reply to him in that way. But I know the cause of his bitterness. Unfortunately, he happens to be the President of a Flying Club situated in an area which was known as 'Centrally Administered Area' till a few months back. His sense of frustration is largely due to the fact that he is the President of a Flying Club situated at Delhi where no subsidy or grant is available from the Delhi Government.

**Shri Jaipal Singh:** The Ministry has always obliged me when I went there. My remarks did not refer to the Delhi Flying Club alone...

**Mr. Deputy-Speaker:** He does not give way.

**Shri Jagjivan Ram:** He has attacked the policy and the direction of the Civil Aviation Department. He has said that since the appointment of a non-technical Director the work of the Civil Aviation Department has deteriorated and that there has been a larger incidence of accidents during that time. He has gone a step further. I was thinking that he was speaking with a sense of responsibility, but he has laid the blame for all the accidents at the door of the Civil Aviation Department. I was listening to him with all my attention and I was waiting to see whether he was going to give any instances of any slackness, any fault, any mistake on the part of the Civil Aviation Directorate which could be directly connected with any of the accidents that have occurred during the recent times. But I failed. He has not given any.

**Shri Jaipal Singh:** I would ask my hon. friend to read the reports...

**Shri Jagjivan Ram:** Except mentioning that the Directorate has been responsible he has not given any instance which could in any way, directly or indirectly, be linked with any of the accidents.

Not only that. These accidents were inquired into not by officers of the Ministry only. The recent accident at Delhi was inquired into by an hon. Judge of the Supreme Court of India, and what are his findings? Has he anywhere in the report of the inquiry said that this accident has taken place due to any laxity, due to any fault, due to any mistake on the part of the Ministry or the Directorate concerned? It is not that. I am very sorry and any human being will be sorry for the quick succession of accidents in recent times. One cannot have the consolation by comparing them with similar cycles of accidents in more advanced countries. One cannot remove the Psychological apprehension by comparing them with the figures of accidents in U.K. or the U.S.A. Though I have got the figures with me, I am not going to quote them. I can quote that there are cycles of accidents in the life of certain air lines and for which it is very difficult to attribute a rational cause and that may be adduced in the case of these accidents as well. But I am not going to do that. Unfortunately, those pilots who were dying, those planes are no more. Any person who holds an inquiry into the causes of the accidents has to proceed on circumstantial evidence and inferences. Nothing more than that. What was the actual cause of the accident nobody is in a position to say. Even in the recent Inquiry, the report of the hon. Judge of the Supreme

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Court is very cautious, though he has tried to find certain causes for that. Not only out of modesty, because of the fact that he had not much of a reliable data before him, he has not finally or conclusively said that this is the one or the other cause for this accident. Ultimately, we come to that side where human frailty is concerned. I have been very closely examining whether there was any factor which can be directly connected with our Civil Aviation Director or which can be directly connected with the management or inexperience or insufficient number of flying hours or fatigue of the pilots or any defect on the part of the management of the Company. I have made a very thorough and searching scrutiny of the qualifications of the pilots. I am not in a position today to directly connect these accidents with any laxity on the part of my Directorate or on the part of the Company. Unfortunately, these accidents have taken place and we have to take all possible precautions to guard against future accidents. That I am going to do.

As regards the Flying Clubs, I must say a few words. The Flying Clubs were started with a view to encourage a love for flying among the citizens and we have been encouraging that. I do not want to go into the details. That is also to be found in the booklet circulated. We have also answered on several occasions on what basis we give grants and subsidies to the Flying Clubs. In other States the Flying Clubs have received subsidy and grants from the Central Government as well as the State Government. Delhi, unfortunately, having been situated in a Centrally Administered Area, could receive subsidy and grant only from the Central Government and not from the State Government and that, of course, landed the President and members of the Delhi Flying Club in some financial difficulty. We have been liberal to them and whenever they have approached us, we have given them extra subsidy and extra grant for the last three years. Even this year we have been approached, and of course, I will sympathetically and favourably consider that request. But I must tell my friend, Mr. Jaipal Singh that the policy of the Flying Clubs as regards turning out or producing commercial pilots and Class A Pilots has been without any objective. As the subsidy is linked to some extent with the flying hours of these trainees, efforts have been made by some flying clubs to increase the number of trainees by assuring them that as soon as they get their

licence they will get a job of Rs. 800, or 900 or 1,000 per month, with the result that a number of pilots have been produced and this bears no relation to our requirements, to the requirements of the various Air Companies in this country and today if we find that a large number of pilots are unemployed, the Flying Clubs are more responsible than anybody else. I have got figures before me and I do not want to quote them here. I know that whereas the training centre started at Allahabad by Government has produced half a dozen or so pilots, the Flying Clubs have produced 196 in one year and this bears no relation to our requirements. I do not want to say anything at this stage. I have been very seriously examining the question of these Flying Clubs and the training of pilots by them. I want to have a rational basis for the training of pilots which will be related to our requirements, so that unemployment may not be caused among a class of the middle class people who spend every possible asset with them in order to secure the licence after a costly training. As the whole question of Flying Clubs has been referred to a Committee on which are represented some veteran supporters of Flying Clubs, who want full autonomy and freedom to the Flying Clubs without the slightest degree of control from Government, I leave the matter to that Committee. I will come to certain decisions only after the report of that Committee has been received.

I want to say only one point. Our Director General of Civil Aviation is a non-technical man, no doubt. This is not the only country where the Director General of Civil Aviation is a non-technical man. In other countries also they have non-technical men. In U.K. and U.S.A., the Director General is a non-technical man. It is purely an administrative work and if you give technical advisers to the Director General, there is no cause to feel that a non-technical Director General will not be able to discharge his responsibilities. For every technical department you cannot have only a technical man as its head where most of his work is concerned with administration.

In the matter of Civil Aviation and Flying Clubs, we have got a definite policy namely to encourage Civil Aviation. Mr. Jaipal Singh suggested that Civil Aviation should be given to the Defence Ministry and that there is constant friction between the two Ministries. In the first instance, I repudiate that insinuation, that there

is any friction between the two Ministries. We have developed a machinery to ensure the fullest possible co-operation between the two Departments. Mr. Jaipal Singh will agree that if you want to develop Civil Aviation in this country properly, if you want to develop Civil Aviation in the country as a second line of defence, as a means of communication in cases of emergency, internal or external, you will have to develop it on its own lines, as has been done in other countries.

**Shri Jaipal Singh:** I had asked my hon. friend to say why subsidies were given to Flying Clubs that were not in need and what happened to the sale of Curtis Commandos.

**Shri Jagjivan Ram:** I am sorry I missed that point.

**Mr. Deputy-Speaker:** The hon. Minister is taking up the time of other hon. Ministers.

**Shri Jagjivan Ram:** As regards Flying Clubs I will not say anything more than what I have said. As regards Curtis Commandos, in the first place, it does not concern the Ministry of Communications. They are with the Ministry of Works, Housing and Supply at present. With a view to dispose of these Curtis Commandos, they have already advertised again. There is a past history which I need not go into now. Perhaps Mr. Jaipal Singh knows how they were disposed of, and how the man backed out. Now, again, they have been advertised and they will be disposed of. At least, my Ministry is not concerned with it.

**Mr. Deputy-Speaker:** I shall now put the cut motions under the various Demands to the vote of the House.

The question is:

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

The motion was negative.

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

"That the demand under the head 'Ministry of Communications' be reduced by Rs. 100."

The motion was negative.

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negative.

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The motion was negative.

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negative.

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

"That the demand under the head 'Meteorology' be reduced by Rs. 100."

The motion was negative.

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

"That the demand under the head 'Aviation' be reduced by Rs. 100."

The motion was negative.

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

"That the demand under the head 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)' be reduced by Rs. 100."

The motion was negative.

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negatived.

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

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negatived.

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"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

The motion was negatived.

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

"That the demand under the head 'Aviation' be reduced by Rs. 100."

The motion was negatived.

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

"That the demand under the head 'Aviation' be reduced by Rs. 100."

The motion was negatived.

**Mr. Deputy-Speaker:** All the cut motions have been negatived. I shall now put the Demands to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper in respect of Demands Nos. 5, 6, 7, 8, 9, 10, 105, 106 and 107 be granted to the President, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of the corresponding heads of Demands entered in the second column thereof."

The motion was adopted.

[As directed by Mr. Deputy-Speaker the motions for Demands for Grants which were adopted by the House are reproduced below—Ed. of P.P.].

#### DEMAND NO. 5—MINISTRY OF COMMUNICATIONS

"That a sum not exceeding Rs. 6,95,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ministry of Communications'."

#### DEMAND NO. 6—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

"That a sum not exceeding Rs. 28,84,19,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Indian Posts and Telegraphs Department (Including Working Expenses)'."

#### DEMAND NO. 7—METEOROLOGY

"That a sum not exceeding Rs. 81,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Meteorology'."

**DEMAND No. 8—OVERSEAS COMMUNICATION SERVICE**

"That a sum not exceeding Rs. 54,40,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Overseas Communication Service'."

**DEMAND No. 9—AVIATION**

"That a sum not exceeding Rs. 1,89,30,000 be granted to the President out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Aviation'."

**DEMAND No. 10—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF COMMUNICATIONS**

"That a sum not exceeding Rs. 3,64,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Miscellaneous Expenditure under the Ministry of Communications'."

**DEMAND No. 105—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)**

"That a sum not exceeding Rs. 6,43,12,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

**DEMAND No. 106—CAPITAL OUTLAY ON CIVIL AVIATION**

"That a sum not exceeding Rs. 1,27,75,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course

of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Civil Aviation'."

**DEMAND No. 107—OTHER CAPITAL OUTLAY OF THE MINISTRY OF COMMUNICATIONS**

"That a sum not exceeding Rs. 35,34,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Other Capital Outlay of the Ministry of Communications'."

**Mr. Deputy-Speaker:** The House will now take up the Demands relating to the Ministry of Transport.

**DEMAND No. 89—MINISTRY OF TRANSPORT**

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 22,23,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ministry of Transport'."

**DEMAND No. 90—PORTS AND PILOTAGE**

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 46,05,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ports and Pilotage'."

**DEMAND No. 91—Lighthouses and Lightships**

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 29,06,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Lighthouses and Lightships'."

## DEMAND NO. 92—CENTRAL ROAD FUND

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 3,67,65,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Central Road Fund'."

## DEMAND NO. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 2,98,79,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Communications (including National Highways)'."

## DEMAND NO. 94—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF TRANSPORT

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 1,51,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Miscellaneous Expenditure under the Ministry of Transport'."

## DEMAND NO. 127—CAPITAL OUTLAY ON PORTS

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 1,70,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Ports'."

## DEMAND NO. 128—CAPITAL OUTLAY ON ROADS

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 4,55,20,000 be granted to the

President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Roads'."

## DEMAND NO. 129—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 78,97,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Other Capital Outlay of the Ministry of Transport'."

Policy

**Shri Ramji Verma:** I beg to move:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

Construction of National Highways

**Shri N. P. Damodaran** (Tellicherry): I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

National Highways in Himalayan region

**Shrimati Kamlendu Mati Shah** (Garhwal Distt.—West cum Tehri Garhwal Distt. cum Bijnor Distt.—North): I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

Uniform policy for Transport

**Sardar Hukam Singh** (Kapurthala-Bhatinda): I beg to move:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

Nationalisation of Road Transport

**Sardar Hukam Singh:** I beg to move:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

**Mr. Deputy-Speaker:** The respective Demands and these cut motions are now before the House for discussion.

**Shrimati Kamlendu Mati Shah:** I find it much easier and pleasanter to listen to speeches than to have to make one myself. First, I shall refer to the conditions that I witnessed in one of the districts during my election tour and then I shall say a few words about the roads and the conditions of the people there.

I can confidently say that you will hardly find another district that can compete with this one in backwardness and hardship. I feel very sorry that I am the representative of such a district. I have had the privilege during this election tour to mix with these poor peasants. I shared their food and their abodes with them and I was able to find out the conditions in which they were. I was very sorry for them and more sorry for myself, because I had no power to help them except a kind word or sympathetic glance. Why I say I am sorry for them, it is because I am as helpless as they are. Till I am confident that their voice will be heard, it becomes my main duty to plead for these people. In these interior regions that very few people care to explore, I fear there is a danger of their being forgotten, while others get their share. I know that the House will agree with me when I say that in no country can progress be achieved without the development of resources. In that district, the condition of our roads is such that though I had started on this tour with the idea of travelling mostly by dandies and partly on horse, I had to cover most of the way on foot as the so-called roads were hardly wider than one foot. If such is the condition of our roads, how can the villagers expect to get any help from the civilised world outside? In many places they do not get even pure water to drink and physical conditions are very bad. Most of them cannot even get salt, a thing that we are so generously giving away to other countries. All this I say is no exaggeration and I would challenge any one who may doubt my word, to go and find out for himself. I am proud to say—and most of us may be aware of the fact—that Garhwal can and is producing the best soldiers not only in India, but in the world, and I strongly appeal to the Government to provide these poor peasants with healthy living conditions. We Members have been given the right to represent the public's grievances. It is with this authority and with this strength that I appeal

for the cause of those who are suffering. They have the right to have their hardships remedied. How will Government even know it unless we point out what their conditions are like. As the saying goes, even a mother may forget to feed her child unless it cries. It may be said we are impatient not realising the difficulties of Government, but we do need attention in that part of the country to help the people who are leading even a worse life than animals. May I therefore remind the party in power of making good of their promise of a road right through the Himalayan region and along the banks of the Ganga and the Jumna. These are the minimum steps to begin with that can be taken to bring this very backward district in a level with the others.

I know I would have spoken in Hindi, but, as some of the hon. Members would not have followed me, and I do want them also to share my talk, I have dared to speak in English. I know we have been recently provided with facilities to learn Hindi, but we cannot be expected, at least our generation, to become masters overnight.

I would further like to add this much that telling me in reply to what I have said that conditions were far worse under the Maharaja's rule is no answer, and is not true as can be judged from the election results. Even if it was true, two wrongs do not make a right. I, therefore, sincerely appeal to the Government and hope that this appeal will be taken into consideration so that the district will be given the prompt attention it deserves by taking on hand the Himalayan region road. If we carry easy communications and electricity to our villages, we will be doing a great deal for our rural development. India is mainly rural as we all know.

I have to express my gratitude by finishing before the usual time signal, hoping that what I have said will be taken into consideration by the authorities with such urgency and sincerity as I have tried to convey. May I also add that I hope God will help us to be sincere and be less selfish so that we can help others.

**Shri M. D. Joshi (Ratnagiri South):** At long last, the time of waiting has expired, and I have been fortunate enough to get an opportunity of expressing my views on a most important problem concerning the constituency from which I come.

The subject of transport is vast and very wide. It comprises four branches, railways, roads, shipping and

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lastly, aviation. As regards the first, it has been exhaustively dealt with by previous speakers in this House, and although I should have liked to speak upon it as regards my own constituency, I shall refrain from referring to it at length simply because I want to ventilate my grievance with regard to another route, viz., the sea route, the coastal passenger transport. I shall mention only this that Colaba and Ratnagiri districts, barring one or two taluks of Colaba district, though they have been rich in Pandits and patriots and brilliant scholars like our present Finance Minister, and administrators, are very poor in the matter of communications and transport. (An Hon. Member: There are brilliant men because there are no communications.) My friend says that it is because there is no communication we have been so rich in talent. Then, are we to say that the whole country is to be devoid of communications so that we should have more talent in this country?

The condition of my district, viz., Ratnagiri district, is very peculiar. It is served not by a railway, not by a national highway, but by a humble provincial road for 350 miles from Bombay to Goa which was originally built for transport by bullock carts, about 60 to 70 years ago. And it still continues to be so. There is no railway and formerly a town 60 miles away from Ratnagiri, which is the headquarters of the district, appeared to us to be more distant than Bombay which is 135 miles away. The districts of Colaba and Ratnagiri depend for their means of livelihood and other amenities mainly on the city of Bombay. We had to go to Bombay by the sea route because there was no good land route as late as 1940. Perhaps the former foreign Government wanted our district to remain backward in the matter of transport because they had to detain and intern several high people whom they politically thought to be undesirables. In the first place they detained the late King Theabau of Burma in Ratnagiri for 25 years. Later on, they detained Mr. Savarkar. They detained Abdul Majid, the nationalist Editor of Karachi during World War I, and last but not the least, comes our Speaker Mr. Mavlankar who was detained in 1933-34 for about 1½ years at Ratnagiri. So, Ratnagiri was a safe place cut off from all communications wherein 'dangerous' people could be housed safely without fear of their committing more mischief.

It was all right when the foreign Government was there. But the state of things cannot be now allowed to continue in this corner of the West Coast. Though I call it a corner, it is a sufficiently big corner. It extends for 350 miles from Bombay to Goa, about 30 to 40 miles in breadth. It is a strip between the sea and the Sahyadri range of mountains. This strip of land is rich in natural scenery; but not of course rich in food because we have been importing food to the extent of 75 to 80 thousand tons every year to make the population live.

Apart from that, as far as the question of transport is concerned, we depend mainly on the sea route. The sea route came into existence somewhere in the year 1875 when the Bombay Steam Navigation Company came into being. Although that company has been carrying on coastal traffic, both passenger and cargo traffic, for many years, they even forgot that there was such a factor as the third class passenger, for whose comforts they were responsible. Things went on in this way for several years. Then two or three more companies came into existence. One was called the Swadeshi Company—in Marathi Mazi Agboat Company, in English called the Indian Co-operative Navigation Company. It purchased only one steamer, but it was very popular. Passengers were carried in several thousands, even though the permission was to carry about a thousand passengers only. Then came the time when suddenly the Bombay Steam Navigation Company rubbed its eyes, and it became alive to the interests of the passengers. In the year 1927, the Indian Co-operative Steam Company lost two or three of their ships in a storm and then the Bombay Steam Navigation Company carried on things as before. Afterwards, another company came into existence, when the woes of passengers were mitigated to some extent. Then the all-powerful Scindia Steam Navigation Company came on the scene. The Scindia company had a large capacious pocket, and it very soon succeeded in absorbing all the three companies, and became the managing agents of the Bombay Steam Navigation Company, the Indian Co-operative Steam Navigation Company, and the Ratnagar Steam Navigation Company. All these companies were carrying on passenger traffic between Bombay and Goa. When the Scindia company came, a foreign Government was here in power. The sentiment of the people at that time was against foreign rule

and against foreign aggression; naturally therefore the people wanted to have a company of their own, to traffic on this coast. People gave it as much support as they could, thinking that when our own Government was there, the woes of passengers would be minimised. But experience unfortunately has proved very much otherwise. In 1940 the Scindia company was master of the situation, and after absorbing all the other three companies, what did they do? The very first boon or gift that they gave to the people of Ratnagiri district was that they raised the passenger fares from Rs. 1-6-0 to Rs. 5 between Bombay and Ratnagiri. There was a storm of protest. The District Congress Committee passed a resolution condemning the action of the company.

Sir, this is a very vital problem as far as my constituency is concerned, so I crave your indulgence, if I somewhat exceed the time limit.

12 NOON.

Appeals were made, but they were not heard. We were told that because it was wartime, we should not harass the company. Then again, one fine day, in the year 1949, when we were hoping that the rates after the cessation of the war would be reduced, they were actually raised from Rs. 5 to Rs. 7½, an increase of 50 per cent. There was great agitation. The Commerce Department of the Government of India were moved in the matter, to appoint a committee to inquire into the passenger fares. What became of that inquiry we do not know. I hear that the inquiry was completed, and that recommendations have been made to the Government. But unfortunately they have never seen the light of day. We also hear that one of the recommendations was that fares must be reduced. As an earnest of their sincerity, the company have now reduced their fares by about 8½ per cent. I would like to ask the hon. Minister of Transport—now that shipping has come over from the Commerce to the Transport Department—why is it that the report of this committee has not been published as yet, and why the recommendations have not yet seen the light of day?

There are other difficulties of the deck passengers—as they are called—which require close attention and sincere and sympathetic handling on the part of Government. Probably it might have been thought that it—Konkan—was an obscure nook, and so the woes might be allowed to continue. Very recently, in the year 1950 the Government appointed a 'Deck Passenger Committee,' the report of which has already been referred to in the

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administrative report of the Ministry of Transport. The report of that Committee is now under the consideration of the Government. That Committee has made a very valuable suggestion, that the third class passenger, or the deck passenger, may be given eight square feet of floor space, plus four square feet of 'airing space'. This is the least that will be required. I had the good fortune to appear before this Committee to give evidence and when I mentioned that ten square feet would be enough, the members of that Committee laughed, over my very modest demand. The ultimate result was that they recommended that eight square feet would suffice. Whatever that may be, even that recommendation, or the former recommendation of the earlier Committee appointed in 1921, has never been given effect to.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

I appeal to the hon. Minister of Transport to look into this matter. In order to exercise permanent and continuous control over the affairs of shipping, both passenger and cargo, it is absolutely necessary, as the Deck Passenger Committee has recommended, to have a permanent Committee—you may call it a permanent vigilance committee or whatever you like—to superintend over the affairs of passenger traffic in Konkan.

As the time at my disposal is rather short, I shall mention only one more thing, as regards the national highways. I do not know whether the proposals for a new railway line in the Konkan have reached the Ministry of Transport as yet, but we hear that several people are putting forth several schemes. I do not know when the proposal of a railway will materialise. I want to make an appeal to the hon. Minister to see that a national highway is constructed. As the figures given to us indicate, about 1600 miles of national highways as 'the missing link' are proposed to be constructed by the Government. I humbly submit that the Konkan region may be taken as 'the missing link' and this 300-mile stretch may be taken up for the construction of a national highway.

I would refer to the matter of minor ports. There was a Minor Ports Committee appointed by the Government of Bombay some years ago and a report has been prepared. All the minor ports, some of which are capable of being major ports, considering the question of defence, are very necessary for being developed. At least for the coastal trade, all these minor ports—many of them—are being blocked by sand bars at the mouths of creeks. For

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making the creeks navigable as before, the one very vital necessity is dredging. Therefore, I humbly suggest that one or two dredgers may be ordered and kept to remove the silting of the sand bars in these minor ports.

**Mr. Chairman:** There are still four Members to speak. The hon. Member will kindly bring his remarks to a close.

**Shri M. D. Joshi:** Lastly, if I may not sound too ambitious, between Goa and Bombay one aerodrome is absolutely necessary. We had to give up the tour programme of the Prime Minister and our leader, Shri Jawaharlal Nehru, in the last election campaign simply because travelling was too slow, due to the absence of an aerodrome. Not only from this point of view, but from the point of view of defence and aviation trade, I submit that an aerodrome at Ratnagiri is absolutely necessary. It was at one time declared on the floor of this House that 16 aerodromes were in contemplation. I do not know when they are coming. But this is a suggestion which I want to offer to the hon. Minister.

**Shri Velayudhan** (Quilon cum Mavelikkara—Reserved—Sch. Castes): When I was thinking of studying the subject 'Transport', a concept was driven into my brain, that is, about the heavier transport that is the Government of India. Of course, the condition of the small transport, I mean the Transport Ministry, depends on the condition of the bigger transport and, in my humble opinion, the bigger transport has become a little out-moded, antediluvian and out of date. For the last four years we were all travelling in that same bigger transport and it was my view that it was high time for us to change that transport and come to something new.

**Mr. Chairman:** May I request the hon. Member to come to the subject proper. There are other Members also to speak.

**Shri Velayudhan:** I am directly entering into my own subject, I mean 'Transport'. This is a very important and vital subject as far as the nation-building programme is concerned. I do not know whether this House or the Governments in the States have realised the importance of transport in the country. As one can see when one takes the Budgets of the States as well as the Centre, the money allotted to transport as a whole is very meagre when compared to expenditure on other nation-building programmes. The most important transport system

next to railways in the country is the road transport and according to the Budget, we have given this time about Rs. 6.5 crores out of which five crores goes to the national highways. When one comes to the national highways—it is a very high sounding word—one will think that these highways will be of very good metal road. Of course it is metalled, but when we travel on that road by a transport or by foot, then we can know the pathetic condition of such national highways, especially in the Bombay Presidency as well as in the South.

Coming to the condition of roads in South India, especially in my State, according to the present Budget estimates, for the Travancore-Cochin State, Government have set apart about four lakhs of rupees for the construction of national highways. I understand the Travancore-Cochin State are demanding more and more from the Central Government, and this four lakhs is a paltry sum when compared with more than Rs. 42 or 43 lakhs which we spend for our roads in the Travancore-Cochin State itself.

Then another important transport which I have to mention is the ship-building industry. In ancient India we had a large number of ships and in fact, South India was a maritime country, if we go through the pages of history. In the West Coast, we had our own ships and, especially Malabar was a maritime power, perhaps the strongest maritime power in India at that time. But what is its condition today? How far are the Government of India encouraging the ship-building industry in the country? In some of the enterprises they have entered, they have merely bungled. They were agents of corruption and shady deals. I have to say this in strong words because when I went through the ship-building yard at Vishakapatnam, I found out a lot of loopholes in which, I am sorry to mention, the Government have lost crores of rupees in their deal with the Scindia Steam Navigation Company. The Government of India thought of purchasing this ship-building yard in 1949 and a French firm was invited to assess the cost of the yard at Vishakapatnam. The Scindias also approached the Government of India and said that they were not able to run this yard because of the huge expenditure it involved. The assessment at that time was between four and five crores, but what did the Government of India do when they decided to purchase this yard? In 1950, they changed their whole attitude and wanted that this ship-building

yard should go on under the control of the Scindias. Orders for three ships at a cost of about Rs. 5.8 crores were placed with the firm. Again another order for three ships was also placed by the Government with the Scindia Steam Navigation Company. By this time what I understand is that the Commerce Ministry had appointed a Director General, Shipping, a Deputy Director General, Shipping, and a host of other officers who had taken up their posts in Bombay and who were assisted by the Scindias also there. But at the same time, what is the condition of that ship-building yard? According to the present budget, in spite of giving 15 crores of rupees to that firm which was in a dilapidated condition, which was about to be ruined if the Government had not come to its rescue, the Government have now decided to take over the yard, after giving this subsidy. Why have the Government now taken over this ship-building yard?

Then, I have to refer to one subject, road transport. That is the most important nation-building industry in the country. I have no time, but I would only say a few words about the Delhi Transport Authority and the buses plying in Delhi. I am not very much interested in nationalisation. In this House, last time when a Bill on the subject came, I opposed the nationalisation scheme, simply because the present Government is not competent to take up nationalisation because it is a capitalist Government. If it was a socialist Government, I could understand it if it took it over. See what a huge loss the Delhi Transport Authority has brought to the exchequer of the Government of India and to the public. When the Delhi Transport Authority took over the G.N.I.T. buses, we had about 190 buses, and afterwards about 127 new vehicles were added paying Rs. 27 lakhs, and then 40 more were added paying Rs. 17 lakhs, and then again 80 buses paying Rs. 40 lakhs were purchased. But what is the position of the Delhi Bus Service today. We got nearly 438 buses, but out of these, 130 were scrapped by the orders of the Delhi Transport Authority; 125 buses are lying idle in the sheds, out of which 25 are to be scrapped very soon. Only 180 are plying in Delhi. I can cite more glaring examples. I have to point out to the House that the Delhi Transport Authority, after taking over the bus service, has brought ruin not only to the travellers but to the Government exchequer also. A bus was lying idle because the Government did not purchase spare parts worth Rs. 14. For six months it was lying idle in the

workshop. There was a number one bus; and for that vehicle spare parts worth Rs. 300 had to be purchased. For six months it was lying idle, but the authorities did not purchase the spare parts, and the exchequer lost about Rs. 300 or Rs. 400 per day.

**Shri Radhelal Vyas (Ujjain):** May I know whether the hon. Member is referring to the Central Government or the Delhi State Government, so far as the Delhi Transport Service is concerned? If the reference is to the Delhi State Government, can it be referred to here?

**Shri Velayudhan:** It is the Delhi Transport Authority over which the Government of India has got power. That is why I am speaking about the Delhi Transport Authority.

**Mr. Chairman:** I have rung the bell twice. May I request the hon. Member to bring his remarks to a close now?

**Shri Velayudhan:** What is the condition of the workers? We were told that the labour union was treated very badly by the General Manager, the Deputy General Manager and other authorities. The Delhi Transport Authority does not observe the Motor Vehicles Act. If that Act is applied, not a single vehicle can ply on the roads of Delhi and New Delhi. My humble request to the hon. Minister is that he must appoint a Committee consisting of Members of Parliament to go into the working of the Delhi Transport Authority, and then I think he will be able to find out more things than what I have mentioned in this House.

**Pandit Lingaraj Misra (Khurda):** I rise not to add to the criticisms that have been levelled by the Opposition nor to reply to them for that must be left to the hon. Minister of Transport who is more competent to do so with his armoury of up-to-date facts and figures. I must however thank the movers of the cut motions for having afforded me this opportunity of placing one demand of mine for the consideration of the Government of India. I have been very glad to find from the report of the Ministry of Transport for the year 1951-52 that the result of their efforts in attracting foreign tourists to this country has been very encouraging. On page 48 of the report it is mentioned:

"It is estimated that about 20,000 tourists visited India during 1951; of which 3,500 were Americans. The amount spent by them provided a substantial sum of exchange especially in dollars. The influx of tourists to India during the last

[Pandit Lingaraj Misra]

three or four years has been very encouraging. A large number of visitors, among them well-known writers, poets, journalists, professors, technical experts, and leaders of opinion, have come to India from all parts of the world."

Propaganda and publicity through our Embassies of the places of beauty and glory in our country is certainly a move in the right direction. But I must remind the Ministry of Transport that they should not forget that if they are not able to provide proper facilities of travel to and comforts of accommodation at our places of interest, they are thereby providing sufficient incentive for the publication of many editions of Miss Mayo's drain inspector's report which our Rehabilitation Minister referred to the other day in this House.

I am glad that Konarak, which is the culmination of Art, Architecture and engineering, has found its rightful place in the world-wide publicity of our places of beauty and sublimity. But may I ask the Minister of Transport, what are the facilities provided for tourists to go to Konarak? There is a fair-weather road maintained by the district board, about 28 miles long from Pipili on the Jagannath Trunk Road to Konarak which is used for vehicular traffic only for five months in the year. A few months back the ex-Governor of Madras had to beat an ignoble retreat in his attempt to reach Konarak from the Puri Government House and had to return from half way. The hon. Prime Minister is not here, unfortunately. I think he has not forgotten his own experience of the journey which he had to perform some two years back in company with his guest Lady Mountbatten. The President of the Indian Republic who visited Orissa in the course of the last two years was confronted with the demand from the local bodies and the public of Puri for a decent all-weather road to Konarak. The hon. the Home Minister, who is unfortunately not here, was our Governor and he was taking a lively interest in the architectural monuments of Orissa. He will, I am sure, bear me out that a good all-weather road to Konarak is an immediate and unavoidable necessity to be met without delay, if we are to save our face before the public opinion of the world.

I am sorry that a question of mine seeking confirmation of my information regarding the recommendations of the Konarak Committee which was appointed by the Ministry of Education, has not been answered so long. I am

informed that that Committee too had given its first priority to a good road to Konarak. I understand the State Government had in view of its extreme financial stringency consequent on the integration of the Princely States, approached the Centre for a special grant to cover the entire cost of the project for converting this district board fair-weather road into an all-weather metalled road. This road passes through the flood-affected areas of the Puri district and as such is bound to be a costly project as three small rivers have to be bridged and a number of submersible vented causeways have to be provided to allow quick drainage of flood water. But what was the response of the Centre? I understand the response of the Centre has been very depressing and disappointing. The Centre's offer of only an advance of one-third of the cost of the project, and that to be adjusted with the future receipts of the State from the road fund reserve, has now put the scheme in cold storage.

I would now strongly urge on the hon. Minister of Transport kindly to accept this scheme as an immediate Central responsibility and be prepared to start work from the next year. I would invite my hon. friend the Minister of Transport as well as the Finance Minister, if he has not already done so, kindly to pay a visit to Konarak this year immediately after the monsoon and make necessary provision in the Budget for the next year. I specially invite the Finance Minister because I know that it is not possible for an administrative department to push a new scheme into the Budget unless it gets the consent of his Ministry. I hope, if they go there, they will personally be convinced of the importance and urgency of this road and shall have no hesitation in providing the money that is required for that purpose.

If the entire money cannot be provided in one year, the grant may be spread over two or even three years. I have restricted myself to only one item—one demand—and I very earnestly expect a forthright favourable reply from my hon. friend the Minister of Transport.

**Sardar Hukam Singh:** I will confine myself to the Road Transport. My complaint in the cut motion on this Demand is that there is absolutely no uniform policy so far as the development of the road transport is concerned. This is my misfortune that the Ministry is presided over by a person who was mostly responsible for the re-organisation in one of the biggest

provinces of India but anyhow I am sure that he does not carry that prejudice to the Centre. I realise that this was a State subject. Under the Act of 1935 the Centre had nothing to do with this transport subject and it was entirely left to the States to develop as they liked. But it was felt in 1920 that there was some unhealthy competition between the railways and the road transport and some enquiry was made. The first attempt to have a uniform policy—say of some big legislation—was in the Motor Vehicles Act of 1939.

Under that Act it was left to the Transport Authorities—the Regional and the State Authorities—to issue permits for three years and without any grudge these permits were issued first for three years. That is upto 1943. And again for three years more. That came upto 1946. Then perhaps as the War had ended some States had in their hands some reconstruction and development schemes and they were in search for funds to finalise those schemes. Therefore, this transport business was considered as the most suitable business to be taken in hand by these States. At that time certain States instead of giving those permits for three years, as was provided, gave those permits as temporary permits for four months only. Now that was a breach of the law clearly because these temporary permits were meant only for cases where there was only temporary need—say some fair here and there, some special gathering or congregation. In such cases only the temporary permits could be given but the Government resorted to that provision of the law. In Punjab particularly they renewed that four months' period one after the other till they came to 1950. In U.P. a different method was adopted. There the permits were refused. They were not issued. In 1946—and I must say that was the only policy that had been declared upto so far and I am also of the opinion that that should hold the field even now—a White Paper was issued by the Central Government on the floor of this very House that the policy of the Government was to organise this transport on a tripartite basis and that the Railways and the State should have shares of 51 per cent. and the private operators 49 per cent. so that they can collaborate and co-ordinate between each other in running these transports.

The U.P. Government had a certain number of buses with it. But though this principle was conceded and that declaration of policy during the interim Government here was repeated and reiterated even by Mr. Asaf Ali who was then the Transport Minister

and the various States had also agreed to that, yet a departure began to be made and every State instead of taking up and moulding and shaping its policies according to that White Paper, began to pursue its course in the way that it liked. The U. P. Government had certain buses with them. They took the plea that private operators and owners were not prepared to come into the field and co-operate with them. They took up certain routes and started their own buses. Thus there the nationalisation began in this way. It was rather by accident than by a planned policy that this nationalisation policy was taken up by the States.

At first the policy of the U. P. Government was that when an operator was displaced, he was given another route—be it inferior, a kutcha road—on which to ply his buses. But afterwards on second displacement no assurance was given and on subsequent third displacement he was thrown out without his buses being taken or purchased by Government. That caused great discontent to the proprietors and the case was taken to the Allahabad High Court. It was discussed by the judiciary and it was found out that there was virtually no decision on those applications for granting of permits and the powers were being misused. So the U. P. Government renewed those permits for three years and some other States also took the cue and gave those permits for three years. But that policy which was being pursued continued in certain respects and whenever a route was acquired, the bus, the workshop and other things were never taken or purchased from the owner. It was contended that this was not the proper course. Twice subsequently the case was taken up. There was some legislation taken up here in the Central Assembly. Once in 1948 when that Bill passed into an Act and was found defective, another was tried in 1950. Then a Select Committee was appointed.

**Mr. Chairman:** Two minutes more.

**Sardar Hukam Singh:** Then I can only say that the policy has been haphazard. At that time Mr. Santhanam assured us that he would soon take in hand legislation to that end, that he would see that the Motor Vehicles Act was amended very soon, and that the remarks that the Select Committee had made would be taken into consideration. The Select Committee had said that when a route is taken up it is no answer to say that the permits are no property of the owner. By 1950 the Constitution had come into force and therefore it was stressed that if this property was taken

[Sardar Hukam Singh]

away certain compensation must be paid. Reference was also made to the provisions of the British Act, especially section 54. It was promised in the Select Committee and even on the floor of the House that legislation would soon be taken up and enacted incorporating all these provisions and rules would be framed whereby any State taking over any route and pursuing the policy of nationalisation shall have to abide by those rules. Though at one time Mr. Santhanam had said that the Central Legislature was not a Supreme Court, and the State Governments the High Courts over which the former could have powers of revision, but later on it was admitted that no major decision could be taken unless all—the Central Minister concerned and the various authorities of the State concerned—sit together and decide the policy to be formulated. Therefore the Central Government has a hand in this and can advise the State Governments to take a path that must be acceptable to all the parties. If the Government is national these operators are also nationals of India. This fact should not be ignored.

Once in the report of 1950-51 it was said that legislation was being taken up very soon and would be passed in that very session, but that was not done—three or four sessions have been held since that assurance was given. Even in the present report it is said that it has been circulated, that it would be taken up and passed soon. Leaving aside everything else, what I want to say is this. These persons should not be left in suspense; they should know what their future fate is going to be—they are entitled to know that at least. There should be no prejudice that they are capitalists. They are small shareholders getting a hundred here or a hundred there out of this business, and mostly they have formed themselves into co-operative societies. The Motor Vehicles Act or any other legislation can compel them to form into bigger companies—that object can be achieved. If revenue is the consideration that also can be got out of them, they are prepared to pay it. But what they want is that a definite policy should be formulated and announced on the floor of this House as to whether the Government sticks to their policy contained in the paper that was circulated, whether it holds the field even now. If nationalisation is to come these people are not opposed to it. Let it come, and I also support it, but they should be told when it is to come and how it is to come, whether their vehicles and other paraphernalia would be taken over by the Govern-

ment. If these permits are renewed every four months the man does not know what would be his fate after four months. He cannot replace his vehicle nor can invest on its repair and the service deteriorates. If this is so it is due to the fault of the Government because they have not formulated any policy so far. An ordinary operator wants to enquire what that policy is going to be, whether nationalisation is coming and when it is to come, whether his buses will be taken up, whether any compensation will be paid to him, and so on. This is all that he wants to know and a clear policy should be enunciated in this regard. My submission is that because that assurance has been given on the floor of this House by the previous Transport Minister that all these things will be taken into consideration, that compensation shall be paid and that the principles laid down in section 54 of the British Act shall be introduced here also, therefore it is high time that that legislation which is promised in every report as having been drafted and coming up soon should be brought up quickly. We should also be told just now whether in that legislation those provisions referred to above have been incorporated or not.

I want to impress this on the hon. Minister, that if the States are eager to take up nationalisation they can have new routes. There is abundant scope everywhere. If I were to take the case of Punjab alone, and that too in the neighbourhood of Delhi, I can tell him that here in Gurgaon just near Delhi many routes are lying undeveloped. There are no routes between Alwar and Gurgaon, a distance of about 100 miles. And these areas usually suffer from famine. I think one of the contributory factors is that we cannot send supplies to these areas very quickly. Therefore, this is a question to be considered seriously, namely that such new routes should be developed and the Government, if they have resources, can nationalise those routes and run their own transport services instead of destroying those people who have been running these services very efficiently, and most of whom in certain parts are refugees who should not be uprooted again.

**The Minister of Railways and Transport (Shri L. B. Shastri):** Sir, I have spoken three or four times in English. Have I your permission to speak in English?

**Mr. Chairman:** In any language the hon. Minister is pleased to speak.

बी ऐस० बी० शास्त्री : चेयरमैन महोदय, मेरे पास समय इतना कम है कि जो बहुत सी जरूरी बातें माननीय सदस्यों ने यहां कहीं हैं, उन सब के बारे में अपना अत प्रकट कर, सकता कठिन है। लेकिन दो तीन बातें खास हैं जिन का मैं यहां जबाब देना पसन्द करूँगा।

पहली बात जो कही गई है वह नेशनल हाईवे� (National Highways) के बारे में है। आम तौर पर यह समझा जाता है कि हम स्टेट्स (States) की तमाम सड़कों को बहुत आसानी से नेशनल हाईवे� में शामिल कर सकते हैं। महारानी साहिबा ने, जो शायद गढ़वाल से आती है, यह कहा कि गढ़वाल की सड़कों को नेशनल हाईवे� में शामिल करना चाहिये। मांग उन की ठीक और मुनासिब होगी इस में मुझे कोई सन्देह नहीं है, लेकिन सवाल यह है कि वया हम नेशनल हाईवे� में स्टेट्स की सारी सड़कों को लेले और स्टेट्स के लिये जो उन की जिम्मेदारी है उस जिम्मेदारी से उन को बिल्कुल अलग रखें। सड़कों को नेशनल हाईवे� में शामिल करने की कुछ शर्तें हैं और वह शर्तें यह हैं कि कोई सड़क एक प्रदेश की राजधानी से दूसरे प्रदेश की राजधानी को मिलाती हो, या कोई सड़क बड़े बड़े बन्दरगाहों तक जाती हो या किसी विदेशी मूल्क के अन्दर तक या उस की सीमा तक जाती हो ऐसी सड़कों को हम नेशनल हाईवे� में लेते हैं और शामिल करते हैं।

तो हिमाचल प्रदेश में रामपुर और चीनी बगैरह से तिब्बत को जो सड़क जाती है उस के बारे में हम विचार कर रहे हैं कि उस का काम अपने हाथ में लें लेकिन उस में गवर्नरेंट की काफी दिक्कतें हैं। पहाड़ी इलाके में सड़कें बनाने में काफ़ी खर्च पड़ता है। ऐसी सूरत में हमारे लिये यह आवश्यन

नहीं है कि उस काम को हम लें फिर भी उस की जरूरत को बहुत ज्यादा समझते हुए हाथ में लिया है। अभी हाल में मुझे यह जान कर खुशी हुई कि करीब १०० यूनिवर्सिटीज और कालेजों के नवजावान लड़के अपनी गर्मियों की छुट्टी में वहां गये और उस सड़क पर एक महीने से काम कर रहे हैं। उन का काम तो बहुत ज्यादा नहीं होगा लेकिन उस के जाने से कायदा यह हुआ है कि हिमाचल प्रदेश के हजारों आदमी सड़कों को बनाने के काम में लगे हुए हैं और आज जरूरत इस बात की है कि ऐसे कामों में जनता के लोग मदद करें इन सड़कों को बनाने में अगर वे और कोई मदद नहीं कर सकते तो कम से कम शरीर से जो मदद कर सकते हैं करें। यह सड़क हमारी पांच साला योजना में नहीं है लेकिन मुझे खुशी है कि फ़ाइनेंस मिनिस्टर चाहूँ के सामने जब इस सड़क के महत्व की बात रखी मई हो उन्होंने यह स्वीकार किया कि इस के लिये वह किसी न किसी शक्ति ने रुपया निकालने का प्रयत्न करेगे। जहां तक गढ़वाल की बात है, उत्तर प्रदेश की सरकार ने जो पांच साल की योजना नेशनल हाईवे� में शामिल करने के लिये हमारे पास भेजी है, उस पांच साल की योजना में गढ़वाल की सड़कों का कोई जिक्र नहीं है। इसलिये यह बात साफ़ है कि उस को महत्व सुदूर उत्तर प्रदेश की सरकार उस हृद तक नहीं देती जिस हृद तक माननीय सदस्या ने अभी इस हाउस में बतलाया था।

साथ ही यह बात भी मैं बतला देना चाहता हूँ कि इन हाईवेज के लिये हम ने एक पांच साल की योजना बनाई है, एक प्लान (Plan) बनाया है और हमारी योजना, उस बड़ी योजना की एक शाखा है क्योंकि सारे देश के जो तमाम सेक्टर्स (Sectors) हैं, जो तमाम शाखायें हैं, उन में एक शाखा के रूप में ही इस यातायात के काम को और

## [ श्री एल० बी० ज्ञास्त्री ]

नेशनल हाइवेर के काम को चला सकते हैं, उस की कोई स्वतंत्र सत्ता नहीं हो सकती, उस के लिये कोई अलग जगह नहीं हो सकती इसलिये इस पांच साल की योजना में हमने करीब २५ करोड़ रुपया पांच करोड़ फी साल के हिसाब से खर्च करने का प्रबन्ध किया है और उस २५ करोड़ में से करीब ४ करोड़ तो हम खर्च कर चुके हैं। और इस बक्त हमारे पास करीब २० करोड़ रुपया बाकी रहते हैं। इस २० करोड़ को हम अगले चार सालों में ५, ५ करोड़ के हिसाब से कार्यक्रम बनायेंगे। मैं उस के ब्यूरे में नहीं जाना चाहता क्योंकि उस के लिये समय नहीं है, लेकिन यदि माननीय सदस्य जानना चाहें कि कौन कौन सा हमारा प्लान है, कौन कौन सी हमारी योजना है तो मैं खुशी से उन्हें बताऊंगा। इस बक्त इस नेशनल हाइवेर के अन्दर जितनी मील सड़कें हम बनाना चाहते हैं वह १३,४०० मील है और उस १३,४०० मील में, जैसा कि शायद एक सदस्य ने बताया, १६०० मील ऐसे हैं जहाँ कि कुड़ों को हमें पूरा करना है जिसे कि मिसिंग लिंक ( missing link ) के नाम से कहते हैं और इन पर काफी छोटे और बड़े पुल भी बनाने हैं। तो इस तरह से इस काम के लिये जो हमारे पास २० करोड़ रुपया बचता है वह नाकाफी है फिर भी जितना रुपया हमारे पास है उस के अन्दर हम इस काम को ज्यादा से ज्यादा आगे बढ़ाने की कोशिश करेंगे। यह जो पांच साल का हमारा प्लान बना हुआ है इस में सड़कों की सूची हर प्रदेश की सरकार से, हर स्टेट गवर्नरेन्ट से, सलाह कर के बनाई गई है और काफी विचार कर के प्रदेशों की सरकारों ने अपनी राय भेजी हैं। इतना ही नहीं, इस हाउस की पार्लियामेंटरी कमेटियां भी कई बैठीं जिन कमेटियों में स नेशनल

हाइवेर की तमाम सूचियों को देखा और उन की फैहरिस्त तैयार की। इसलिये मैं समझता हूँ कि इस भवन के सदस्यों को इत बात में कोई शक नहीं होगा कि हम ने किसी खास रूपाल से, किसी पक्षपात से, किसी और विचार से इस नेशनल हाइवेर की जो योजना है उसे नहीं अपनाया है।

मैं इतना और कहना चाहता हूँ कि जहाँ तक छोटी भोटी सड़कों या ऐसी सड़कों का तालिका है जो कि प्रान्तीय सरकारें बनाना चाहती हैं, जैसे कि गढ़वाल का जिक्र आया, और जिन के ऊपर बहुत ज्यादा खर्च हो तथा जिस के लिये प्रान्तीय सरकारें बहुत अहमियत दें, तो उन के लिये हम अपने रोड फंड (Road Fund) से भी रुपया देते हैं, और हम ने हर प्रान्तीय सरकार को काफी दिया भी है। हमारा कुल क्रेडिट (Credit) ट्रिवर्व फंड (Reserve Fund) में ६ करोड़ रुपया भी रहा है और उस में से हमने ५ करोड़ रुपया प्रान्तीय सरकार को दिया है तो इस तरह से जो और प्रदेश की सड़कें हैं उन के लिए भी हम यहाँ से रोड फंड से रुपया देते हैं। इतना ही नहीं हम ने इस बात का भी फैसला किया है और कार्यक्रम बनाया है कि जो गांव की सड़कें हैं, और जिन को कि मुख्य सड़कों से मिलाना है, उन के लिये भी आइन्दा रोड फंड से रुपया दें। क्योंकि यह एक तर्फा तरीका कि नेशनल हाइवेर पहले बने फिर प्रदेशों की सड़कें बने और उस के बाद गांव का कहीं किसी से मेल न बैठे, कितना नुकसान का काम हो सकता है, यह आप समझ सकते हैं और इस से गांव की तरकी में बाधा पड़ेगी। इस लिये हम ने तथ किया है कि हर साल १५ लाख रुपये से २० लाख रुपये तक गांव की

सड़कों के लिये प्रदेशों को देने का इंतजाम करेंगे ।

शिपिंग (Shipping) के बारे में, जहाजों के बारे में, हमारे माननीय सदस्य ने कोंकण का जिक्र अभी किया था । उन्होंने यह कहा कि वहां सड़कें नहीं हैं । और इस लिये वहां बड़े बड़े विद्वान उत्पन्न होते हैं । उन्होंने तो शायद यह नहीं कहा किसी और मित्र ने कहा, लेकिन मैं तो यह नहीं कह सकता कि इस के कारण कुछ विद्या या बुद्धि बढ़ती है, फिर भी मैं यह कहना चाहता हूँ कि हालांकि कोंकण हमारे नेशनल हाइवे ज के अन्दर नहीं आता है भगवर हम इन सड़कों के सिलसिले में रोड फंड रिजर्व से देने की बात का विचार करेंगे और हम प्रदेश की सरकार को लिख सकते हैं कि अगर वह रोड फंड रिजर्व से इस सड़क के लिये लेना चाहें तो लिखें और मैं इस बात को भी कह सकता हूँ कि उस सड़क पर जो खर्च होगा उसका ५० फी सदी हम यहां से देने का विचार करेंगे ।

उन्होंने ड्रेंजिंग (Dredging) की बात कही और यह कहा कि जो छोटे-छोटे पोर्ट्स (Ports) हैं, उन की ड्रेंजिंग का इंतजाम होना चाहिये, खास कर बम्बई प्रदेश में । जो बात उन्होंने ने कही वह बात ठीक है और मैं उन को बताना चाहता हूँ कि हम भी इस फंसले पर पहुँचे हैं कि वहां की ड्रेंजिंग का ठीक इंतजाम किया जाय लेकिन एक्सपर्ट ड्रेजर्स (Expert Dredgers) हमें बाहर से बुलाना है और उस के लिये विशेषज्ञों के लिये, हमने युनाइटेड नेशंस टैक्निकल असिस्टेंस एडमिनिस्ट्रेशन (United Nations Technical Assistance Administration) को लिखा है और वह इस पर विचार कर रहा है और जैसे ही उस का

प्रबन्ध वहां से हो जायेगा हम इस काम को शुरू करेंगे ।

अब मैं इस घोरे में जाऊं कि इस जमाने में कितनी तरक्की शिपिंग में हुई, कोस्टल ट्रेड (Coastal Trade) में हुई, कोस्टल शिपिंग (Coastal Shipping) में हुई । और साथ ही साथ ओवरसीज ट्रेडिंग (Overseas Trading) में । मैं मजबूर हूँ कि समय की कमी की वजह से मैं इन सब बातों को विस्तारपूर्वक नहीं कह सकता हूँ । लेकिन हमारी और गवर्नमेन्ट की बाबार इस बात की कोशिश है कि हम ओवरसीज ट्रेड को बढ़ायें । इस के लिये गवर्नमेन्ट ने एक ईस्टर्न शिपिंग कारपोरेशन (Eastern shipping Corporation) कायम किया है और इस कारपोरेशन की आथराइज़ेड कैपिटल (Authorized Capital) करीब १० करोड़ रुपये की है । इस में सरकार के ७४ फी सदी हिस्से हैं और सिन्धिया के २६ फी सदी हैं । यह कारपोरेशन इस बक्त हिन्दुस्तान और आस्ट्रेलिया के बीच हिन्दुस्तान और मलाया के बीच अपने जहाज भेजता है और अपना रोजगार चलाता है । इस के अलावा आप जानते हैं कि इंडियन स्टीम शिपिंग कम्पनी जो इस देश में है, वह खास तौर से ओवर सीज ट्रेड चला रही है । यह कम्पनी भारत ब्रह्मा के बीच, भारत सिलोन के बीच और दूसरे देशों से व्यापार कर रही है । इस के साथ साथ यह कम्पनी युनाइटेड किंगडम (United Kingdom) के साथ भी व्यापार कर रही है ? यह जो दो कम्पनियां मैं ने अभी आप को बतलाई, यह अपना काम चला रही हैं । हमारा इन के जरिये से कितना व्यापार कर रहा है, इसके सम्बन्ध में पूरी जानकारी और आंकड़े

## [श्री एल० बी० शास्त्री]

मेरे पास हैं, मगर गं इस वक्त आप के सामने नहीं रखूँगा ।

एक बात हमारे वैलायुधन साहब ने बड़े जोर से करमाई और कहा कि इस शिप बिल्डिंग ( Ship building ) में हमारा लाखों और करोड़ों रुपया बरबाद हो रहा है । वह जब कभी बोलते हैं तो लाखों और करोड़ों से नीचे की बात तो कभी कहते ही नहीं । कभी वह यह भी सोचते हैं कि किस मौके पर कैसी बात कहनी चाहिये । और किस बात का किस विभाग से सम्बन्ध है । मुझे इतना अफसोस है कि एक पार्लियामेंट के सदस्य होने के नाते उन को इस बात की जानकारी होनी चाहिये । जब उन्होंने मेरा उस से तो कोई सम्बन्ध नहीं है । लेकिन उन को तो कुछ न कुछ अपने भाषण में करप्शन के विषय में कहना ही या चाहे उस का मतलब ही या न हो । जब तक वह इस तरह की बातें नहीं कहते तब तक उन की जबान खुश नहीं होती । तो इस लिये मैं समझता हूँ कि कभी कभी इस की चर्चा चली .....

**Shri Velayudham:** I could not follow what he said.

**Mr. Chairman:** If the hon. Minister likes he can translate it in English.

**श्री एल० बी० शास्त्री :** लेकिन मैं इस के ब्योरे में नहीं जाना चाहता हूँ मगर उन्होंने जो बातें कहीं वह मेरे विभाग से ताल्लुक नहीं रखती हैं । अगर इस तरह की बात कहना मूनासिब समझते हैं तो जरूर कहें उन को कोई नहीं रोक सकता है लेकिन जैसा मैं ने कहा कि एक जिम्मेदार व्यक्ति को इस तरह की बात कहना उचित नहीं है जब कि वह उस डिपार्टमेंट से ताल्लुक न

रखती हैं । उन को कहने से पहिले सोच लेंगा चाहिये या कि वह किस डिपार्टमेंट की बात कह रहे हैं ।

एक बात हमारे मित्र हुक्म सिह जी ने परमिट ( permit ) के सिलसिले में कही । वह सवाल बिल्कुल मुनासिब सवाल है । लेकिन वह जानते हैं कि इस वक्त हर प्रान्तीय सरकार करीब करीब इस बात की कोशिश कर रही है कि वह रोड ट्रान्सपोर्ट (Road Transport) का राष्ट्रीयकरण करें । अब इस बात को मूलभूत रूप से उठाना या न उठाना, और इस वक्त इस पर बहस करना या उस का फैसला करना एक मुश्किल बात है । पिछली पार्लियामेंट में इस बात का फैसला किया गया था कि ट्रान्सपोर्ट को नेशनलाइज़ (Nationalize) किया जाय । लेकिन एक ऐक्ट कारपोरेशन का बनाया जा रहा है और उस कारपोरेशन के जरिये राष्ट्रीयकरण का काम चलाने की बात की जायेगी । इस लिये अब उस योजना के पीछे जाना एक मुश्किल बात है । लेकिन मैं यह मानता हूँ कि कहीं कहीं परमिट के सिलसिले में आपरेटर्स (operators) को दिक्कतें उठानी पड़ीं । कभी कभी चार चार महीने का परमिट दिया गया और चाहा तो उस को रिन्यू (renew) किया या न किया । इस तरह से भी उन लोगों को तकलीफ होती थी । जैसा अभी आप ने कहा कि ट्रान्सपोर्ट बिल्कुल बन्द हो गया और सरकार ने रोक दिया । लेकिन अब वह बात नहीं है । हाई कोर्ट ने इस बात का फैसला आपरेटर्स के हक में दिया है और उस फैसले के बाद सरकार ने सब को परमिट वापस दे दिये हैं । लेकिन उन्हें मालूम होना चाहिये कि उत्तर प्रदेश की सरकार ने इस बारे में एक ऐक्ट बना लिया है । इस ऐक्ट के मात्रातः वह अपने रोड ट्रान्सपोर्ट को नेशनलाइज़

कर रही हैं और इस एक्ट के मात्रात अब वह आगे जो प्राइवेट ट्रक या प्राइवेट बसें हैं, उन के साथ वह इस कानून के अन्तर्ये कार्यवाही करेगी। मगर जहां तक इस सवाल का ताल्लुक है यह सवाल खास तौर से राज्यों की सरकारों से ताल्लुक रखता है। हमारे लिये इस में दखल देना मुश्किल बात होगी। लेकिन मैं यह कहने को तैयार हूँ कि जो हमारी सेंट्रल ट्रान्सपोर्ट एडवाइजरी कॉसिल (Central Transport Advisory Council) है, जो साल में एक या दो बार बैठकी है और उस में हर प्रान्त के ट्रान्सपोर्ट मिनिस्टर (Ministers of Transport) आते हैं। उस समय इस बारे में कुछ सवाल मालूम किये जा सकते हैं। इस सवाल का जहां तक मूल सिद्धान्त का ताल्लुक है कि हमारी क्या नीति हो, हम ने शनलाइज़ करने जा रहे हैं या नहीं, करने जा रहे हैं। तो जब अगली ट्रान्सपोर्ट मिनिस्टरों की या ट्रान्सपोर्ट कमिश्नरों की बैठक होगी तो उस समय इस मामले को उठाया जा सकता है कि प्राइवेट ट्रकों का क्या किया जायेगा और किस तरह की नीति इन सब लोगों के लिये अस्तियार की जायेगी। इस बात की कोशिश की जायेगी कि एक सी नीति सारे देश के लिये लागू की जाये।

### I. P. M.

सरदार हुकम सिंह : मैं अब कहूँगा कि पिछले साल की रिपोर्ट में और इस साल की रिपोर्ट में यह लिखा गया है कि एक एक्ट तैयार कर दिया गया है जिस से कि मोटर एक्ट में तरभीम की जाये। कमेटी ने जो सिफारिशों की थी वह भी सब उस में रखी गई थी और वह सब उस रिपोर्ट में है। पिछले साल कहा गया था कि इस संशन में यह पास हो जायेगा। आया मिनिस्टर साहब इरादा रखते हैं कि इस एक्ट को इसी संशन में

या अगले संशन में लायें। इस बहुत बहु एक्ट किस मंडिल पर है।

श्री एल० बी० शास्त्री : मुझे अफसोस है कि इस बारे में मुझे पूरी जानकारी नहीं है। बहर हाल इस संशन में उस कोलात्रे का इरादा नहीं है लेकिन मैं उस की डिटेल्स (Details) को पूरा तरह से जल्द से जल्द देखूँगा।

सरदार हुकम सिंह : क्या मिनिस्टर साहब यह बतला सकते हैं कि जो रिपोर्ट इस बारे में निकली थी क्या गवर्नरेंट उस पर कायम है?

श्री एल० बी० शास्त्री : लेकिन मैं यह समझता हूँ कि बेसिक बात यह मान ली गई है ट्रान्सपोर्ट को नेशनलाइज़ किया जाना चाहिये। मगर साथ ही साथ प्राइवेट औपरेटरों को इस बात का भौका दिया जा सकता है कि जो सरकार नई सड़कों खोल रही है उन पर उन को चलाने का भौका दिया जाये ताकि वह इस बात का भौका पा सके कि उन को अपना काम खत्म करना ही है और वह इस बीच में अपने लिए कोई दूसरा उत्तराधिकार नहीं है कि औपरेटर्स को ओपरेटर औसाइटी (Operators, Co-operative Society) बना कर अपना काम जारी रखें। लेकिन यह बात ज़रूर मुमकिन है कि नेशनलाइज़ करते समय प्राइवेट औपरेटर्स को कितनी सहायिता दी जा सकती है जिस से उन का भी काम होता रहे और हमारा भी काम होता रहे। धीरे धीरे हम कुछ वर्षों में सब जगह रोड ट्रान्सपोर्ट को नेशनलाइज़ कर दें। पहले हम बस सर्विस नेशनलाइज़ कर दें और बाद को गुड्स सर्विस (Goods Service) को भी नेशनलाइज़ कर दें। तो इस तरह से कुछ समय मिल जाता है जिस में कि प्राइवेट औपरेटर्स अपना फ़सला कर सकते हैं।

[ श्री एस० बी० शास्त्री ]

हम अपनी ओर से हर तरह की सहूलियतें औपरेटरों को देने की कोशिश करना चाहते हैं।

सरदार हुकम सिंह : मैं आप से यह पूछना चाहता हूं कि आप वह पालिसी बतल दें जिस से औपरेटर्स को पता चल जाये कि उन का प्यूचर ( future ) क्या है।

श्री एस० बी० शास्त्री । मैं आखरी में एक दो बातें कहूंगा। एक तो डैक पैसेंजरों (deck passengers) के बारे में अभी माननीय सदस्यों ने मेरा ध्यान दिलाया है। मैं उन का बड़ा अनुग्रहीत हूं कि उन्होंने इस अहम बात पर मेरा ध्यान दिलाया है। जिस समय में डैक पैसेंजरों की तकलीफ के बारे में सोचता हूं तो मुझे यह याद आ जाता है कि उन की तकलीफ के सामने रेलवे के तीसरे दर्जे के मुसाफिरों की तकलीफ कुछ भी नहीं है।

काफी सहूलियत के साथ थड़ क्लास का मुसाफिर सफर करता है। लेकिन डैक पैसेंजर तो आदमी की तरह सफर नहीं करता है और बहुत ही खराब हालत है। मुझे खुशी है कि अभी हाल ही में डैक पैसेंजर कमेटी की रिपोर्ट (Deck Passenger Committee Report) हमारे सामने आई। मैं जानता हूं कि उस में जो जहाजों के मालिक हैं और जो कम्पनियां हैं उन का भी तात्पुर इस से है और इस में काफी दिक्कत पड़ती है किसी फैसले पर आने के लिये, अगर गवर्नमेन्ट को सीधे फैसला करना हो तो आसानी होती है, लेकिन जहां दूसरों का भी सम्बन्ध होता है वहां दिक्कत पड़ती है। फिर भी हम इस मसले को उठाना चाहते हैं और मैं ने अभी दो रोज़ हुए फायनेन्स मिनिस्ट्री को अपना एक नोट भी भेजा है।

इस बात पर जोर देते हुए कि हमें इस मसले को उठाना चाहिये और जो सिफारिशें डैक पैसेंजर कमेटी ने दी हैं उन को देखना चाहिये। जिस हृद तक उस में हम आगे जा सकते हैं 'हमें जाने का प्रयत्न करना है।

श्री लिंगराज मिश्र जी ने उड़ीसा के सिलसिले में कहा। अब मैं उस के बारे में क्या कहूं। समय बचाने के लिये केवल यही कहूंगा कि जो बातें उन्होंने कही हैं, मैं उन्हें यह विश्वास दिलाना चाहता हूं, कि मैं उन्हें देखूंगा और अगर उसमें कुछ करने की कोई बात होगी तो जितना भी हो सकता है मैं करने का प्रयत्न करूंगा।

दिल्ली ट्रांसपोर्ट सर्विस के बारे में श्री वैलायुधन ने कुछ बातें कहीं। मुझे हाउस से छिपाने की कोई बात नहीं है। मैं साफ यह कहना चाहता हूं कि मुझे बुद्ध इस बात से संतोष नहीं है। जिस तरह से दिल्ली ट्रांसपोर्ट सर्विस अपना काम चला रही है उस से मुझे इतनी नाना नहीं है। यह बात ज़रूर है कि उस का काम दिल्ली ट्रांसपोर्ट अथारिटी (Delhi Transport Authority) चलाती है। काफी हृद तक उस को आटोनामी (autonomy) और आजादी है। इसलिये हम उस के रोज़ के काम में दखल नहीं देते। लेकिन फिर भी हमारा उस से कुछ सम्बन्ध है और उस सम्बन्ध के नाते मैं चाहता हूं कि दिल्ली ट्रांसपोर्ट का काम अच्छा चले। उस में सफर करने वालों को आराम और सुविधा मिले तथा साथ ही साथ में यह भी चाहता हूं कि उस में कुछ नुकसान न हो। अगर ऐसे कनसर्न (Concerns) घाटे से चलें और जनता को सुख पहुंचाने के लिये और आराम देने के लिये ऐसा करना आवश्यक हो तो मेरी निजी राय है कि यह भी हो सकता है, लेकिन अगर दोनों काम किये जा सकते हैं कि

जनता को सुविधा भी पहुंचे और साथ ही साथ किसी कन्सन्ट को घाटा न हो तो, जैसा मैं ने पहले भी कहा, यह हमारे लिये आर्थिक दृष्टि से बिल्कुल उचित और मुनासिब है। इसलिये मैं दिल्ली ट्रान्सपोर्ट सर्विस के काम को देखना चाहता हूँ और मुझे भरोसा है कि हम जल्दी ही उस के काम को सुधारेंगे और जो उस की कमियां हैं उन को दूर करने की कोशिश करेंगे।

अगर मेरे माननीय सदस्य रुप्त और नाराज़ न हों तो मैं एक बात कह कर खत्म करना चाहता हूँ। अभी कुछ दिन हुए दिल्ली ट्रान्सपोर्ट सर्विस में एक स्ट्राइक (strike) हुआ था। जहां तक मैं ने देखा है वह स्ट्राइक बिल्कुल गैर ज़रूरी बात थी और मैं यह कह सकता हूँ कि किसी हद तक तो वह बिल्कुल अनुचित और गैर मुनासिब बात थी। लेकिन मुझे अफसोस इस बात का है कि हमारे पार्लियामेंट के विरोधी दल के, कम्युनिस्ट पार्टी के, एक दो सदस्य वहां गये। उन की मीटिंग में उन्होंने ने व्याख्यान दिये। मैं मना तो नहीं कर सकता हूँ। हर एक को अस्तियार है कि वह जा कर ऐसे मौके पर अपनी स्पीच दे और जो कहना चाहे कहे। मगर मुझे दिक्कत यह पड़ती है कि उन माननीय सदस्यों का एक ड्यूएल रोल (dual role) है और उस के नाते जब अपने सामने उन से बात करनी पड़ती है तो दिक्कत होती है। मेरे कहने का मतलब यह है कि अभी तीन चार रोज़ हुए कम्युनिस्ट पार्टी के लीडर महोदय ने मूझे कहा कि वह मुझ से डी० टी० ऐस० (D.T.S.) के बारे में बातचीत करना चाहते हैं। मैं ने कहा कि बड़े शौक से वह बातें कर सकते हैं। मैं उसी दिन बाहर इलाहाबाद जा रहा था, इसलिये मैं रो बातें करना समझ नहीं था। मैं ने इस कारण ट्रान्सपोर्ट सेक्टरी से उन के इंटरव्यू

(interview) का इन्तजाम कर दिया। मुझे इस में कोई दिक्कत नहीं। लेकिन सारा सवाल यह होता है कि यूनियन के लीडर की हैसियत से अगर कोई हमारे पास आता है तो उसका भी कुछ कर्तव्य हो जाता है, फरायद हैं, व उन्हें पूरा करता है। फिर अविकारी भी उसी तरह उस का जवाब देते हैं। लेकिन एक ऐस० पी० के अधिकार और अस्तियारात उस से ज्यादा हैं और ऐस० पी० निहायत आज़ादी के साथ हर मसले पर हर विषय पर हम से बात चीत कर सकते हैं। तो उन का बहैसियत एक यूनियन लीडर के बहां जा कर काम करना और उन की बातें फिर हमारे सामने ऐस० पी० के रूप में लाना, मुझे उचित नहीं लगता। यह ठीक है कि यूनियन के लीडर की हैसियत से आप का हक है कि आप उस यूनियन को चलायें और गवर्नरमेंट से लड़ें। लेकिन फिर ट्रान्सपोर्ट आथारिटी को मौका देना चाहिये कि उसी नाते वह भी काम करे। लेकिन आप चाहें कि यूनियन लीडर की तरह एक जगह काम करें और फिर बहैसियत ऐस० पी० हम से बात चीत करें, तो फिर उस में हमें स्वभावतः दिक्कत पड़ती है। इस विषय में कुछ अधिक कहना नहीं चाहता। मैं उन के ऊपर और हाउस के ऊपर इस बात का फैसला छोड़ना चाहता हूँ कि वह यह निर्णय करें कि यह कहां तक मुनासिब होगा कि वह अपने दोनों रोल रखते हुए इन कामों में हिस्सा लें और उसे चलायें।

मैं ने आप का काफ़ी समय ले लिया और बहत भी ज्यादा निकल गया। एक दो बातें और ज़रूरी रह गई हैं। मगर मूझे अफसोस है कि मुझे उन्हें छोड़ना पड़ेगा। आप ने मुझे बोलने का अवसर दिया और मैं हिन्दी में बोआ, इस के लिये मैं आप को धन्यवाद देता हूँ।

(English translation of the above speech)

**Shri L. B. Shastri:** Sir, I have very little time at my disposal and it is not possible for me to express my opinion regarding all the matters that have been raised by hon. Members. But there are two or three important matters which I would like to deal with.

The first question raised here is about the national highways. It is generally understood that it is very easy to include all the roads situate in the States among the national highways. The Maharani of Garhwal has pleaded for the inclusion of Garhwal roads in the national highways. I do not doubt the propriety of the demand but the question is whether we can include all the State roads in the national highways and absolve the States of their entire responsibility in that connection? There are certain prerequisites for a road to be classed as a national highway, namely, that the road should link one State capital to another State capital, that it should lead to a big port or to the border of another country or a part of that country. Only such roads can be classed as national highways.

We are considering the question of taking over the road which leads from Rampur, Chini etc. in Himachal Pradesh to Tibet. But there are many difficulties. Construction of a road in the mountainous terrain costs a lot. Under these circumstances, it was not very easy for us to take over that work but we have taken it over because of the urgency of doing so. I was much pleased to know that recently about 100 students from various universities and colleges went there to work on that road during their summer vacation and that they are working there for the last one month. They may not be able to do much work but one good result of their going has been that today thousands of people belonging to Himachal Pradesh are engaged in constructing roads. The co-operation of the people is necessary in these times for the construction of roads. If they cannot help in any other way they should at least contribute manual labour for that purpose. The construction of that road is not included in our Five Year Plan but I am glad that when the importance of the road was pointed out to the hon. Minister of Finance he agreed to try to make financial provision for it. As far as Garhwal is concerned the Five Year Plan for inclusion of roads in national highways sent to us by the Uttar

Pradesh Government does not make any mention of Garhwal roads. It is obvious that the Uttar Pradesh Government do not give as much importance to Garhwal roads as the hon. Member has just now indicated in the House.

At the same time I would like to point out that we have drawn up a five year plan for national highways which is in itself a part of a bigger plan. The plan of development of national highways cannot have a separate entity, it can only be a part of the bigger plan for the development of all sectors. For this purpose we have made a provision of about Rs. 25 crores i.e. Rs. 5 crores per annum. Out of Rs. 25 crores, we have already spent about Rs. four crores and have a balance of about Rs. 20 crores, or Rs. five crores annually for the next four years. I cannot go into the details for lack of time but if hon. Members are eager to know about particular plans I would gladly give the desired information. We want to construct 13,400 miles of roads under the National Highways Scheme. Out of this, as an hon. Member pointed out 1,600 miles of roads would be to link certain roads with others or to provide the missing links as they are called. We have also to construct many small and big bridges. The balance i.e. Rs. 20 crores, is not adequate considering the work we have to do. However, we would try to accomplish as much as possible with the funds at our disposal. The list of the roads included in the Five Year Plan has been prepared after full consultations with State Governments and they have given their opinion after mature consideration. Not only the State Governments but also certain Committees of this House have gone over the lists and prepared a consolidated list. I do not think that hon. Members would have any suspicions as to whether any favours have been shown to particular areas in the adoption of the national highways plan.

I would like to point out that as far as small roads, the construction of which is contemplated by State Governments,—as the case of Garhwal was mentioned are concerned,—and which are considered important and would be costly to construct,—we do give grants for their construction to the State Governments and we have actually given considerable grants. We give grants to the State Governments for other roads as well out of the Roads Fund. We have decided to give grants out of the Roads Fund in future also for the construction of village

roads and linking them with main roads. The hon. Members can well realise that it would be a one sided development if we construct national highways followed by state highways and then turn to village roads. It would be a sort of disjointed effort and would be harmful to the development of villages. So we have decided to give to the states Rs. 15 to 20 lakhs every year for village roads.

An hon. Member mentioned Konkan in connection with shipping. He said that as there were no roads; it was a birth place of scholars—it was perhaps stated by some other hon. Member. I cannot say whether lack of roads add to men's knowledge or wisdom, but I would like to state that though Konkan is not included in the Five Year National Highways Plan we would consider giving grant out of the Roads Fund Reserve for the construction of roads in Konkan. We are prepared to write to the State Government concerned that if they want any grant for constructing roads in Konkan, they should write to us. I can also say that we are prepared to consider contributing 50 per cent. of the expenses on those roads.

It has been said that arrangements for dredging of small ports especially of those in Bombay state, should be made. I agree with the point made. The Central Government also have reached the conclusion that proper arrangements for dredging of ports should be made. But we need expert dredgers for that purpose. We have written to the United Nations Technical Assistance Administration for expert dredgers. The Administration is considering our request. As soon as arrangements for experts are made we would take up the work.

I am sorry that due to lack of time I cannot go into details regarding progress made during this period in shipping, coastal trade, coastal shipping and overseas trade. It is our persistent endeavour to increase our overseas trade. For this purpose the Government have set up the Eastern Shipping Corporation with an authorised capital of Rs. 10 crores. 74 per cent. of the shares of this Corporation are held by the Government and the rest by Scindias. The ships of the Corporation ply between India and Australia, and India and Malaya. In addition to this as you are aware Sir, the Indian Steam Shipping Co. is engaged especially in overseas trade. The ships of this Company ply between India and Ceylon, India and Burma, India and Pakistan and other countries. This company also trades with United Kingdom. The Corporation and the

Company, are both engaged in their respective tasks as I have just now mentioned. I have full data with regard to our trade as borne by these Shipping Companies but I will not put those facts and figures before you just now.

Shri Velayudhan has stated with considerable emphasis that crores of rupees are being wasted on shipbuilding. Whenever he speaks, he has a tendency not to mention any figure less than a crore. Does he ever think as to what is the appropriate occasion for saying anything, or as to which department is concerned with that particular thing? As an M.P. he should know these things. When he alleged the prevalence of corruption I was pained because I am not connected with that particular department. But he alleged the prevalence of corruption as he had to say something, relevant or irrelevant. He cannot be happy unless he has said some thing of that kind. I think that when a mention is made...

Shri Velayudhan: I could not follow what he said.

Mr. Chairman: If the hon. Minister likes he can translate it in English.

Shri L. B. Shastri: I do not want to go into details but what he said does not concern my Ministry. If he thinks that it is appropriate to say such things he can go ahead; nobody can stop him. But as I have already pointed out, it does not behove a responsible person to say things like this especially when they do not concern the portfolio of the Minister concerned. He should have thought before speaking as to which department he was talking about.

My hon. friend Shri Hukam Singh has raised the question of permits. That question is quite pertinent. But he knows that at present almost all the State Governments are trying to nationalise road transport. It is difficult to raise this basic issue to discuss it or to take a decision in this connection. In the last Parliament it was decided to nationalise transport. A Bill is being drafted to establish a corporation and the Government would try to bring about nationalisation of road transport through the corporation. It is very difficult to abandon that plan at this stage. I admit that at some places the operators had to undergo many difficulties with regard to permits. Sometime permits for a four-month period were granted and in some cases they were not renewed. This put the operators in trouble. As you have put it—the transport came to a standstill because of the Govern-

[Shri L. B. Shastri]

ment. But now the position is different. The decision of the High Court has been in favour of the operators, after which the Government have returned the permits of all operators. But it should be known that in Uttar Pradesh an Act has been passed under which road transport is being nationalised. The State Government would deal with private trucks and buses under this law. This question mainly concerns the State Governments, and it would be difficult for us to intervene. But I can say that we can obtain some information at the time of the next meeting of the Central Transport Advisory Committee which includes Transport Ministers of all the States and meets once or twice a year. Whenever the Transport Ministers or Commissioners meet next time, we can raise this basic question of policy as to whether we are going to nationalise transport or not. We can also ask at that time as to what will become of the private trucks and what policy would be adopted in that matter. An attempt would be made to adopt a uniform policy for the whole of the country.

**Sardar Hukam Singh:** I would submit that in the Report of the previous years and also of this year it has been mentioned that a draft bill has been prepared in order to amend the Motor Vehicles Act. All the recommendations of the committee are included in that. The Report also contains these recommendations. It was stated last year that the Bill would be passed in this Session. Does the hon. Minister intend to introduce the Bill in this Session or in the next one? At what stage is that Bill at this time.

**Shri L. B. Shastri:** I am sorry, I am not in possession of complete information. However, there is no intention on our part to introduce it in this Session, but I would study its details as soon as possible.

**Sardar Hukam Singh:** Will the hon. Minister say whether the Government still stick to the Report published in this connection?

**Shri L. B. Shastri:** But I think that the basic principle accepted was that transport should be nationalised. But at the same time the private operators can be given an opportunity to operate on newly opened roads on the understanding that they have to close down their business after all so that they may be able to find alternate avenues in the meantime. It is not possible that the operators should continue in their business by forming themselves into Operators' Co-operative Societies.

But it is possible to give facilities to operators so that they can continue with the nationalised transport on the roads. Gradually, the whole of the road transport can be nationalised, beginning with Bus services and ending with Goods services. Thus the operators will get enough time to reach a decision. We want to give all facilities to private operators.

**Sardar Hukam Singh:** I want that you should declare your policy so that the private operators know as to what is their future.

**Shri L. B. Shastri:** In the end I would say a couple of things. One is about the condition of deck passengers towards which hon. Members have drawn my attention. I am very grateful to them for doing so. Whenever I think of the difficulties experienced by deck passengers I realise that the difficulties of third class passengers in Railways are nothing as compared with those of the deck passengers.

The third class passengers travel comfortably in comparison, but those on the deck do not travel like human beings. I am glad that recently the Deck Passengers' Committee has submitted its report. The proprietors of ships and shipping companies also are connected with the Committee and it is difficult to take a decision. If the Government alone had to decide it would not be difficult at all. However we want to take up this question. Couple of days back I had sent a note to the Finance Ministry stressing the need for taking up this question and going over the recommendations of the Deck Passengers' Committee. We have to try to make as much progress as possible.

**Shri Lingaraj Misra:** Shri Lingaraj Misra has raised some points about Orissa. All I can say is that I want to assure him that I would give full consideration to those points and if there is anything to be done I would try to do as much as possible.

**Shri Velayudhan:** Shri Velayudhan has made some remarks about the Delhi Transport Service. There is nothing to be concealed as far as the House is concerned. I want to state clearly that I am not satisfied with the working of the Delhi Transport Service. But its control is in the hands of the Delhi Transport Authority, which, to a large extent, is an autonomous body. So we do not interfere with its day to day working. But we do have some connection with it. In view of that relationship, I want that the working of the Delhi Transport Service should be smooth, the passengers should get comfort and all other facilities, and at the same

time the service should not sustain any loss. If it is necessary in the interests of the comfort of the people, that such concerns should run at a loss, I personally think this is permissible. But if we can provide comforts and at the same time not run the concern at a loss, as I said earlier, it would be the only proper course from an economic point of view. In view of this I want to study the working of the Delhi Transport Service and I am sure we would reform it at an early date and try to remove the shortcomings.

I would say one thing more before I finish if the hon. Members sitting opposite do not feel offended. Recently there was a strike in the Delhi Transport Service. As far as I could see, the strike was absolutely unnecessary. To some extent it was entirely improper. I am sorry to note that a couple of hon. Members of the opposition belonging to the Communist Party of India went there and spoke at the meeting of the D.T.S. workers. I cannot stop anybody; everybody has a right to attend any such meetings and make speeches there. But my difficulty is that theirs is a dual role and it puts me to inconvenience when I talk with them in that capacity. What I mean to say is that a few days back the leader of the Communist Party in the House told me that he wanted to talk to me about the Delhi Transport Service. I told him that I would gladly talk to him on the subject. But as I was leaving for Allahabad that very day it was not possible for me to talk to him, and so I arranged an interview between him and the Secretary of the Transport Ministry. I had no objection to that. But the question is that when somebody comes to see us in the capacity of a Union Leader he has also some responsibilities to shoulder. The authorities also respond in the same manner. The rights and privileges of M.P.s are greater than those of the authorities and the former can talk to us with full freedom on all subjects. But I do not think it is fair on their part to go and work there as Union leaders and bring the workers' problems to us in the capacity of M.P.s. No doubt as a Union Leader it is their right to keep the Union functioning and fight the Government. But then the Transport Authority also should have an opportunity to work on the same level. Naturally it would be difficult for us to talk to them as an M.P. when they go and work at some place as Union leaders. I do not wish to say anything more on this subject. I leave it to you Sir, and to the House to decide as to how far it is proper

for them to play both their roles and participate in these activities.

I have taken enough time and it is pretty late. There are a couple of important matters but I would regretfully have to leave them as they are. I thank you very much for giving me an opportunity to speak and that, too, in Hindi.

श्री शौ. डॉ. शास्त्री : यथा मानसीक अन्वयन के विषय प्रवेश का भी कोई नकार उन के सम्में है कि वहां यातायात की कासुवाहा है ?

[Shri B. D. Shastri (Shahdol-Sidhi): Will the hon. Minister kindly state whether he has any information regarding the transport facilities obtaining in Vidhaya Pradesh?]

Shri Velayudhan: Sir, on a point of personal explanation . . .

Mr. Chairman: I take it that the hon. Member has understood what the hon. Minister has stated.

Shri Velayudhan: In regard to Shipping I think the hon. Minister has stated that it has been transferred to the Commerce Ministry. I think that is what he has stated. But I took it that Shipping would naturally come under Transport. Of course, even Mining has now come under Education!

Mr. Chairman: I will now proceed to put the cut motions to the House.

The question is:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand under the head 'Ministry of Transport' be reduced by Rs. 100."

The motion was negatived.

**Mr. Chairman:** I will now put the demands to the House. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper in respect of Demands Nos. 89, 90, 91, 92, 93, 94, 127, 128 and 129 be granted to the President, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of the corresponding heads of Demands entered in the second column thereof."

**The motion was adopted.**

[As directed by Mr. Chairman the motions for Demands for Grants which were adopted by the House are reproduced below.—Ed. of P.P.]

**DEMAND NO. 89—MINISTRY OF TRANSPORT**

"That a sum not exceeding Rs. 22,23,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ministry of Transport'."

**DEMAND NO. 90—PORTS AND PILOTAGE**

"That a sum not exceeding Rs. 46,05,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Ports and Pilotage'."

**DEMAND NO. 91—LIGHTHOUSES AND LIGHTSHIPS**

"That a sum not exceeding Rs. 29,06,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Lighthouses and Lightships'."

**DEMAND NO. 92—CENTRAL ROAD FUND**

"That a sum not exceeding Rs. 3,67,65,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Central Road Fund'."

**DEMAND NO. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)**

"That a sum not exceeding Rs. 2,98,79,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Communications (including National Highways)'.

**DEMAND NO. 94—MISCELLANEOUS EXPENDITURE UNDER THE MINISTRY OF TRANSPORT**

"That a sum not exceeding Rs. 1,51,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Miscellaneous Expenditure under the Ministry of Transport'."

**DEMAND NO. 127—CAPITAL OUTLAY ON PORTS**

"That a sum not exceeding Rs. 1,70,00,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Ports'."

**DEMAND NO. 128—CAPITAL OUTLAY ON ROADS**

"That a sum not exceeding Rs. 4,55,20,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Capital Outlay on Roads'."

**DEMAND NO. 129—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT**

"That a sum not exceeding Rs. 78,97,000 be granted to the President, out of the Consolidated Fund of India, to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March 1953, in respect of 'Other Capital Outlay of the Ministry of Transport'."

The House then adjourned till a Quarter Past Ten of the Clock on Wednesday, the 26th June, 1952.