

Second Series, No.14

Thursday, February 25, 1960
Phalgun 6, 1881 (Saka)

LOK SABHA DEBATES

Tenth Session
(Second Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA

Thursday, February 25, 1960/Phalguna 6, 1881 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Export of Gunny Bags and Hessian Bales to China

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373.	Shri C. K. Bhattacharya:
	Shrimati Ila Palchoudhuri:
	Shri P. G. Deb:
	Shri Radha Raman:
	Shri A. M. Tariq:
	Shri S. A. Mehdil:
	Shri Pramathanath Banerjee:

Will the Minister of Commerce and Industry be pleased to lay a statement showing:

(a) the quantities of gunny bags and hessian bales separately purchas-

ed by China during the Calendar years 1958, 1959 and 1960 so far together with their respective values in rupees for each year;

(b) whether the purchases made in 1960 have been shipped;

(c) if not, the reasons therefor;

(d) whether further enquiries for purchases to be made in 1960 have been received;

(e) if so, brief details thereof; and

(f) the reasons, if any, for the heavy purchases already made and/or proposed to be made by China of these articles from India?

The Minister of Commerce (Shri Kanungo): (a) to (f). A statement is laid on the Table of the House.

STATEMENT

(a) Information regarding purchases made by China is not available. Exports of hessian and sacking to China during 1958, 1959 and 1960 (so far) were as under:—

Description	1958		1959		1960	
	Quantity (Tons)	Value (Rs.)	Quantity (Tons)	Value (Rs.)	Quantity (Tons)	Value (Rs.)
Hessian	4,054	58,32,434
Sacking	..	7,713 76,52,000	55,928	5,66,03,702

(b) As far as Government are aware no purchases have been made in 1960 so far.

(e) Enquiries were reportedly for 10,000 bales of gunnies.

(c) Does not arise.

(f) Available information indicates that these purchases were intended to meet the increased requirements of packing material.

(d) None by Government. Some enquiries were, however, reported to have been made.

378 (Ai) LSD—1.

Shri C. K. Bhattacharya: From the statement I find that Government have stated that no purchases have been made in 1960 so far. But what was asked in the question was a statement showing the purchases made in 1958, 1959 and 1960 separately. May I know whether there had been any purchases in 1959?

Shri Kanungo: The 1959 figures are given in the statement.

Shri C. K. Bhattacharya: May I know whether in the first ten months of 1959, the purchases made were about ten times the purchases in the previous year?

Shri Kanungo: No. The figures for 1958 and 1959 are given there in the statement, and they will show that the purchases were not of the size.

Shri Hem Barua: May I know whether it is a fact that the Sino-Indian trade agreement expired on the 31st December last, and if so, whether it is a fact that there has not been any attempt on the part of China to renew the trade agreement, and if it is a fact, whether this can be construed as economic sanction by China against India?

Shri Kanungo: No. The trade agreement does not mean that after the period expires, it will stop automatically. It goes on till new agreements are signed.

Shri Tyagi: Are Government aware that jute sacking is also used as sand-bags in the protection of trenches, bunkers and dug-outs etc?

Shri Kanungo: Yes, the lighter variety of hessian is used for some sand-bags sometimes. But the figures will show that there has been no purchase of sand-bags of that quality.

Shri C. K. Bhattacharya: May I know whether there has been any

move on behalf of China to have this Sino-Indian trade agreement renewed?

Shri Kanungo: No move has been made yet on behalf of China.

Shri S. A. Mehdil: May I know whether all the purchases made in 1959 have already been shipped, or some portion still remains to be shipped?

Shri Kanungo: It is mentioned in the statement already that they have been shipped.

Shri Ramanathan Chettiar: Is it not a fact that in the months of November and December, 1959, heavy purchases were made, and if so, what was the quantity that was purchased by China in the Calcutta market?

Shri Kanungo: The figures are given in the statement, and there were no particularly heavy purchases in those months as the hon. Member has mentioned.

Shri Hem Barua: The hon. Minister has admitted my contention that China has made no effort to renew the trade agreement that expired on 31st December, 1959. May I know whether any effort is being made from our side to renew the trade agreement?

Shri Kanungo: No; as a matter of routine, it will be taken up.

Shri C. K. Bhattacharya: In 1958, the quantity purchased amounted to 7,713 tons. But, in 1959, the quantity purchased went up to about sixty thousand tons. Will the Minister kindly explain the reason which has led to this unexpected increase in 1959 over and above the figure for 1958?

Shri Kanungo: The reasons, according to our reports, are the larger crops and the larger materials which required packing.

Foot-wear for Coal-miners

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*374. { Shri Ram Krishan Gupta:
Shrimati Ila Palchoudhuri:
Shri Raghunath Singh:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 1474 on the 15th December, 1959 and state:

(a) whether the Committee set up by the Ministry of Labour and Employment to investigate the possibility of evolving a suitable and standard pattern of foot-wear for coal-miners has since submitted its report;

(b) if so, the details of its recommendations;

(c) whether they have been accepted; and

(d) if so, the nature of steps taken to implement them?

The Deputy Minister of Labour
(Shri Abid Ali): (a) Yes.

(b) The Committee has recommended that employers should supply to the workers foot-wear conforming to the specifications recommended by it and that they should also make arrangements for brushing and cleaning of the foot-wear supplied, and for their repairs.

(c) and (d). The recommendations have been brought to the notice of the organisations concerned.

Shri Ram Krishan Gupta: In view of the report of the committee, may I know whether arrangements have been made by employers to prepare these foot-wear?

Shri Abid Ali: This was done very recently, and it would be too early to give any information with regard to the question asked by the hon. Member.

Shri T. B. Vittal Rao: It was stated some time back that out of 2.50 lakhs

employees eligible to get this concession, only 30,000 or so got it so far. May I know the position today?

Shri Abid Ali: 2.65 lakhs of employees are entitled to these foot-wear. Out of them, 37,412 were supplied foot-wear before the committee was appointed. Since then, they were awaiting the recommendation of the committee, and now, further action will be taken. We are also convening a meeting of the industrial committee on this industry, to persuade employers to accept these suggestions.

Shri T. B. Vittal Rao: The supply of foot-wear to coal-miners was to be made according to an award made by the industrial tribunal. So, where is the question of placing the matter again before the industrial committee?

Shri Abid Ali: The specifications were not mentioned. These specifications were to be settled in consultation with the Chief Inspector of Mines. He gave certain specifications which were subsequently found to be not very satisfactory. Therefore, a committee was appointed, and their report has already been placed in the Library.

Shri S. M. Banerjee: May I know whether the employers have accepted the specifications and they have decided to supply the shoes?

Shri Abid Ali: They have only been communicated and also the Coal Mines Welfare Commissioner. The employers were informed in January and the other officers early this month.

Enhancement of Employees' Provident Fund Rates

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*375. { Shri Vajpayee:
Shri S. M. Banerjee:
Shri Assar:
Shri B. Das Gupta:
Shri S. A. Mehdil:
Shri Pramathanath Banerjee:

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

(a) whether Government propose to set up a Committee with a view to

assess as to which of the industries could bear the additional burden resulting from the enhancement of the employees' provident fund contribution rate; and

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

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra):

(a) Yes.

(b) The composition of the Committee and its terms of reference are being finalised in consultation with the Employers' and Workers' Organisations.

Shri Vajpayee: May I know whether Government have come to the conclusion that certain industries are not in a position to bear this additional burden, and if so, what those industries are?

The Minister of Labour and Employment and Planning (Shri Nanda): The answer to that question cannot be given at this stage. It is exactly for the purpose of finding out and ascertaining which industries are capable of bearing this additional burden, and which are not, that this arrangement is being made, and this machinery is being set up.

Shri Vajpayee: Government had decided to appoint a committee. May I know whether this decision is based on the presumption that there are certain industries which are not in a position to bear this additional burden?

Shri Nanda: There is no question of a presumption. It was well known at one time that the textile industry was in such a state that it was not considered wise and proper to saddle it with any additional burden.

Shri Anthony Pillai: May I know the industries for which this committee is being set up?

Shri Nanda: For six industries.

Shri L. N. Mishra: They are: cement, cigarettes, electrical, mechanical or general engineering products, iron and steel, paper, and textiles.

Shri S. M. Banerjee: The hon. Minister has stated that the terms of reference have not yet been decided upon. But, on the 18th February, 1960, a letter has been addressed to the trade unions and to the other departments, wherein the terms of reference have been given. May I know whether this letter of the 18th February, 1960 is a genuine letter, and if so, why the Members of Parliament have not yet been informed of the terms of reference? I have got that letter here before me.

Shri Nanda: A certain approach was settled at a meeting of the Standing Labour Committee. The employers and the workers' sides were consulted and some lines for the terms of reference were settled. Therefore, provisionally it is there.

Shri Tangamani: Will there be any representative of labour on this Committee which is going into the question of the 6 industries? If so, has any decision been taken as to who is to be that representative?

Shri Nanda: Yes, we are in touch with the organisations of the workers and the employers for the purpose.

Shri Anthony Pillai: Other than in the textile industry, do the indices of profits show that there has been any fall since the Naini Tal Labour Conference?

Shri Nanda: A very large number of industries was concerned and, therefore, we had to move away from the decision to apply it generally. Once we did that, then the question does arise as to the selection of the industries which can and which cannot.

Shri Aurobindo Ghoshal: May I know whether it will be enhanced in the case of public undertakings also?

Shri Nanda: There is no differentiation.

Shri T. B. Vittal Rao: May I know whether the workers' representatives on the Committee which was called at the instance of the Ministry agreed to the formation of this Technical Committee?

Shri Nanda: Yes, this was discussed with all parties.

Shri S. M. Banerjee: I want to know whether Government will give some idea as to the reasonable profit after which the additional burden can be borne by the industry concerned?

Shri Nanda: If Government were to settle that, they need not appoint a Committee.

Shri Tangamani: The compulsory provident fund scheme includes not only the 6 industries mentioned but many other industries. The Government have chosen only 6 industries which, in their opinion, have got the capacity to pay. Will they fix any particular time-limit before which this Committee should make its recommendations?

Shri Nanda: The 6 mentioned is not the final list. To begin with, these 6 industries will be chosen for the purpose. Since there will be persons from both the sides there, there will be every effort to expedite the conclusions of the Committee.

Shri Tangamani: My point is....

Mr. Speaker: The hon. Member can ask only one question and he must be satisfied with the answer, unless he is called again.

Shri T. B. Vittal Rao: May I know if the Study Group which consists of several experts recommended that the enhancement should take place immediately? May I also know why coal-mines are left out of the terms of reference of the proposed Committee?

Shri Nanda: That Committee which reported on the scheme of social

security assumed a certain rate. It was not for that Committee to say as to what the rate was going to be.

Shri Tangamani: My point is....

Mr. Speaker: The hon. Member will ask a question. He need not explain his point.

Shri Tangamani: Is it the opinion of Government....

Mr. Speaker: Opinions are not asked. What is the fact he wants to elicit?

Shri Tangamani: Is it the Government's conclusion that only the 6 industries mentioned, namely, textile, cement, paper and three others, have at present got the capacity to pay?

Shri Nanda: I thought these were certain industries which had originally been adopted for this purpose. Therefore, we begin with those industries.

Shri K. N. Pandey: May I know whether the arrears not paid by the employers have been realised to some extent?

Shri Nanda: The arrears are being progressively realised, though this question does not arise out of this.

भूटान को सहायता

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श्री भरत दशन :

श्री मुदोब हंसदा :

श्री राम चंद्र मातो :

श्री स० चंद्र सामन्त :

श्री दी० चंद्र शर्मा :

श्री प्र० के० देव :

श्री प्र० गं० देव :

श्री विं० दास गुप्त :

श्री भरविद घोषाल :

श्री च० मु० तारिक :

श्री अजित सिंह सरदूरी :

श्री हेम बद्धा :

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क्या प्रधान मंत्री १६ नवम्बर, १९४६ के तारांकित प्रस्तुत संस्करण १२८ के उत्तर के

सम्बन्ध में यह बताने की कृपा करेंगे कि भूटान को वित्तीय सहायता देने के सम्बन्ध में इस बीच क्या प्रगति हुई है ?

वेदोशिक-कार्य मंत्री के सम्बन्धित (भी सारांश भी लाएं) : पांच लाख रुपये की वार्षिक सहायता के अलावा चालू वित्तीय वर्ष में विकास-कार्यों पर खर्च करने के लिए ५,७४,७७४ रुपए और सड़क प्रयोजनाओं के लिए ३ लाख रुपए की मंजूरी दी गई है ।

पहले के प्रश्न (संख्या १२८) के उत्तर में ७ लाख ८० की जिस आर्थिक संहायता का जिक्र किया गया था, वह १६६०-६१ के वित्तीय वर्ष से दी जाएगी ।

[**Shri Sadath Ali Khan:** Apart from the annual subsidy of Rs. 5 lakhs, an ad-hoc grant of Rs. 5,74,774/- for development expenditure and Rs. 3 lakhs for road projects have been sanctioned during the current financial year.

The economic subsidy of Rs. 7 lakhs mentioned in reply to the earlier question (No. 128) will be given from the financial year 1960-61.]

श्री भक्त दर्शन : श्रीमान्, मैं यह जानना चाहता हूँ कि भूटान को जो आर्थिक सहायता दी जा रही है उस को खर्च करने की जिम्मेदारी सीधे भूटान सरकार पर है या कि हमारे इंजीनियरों और विदेशीों की मांग की गई है और उनकी देखरेख में उस को खर्च किया जायगा ।

प्रधान मंत्री तथा वेदोशिक-कार्य मंत्री (भी जवाहरलाल नेहरू) : मैं समझता हूँ कि उस के खर्च की जिम्मेदारी भूटान सरकार पर है । हमारे इंजीनियर उन की मदद मले ही करें, लेकिन जिम्मेदारी तो भूटान सरकार पर है ।

श्री भक्त दर्शन : श्रीमान्, क्या शासन के व्यापार में यह बात आई है कि भूटान के प्रधान मंत्री एक और तो भूटान के लिये

अधिक सहायता की मांग करते चले जा रहे हैं और दूसरी ओर कलकत्ते में स्थायी रूप से रहने का प्रबन्ध कर रहे हैं ? यह दोनों बातें कहां तक मेल लाती हैं ?

श्री जवाहरलाल नेहरू : यहतो माननीय मदस्य एक व्यक्तिगत सवाल कर रहे हैं एक व्यक्ति के बारे में । इस की निस्तव्य में क्या जानता हूँ और क्या जबाब दे सकता हूँ ?

Shri Subodh Hansda: May I know whether it is a fact that Rs. 15 crore have been sanctioned to the Bhutan Government? If so, did the Bhutan Government submit any road plan prior to the sanctioning of the amount?

Shri Jawaharlal Nehru: May I first submit that we do not treat the Bhutan Government in this way and ask them to submit this or that? We come to an agreement with them to supply certain facilities, certain financial aid, for certain purposes. Naturally those purposes are examined. It is a road plan, naturally it is examined because the ultimate building of the roads will be by Indian engineer. All that has to be examined and passed by them. But we cannot call upon the Bhutan Government to do anything in the way almost suggested by the hon. Member.

श्री रघुनाथ सिंह : क्या मैं यह जान सकता हूँ कि यह जो सहायता दी गई है वह इतनी नाकारी है कि सहायता का उपहास मात्र है, और क्या भूटान सरकार ने आप में और अधिक सहायता नहीं मांगी थी ? ५ लाख ८० कुछ होता है ?

श्री जवाहरलाल नेहरू : आप किस सहायता की चर्चा कर रहे हैं ?

श्री रघुनाथ सिंह : यह जो ५ लाख ८० की सहायता दी गई है और जो कि बहुत थोड़ी है ।

श्री जवाहरलाल नेहरू : मैं नहीं जानता कि माननीय मदस्य किस गति से, किस प्रन्दाज से

नापते हैं। इस बात को देखना पड़ता है कि कितना काम हो सकता है। जो सहायता देने को हम राजी हुए हैं वह काफी बड़ी रकम है। उस में से बक्तन फवक्तन दिया जाता है, जितना निश्चय होता है कि काम हो सकेगा।

Shrimati Renu Chakravarty: May I know whether the *ad hoc* development grant which has been given to Bhutan is against specific development projects, and whether Indians will be carrying out those projects or the money will be given over to the Bhutan Government for projects to be carried out by their agencies?

Shri Jawaharlal Nehru: The major development projects are in connection with communications, specially roads. There are some others too. The road-building would be done by Indian engineers no doubt; we hope that Bhutanese engineers, where they are available, will also do it. We try to train them too. But the engineering responsibility is that of Indian engineers.

Shrimati Renu Chakravarty: There are two different allocations indicated—one under communications (building of roads) and the other as *ad hoc* development grant. That was why I wanted to know what exactly was going to be built out of the *ad hoc* development grant which has been given.

Mr. Speaker: Development inside Bhutan.

Shri Jawaharlal Nehru: All these things are worked out on the basis of projects. It is not given 'in the air' for development; it is on the basis of projects which, we think, can be carried out.

Shri Hem Barua: May I know whether the attention of Government has been drawn to the recent statement made by the Prime Minister of Bhutan to the effect:

"We have thrown in our lot with India"?

If so, has this been measured in terms of financial assistance and do Government propose to offer greater financial assistance for defence purposes and for construction of roads etc?

Shri Jawaharlal Nehru: We are offering them assistance for developmental projects and construction of roads. I do not know what the hon. Member means by Defence. We have, from time to time in the past, supplied them with some Defence equipment, which they needed, from our stocks.

Shri Hem Barua: May I know whether it is a fact that this is the first motorable road to be constructed in Bhutan? If so, what will be the commitment of India when this work of road construction is completed?

Mr. Speaker: What will be the total expenditure which we are committed to when the construction of roads is completed? That is, probably, what the hon. Member wants.

Shri Jawaharlal Nehru: What is the total expenditure on roads?

Shri Hem Barua: They had a ceremony also where the Engineers were present and the Bhutanese Prime Minister was also present. They have just started the construction of the first motorable road in Bhutan. I just want to know what would be the expenditure on this motorable road when the work is fully completed and what is the commitment made by India for this road?

Mr. Speaker: What is the total cost of this road and what is our contribution?

Shri Jawaharlal Nehru: I could not give separate figures because we have allotted Rs. 15 crores for a number of roads and this is one of them. I could not give separate figures for this road.

श्री भास्त दश्मनः श्रीमान्, मैं यह जानना चाहता हूँ कि चूँकि भारत सरकार काफी बड़ी मात्रा में भूटान सरकार की सहायता कर रही है तो क्या भूटान की सरकार ने

उन रूपयों का सदृप्योग^१ करने के लिए ग्रीर जल्दी से जल्दी उन कामों को पूरा करने के लिए अपने एडमिनिस्ट्रेटिव सेट अप में कोई परिवर्तन किया है या कोई डेवलपमेंट बोर्ड बनाया है क्योंकि इस बात की अक्सर शिकायत है कि सड़कें बड़ी धीमी चाल से बन रही हैं?

श्री अशाहरलाल नेहरू : ग्रेड बर्गर जांच किये हुए इसका जबाब नहीं दिया जा सकता। जाहिर है कि जब ऐसे काम शुरू होते हैं तो कुछ न कुछ इंतजाम उनकी तरफ से हुआ ही होगा लेकिन अनदरूनी क्या हुआ मुझे यह मालम नहीं है।

Manufacture of Sulphur

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•377. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri Ram Krishan Gupta:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 1054 on the 18th December, 1959 and state:

(a) whether the Norwegian Expert has since submitted a detailed report on the mining and winning of the ores and broad estimates for the project for the manufacture of sulphur from pyrites in Amjor in Bihar; and

(b) if so, what steps are going to be taken to hasten the manufacture of sulphur in the country?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement is placed on the Table of the House.

STATEMENT

Government have decided to float a subsidiary corporation to the N.I.D.C. to implement this project. The project report submitted by the Norwegian expert has commented favourably upon the feasibility and the economics of the project. In furtherance of this, we have consulted the State Government

in regard to prospecting and mining leases which are expected to be obtained shortly. Technical staff for the mining of the ore is being recruited. A large quantity of 1,000 to 2,000 tons of ore is to be sent for large-scale tests to Norway in the near future to enable the experts to design the plant and machinery. After completing legal formalities, the subsidiary corporation will be registered at an early date.

Shri S. C. Samanta: May I know whether over and above this pyrites ores any other raw material available in the country was being examined for the manufacture of sulphur?

Shri Manubhai Shah: This is the only raw material so far because we have not been blessed with crude sulphur deposits. But these are quite big deposits and we hope that 50,000 tons of sulphur will be manufactured from this project per year. Other areas are also being explored for new deposits.

Shri S. C. Samanta: How long will it take for the Norwegian party to make the design of the plant?

Shri Manubhai Shah: Actually the reports of the Norwegian party are all ready with us. What is required is large-scale tests. We are shipping about 2,000 tons of ore to Norway soon.

Shri S. C. Samanta: May I know whether any foreign know-how will be necessary when the industry will come into operation?

Shri Manubhai Shah: The hon. Member is aware that as already indicated Orkalis who are our consultants is one of the biggest Norwegian firms that extract sulphur from pyrites.

Dr. Ram Subhag Singh: In the statement it is mentioned that a subsidiary corporation to the N.I.D.C. is going to be floated and it is also mentioned that technical staff is being recruited. May I know whether this recruitment is being made by that subsidiary corporation or departmentally and also where the plant is going to be located, whether at the site of the pyrites deposits?

Shri Manubhai Shah: All the work is being done by subsidiary corporation and the N.I.D.C. itself. Regarding the site, the present indications are that it will be in the vicinity of the mines because it will not be economic to shift such large quantities of ore to long distances.

श्री पदम देव : शिमले के नजदीक साल पानी में द्वितीय महायुद्ध के समय वहां जो पैराइटिस मिला था और उस से सल्फर तैयार किया जा रहा था तो क्या वह भी मंत्री महोदय के विचाराधीन है ?

श्री मनुभाई शाह : उस से काफी साम उठाने की कोशिश की लेकिन वहां उसकी क्षाण्टी बहुत कम है और इसलिए कोई एकोनॉमिक स्मैल्टर्स वहां पर नहीं लगाये जा सकते ।

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि यहां से जो सल्फर निकाला जायगा क्या वह शुगर फैब्रिरीज की जितनी मांग है उस सब को पूरा कर देगा ।

श्री मनुभाई शाह : फिलहाल तो हमारे प्रायेक्ट्स हैं । वैसे डिमांड तो हिन्दुस्तान की अगले पांच साल में २ लाख टन होने वाली है ऐसा मेरा अंदाजा है । इस में ५० हजार टन पैदा होगी लेकिन इस में एक दफा सफलता मिल गई तो हमारा स्थाल है कि हम काफी बड़े पैमाने पर उसका विस्तार कर सकते हैं और बहुत हद तक वह हमारी डिमांड को संटिसाई करेगा ।

Shri Subodh Hansda: The hon. Minister just now said that a large quantity of sulphur ore will be sent to Norway for large-scale tests. May I know whether the test will be conducted free of charge?

Shri Manubhai Shah: We normally do not expect that any party does anything free of charge for us. But here is a commercial firm which is going to be our collaborators and all the expenses incurred will be covered by the fees and other things.

Shri Tangamani: In view of the importance of this plant and in view of the fact that 50,000 tons of sulphur will be taken yearly, may I know by what time the designing of the plant would be completed and by what time the erection etc. will take place?

Shri Manubhai Shah: According to present indications, we should be in production in 3 years because we are going on at very high pressure on this project.

Racial discrimination in U.K.

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*380. { **Dr. Ram Subhag Singh:**
Shri P. G. Deb:
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether Government are aware that some Indian residents in U.K. have complained to the Queen about racial discrimination in London at the hands of landlords against Indian residents; and

(b) if so, why the Indian High Commission is unable to solve difficulties of Indians who approached the Queen direct?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) No. The only petition to the Queen against racial discrimination was made by one Mr. Asa Singh Sandhu, a citizen of the U.K., who complained of the refusal by the licensee of a hotel at Bradford Yorkshire to serve drinks to him and an English friend on the 25th December 1959. The licensee admitted that while there was no question of a colour bar and he had several good customers who were coloured, it was a matter for his discretion as to whom he would serve.

(b) As the petitioner was not a citizen of India, the Indian High Commission could not have taken any action in the matter.

Dr. Ram Subhag Singh: May I know whether any other complaint has come to the notice of the Government of India through our High Commission

regarding racial discrimination in U.K.?

Shrimati Lakshmi Menon: There have been one or two complaints previously. But I do not know how that arises out of this question.

Dr. Ram Subhag Singh: I did not follow the latter part of the reply.

Mr. Speaker: The hon. Minister said that it does not arise out of this question.

Dr. Ram Subhag Singh: But this is regarding racial discrimination practised there, Sir.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): There have been one or two—maybe 3—in the last 2 or 3 years. Whenever complaints of this type have arisen some substantial steps were taken with the U.K. Government.

Mr. Speaker: The hon. Member may put specific questions.

Dr. Ram Subhag Singh: The hon. Prime Minister just now said that we have taken steps that we could take. May I know whether as a result of the steps taken by us we have obtained any assurance from the U.K. Government that suitable steps will be taken by them to see that racial discrimination is not practised against any Indian there?

Shri Jawaharlal Nehru: Wherever such instances have occurred they have been in private premises. Normally, Government cannot compel or coerce them in the matter. The U.K. Government have taken such action as expressing a sense of disapproval etc. Sometimes municipalities or corporations have taken some action. Broadly speaking, the U.K. Government has always tried, in such matters, to put an end to racial discrimination as far as they could. But where private concerns come into the picture, it is not always easy for them to compel them to adopt any course of action.

Shrimati Renu Chakravarty: As the hon. Prime Minister knows the greatest difficulty has been in the question

of getting accommodation by Indians in London. Have steps been taken by the Indian High Commission at formal and informal levels to see that the situation has eased now?

Mr. Speaker: That is a general matter. The question whether there has been any refusal on account of racial discrimination will arise and not a general one—for want of accommodation.

Shri S. M. Banerjee: I want to know whether it was not brought to the notice of our Government that one Indian was mercilessly beaten at the booking office at railway station, and, if so, what action has been taken by the Government of India. Has any protest been lodged?

Shri Jawaharlal Nehru: In answer to two previous questions, if not more, in this House about this particular matter which occurred some considerable time ago, I gave all the facts at that time.

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*३८१. { श्री हेम बरमा :
श्री प्रकाश बीर शास्त्री :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संयुक्त राष्ट्र संघ में पाकिस्तान के प्रतिनिधि ने सुरक्षा परिषद् को लिखा है कि पाकिस्तान से परामर्श किए बिना चीन के साथ लदाल के बारे में कोई समझौता न किया जाय; और

(ख) क्या यह सच है कि भारतीय प्रतिनिधि ने कहा है कि पाकिस्तान की यह मांग स्वीकार नहीं की जा सकती ?

वेदेशीक-कार्य मंत्री के सभा-सचिव (श्री साहब अली जा) : (क) और (ख) सुरक्षा परिषद् के मध्यम के नाम पाकिस्तानी स्वायी प्रतिनिधि के ३ दिसम्बर, १९५१ के

पत्र की तथा हमारे उत्तर की प्रतियां सदन की मेज पर रख दी गई हैं। [वैसिये परिस्थित १ घनुबंध संख्या ८१]

[Shri Sadath Ali Khan: (a) and (b). Copies of Pakistan Permanent Representative's letter dated December 3, 1959 addressed to the President of the Security Council and our reply are placed on the Table of the House.]

Shri Hem Barua: In view of the fact that this Ladakh dispute has been brought to the Security Council by the permanent representative of Pakistan, are we to understand that India's attempt to solve this problem with China independently of the Security Council is being impeded?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Nothing is being impeded.

Shri Hem Barua: This Ladakh dispute is a dispute between India and China at present. But this has been brought before the Security Council specifically by the permanent representative of Pakistan and we have also replied to that on 22-12-59. Since it has come within the purview of the Security Council I want to know whether this very fact has impeded the independent solution of the Ladakh problem with China, on the part of India.

Shri Jawaharlal Nehru: I have just now said that nothing is being impeded.

Indo-Pakistan border disputes

*383. **Shrimati Mafida Ahmed:** Will the Prime Minister be pleased to state the progress made towards the implementation of ground rules of Indo-Pakistan border settlement relating to East Pakistan and Assam border?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): Implementation of the Ground Rules on the Assam-East Pakistan border has been progressing satisfactorily. A statement setting out details is laid on the Table of the House. [See Appendix I, annexure No. 82.]

Shrimati Mafida Ahmed: From the statement I find that the working boundary in the Lushai Hills-Chittagong sector has not yet been completed, may I know when it is likely to be settled and the reasons which cause delay?

Shri J. N. Hazarika: From this Chittagong-Lushai Hills sector there had been no reports of incidents and therefore it does not require a new settlement under the ground rules.

Shrimati Mafida Ahmed: I think this is not the proper answer.

Mr. Speaker: What is the proper answer? The hon. Members must take the answer and if she wants further information, she may put another question.

Shri Hem Barua: May I know whether it is a fact that after the preparation of the ground rules the West Bengal Government has decided to raise a volunteer corps with Central assistance to guard this boundary? If so what is the Central assistance to implement this scheme and is there any proposal to raise a volunteer corps to remain on the Assam-East Pakistan border?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It is rather difficult for me to answer all these, I confess.

Mr. Speaker: One question at a time—not all these questions together.

Shri Hem Barua: May I know whether it is a fact that after the preparation of these ground rules, the West Bengal Government has decided to raise a volunteer corps with Central assistance and . . .

Mr. Speaker: Let him stop with that; that is one question.

Shri Hem Barua: There is another.

Mr. Speaker: I do not allow two questions simultaneously.

Shri Jawaharlal Nehru: Whatever it may be, it has absolutely nothing to do with the ground rules and I do not know how the hon. Member tags

it on to this. I believe there has long been a proposal to replace that but it is a question of separation of functions, instead of the ordinary police, some special force or some voluntary force being allowed to perform certain simple duties. But it has nothing to do with the ground rules.

Shri Hem Barua: What is the financial assistance from the Centre for the implementation of that scheme?

Shri Jawaharlal Nehru: If the hon. Member puts another question, I shall try to find out; it has nothing to do with the ground rules.

Shri Hem Barua: Ground rules fix the boundary in a settled manner. In order to defend the working boundaries produced by the ground rules, there has been a proposal for a volunteer corps. This scheme has to be implemented with assistance from the Centre.

Shri Jawaharlal Nehru: It is rather a stretch of imagination. I have said that from time to time we consider various proposals from various Governments including the West Bengal Government for voluntary workers being used instead of the normal police. I have not at present with me the precise proposals made by the West Bengal Government. I can enquire into them if the hon. Member puts a separate question.

Wage Board for Industries

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*384.	Shri T. B. Vittal Rao:
	Shri S. M. Banerjee:
	Shri S. A. Mehdil:
	Kumari M. Vedakumari:
	Shri Tangamani:

Shri Hem Barua:	Shri Ram Krishan Gupta:

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

(a) the reasons for the delay in the publication of the report of the Wage Boards for cement and textile industries;

(b) the steps proposed to be taken for the effective implementation of the same; and

(c) how many units have so far implemented the same?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) The reports are being examined and will be published as soon as Government has taken decisions thereon.

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

Shri T. B. Vittal Rao: The wage board report for the cement industry was submitted as long ago as October, 1959. May I know why the Government could not conclude their examination of the report?

The Minister of Labour and Employment and Planning (Shri Nanda): I appreciate the anxiety of the hon. Member to have these reports out soon and I may inform him that in the course of a week or the next few days, we will be able to settle this matter.

Shri T. B. Vittal Rao: Since the standing labour committee had decided that the unanimous recommendations of the wage board should be implemented by the employer, where is the difficulty in publishing this?

Mr. Speaker: In a week he is publishing it.

Kumari M. Vedakumari: Will the Government give exemption to those units which are not in a position to pay the increased wage bill because of the lack of surplus funds?

Shri Nanda: These are incidental questions to the report of the wage board and I cannot answer them.

Shri Rameshwar Tantia: May I know whether the Government have examined the effects and seen that if the wage board's recommendations are accepted in full, many marginal textile mills will be closed further?

Shri Nanda: I have already answered this question in answer to the previous question.

Shri K. N. Pandey: When the question was put in the labour standing committee as to whether the report of the wage board is being published, the replies from the Labour Minister were that that it was going to be published and implemented very soon. Even after that reply, is it being examined still?

Shri Nanda: I have given a very definite answer that we shall be able to publish the report in the course of a week.

Shri Tangamani: The textile wage board was set up in March 1957. May we know from which date the recommendations will be implemented?

Shri Nanda: This must have been incorporated in the recommendations.

Shri Tangamani: I would like to know whether it is from the date on which the reference was made or the date on which the report was submitted to the Government or the date on which the recommendations have been accepted by the Government.

Shri Nanda: It will be in terms of the recommendations there as to the date on which the recommendations will have to take effect.

Mr. Speaker: Whatever date is fixed there. Shri Banerjee.

Shri Tangamani: It appeared in some newspapers . . .

Mr. Speaker: I am not allowing him.

Shri S. M. Banerjee: May I know whether the Government is aware that the main recommendations of the wage board, both of textile and of cement, appeared in the newspaper and the entire recommendations of the cement wage board came as late as November 1959 in the Eastern Economist? I want to know what are the sources of their infor-

mation and whether the Government have issued any contradictions to those which have appeared in that paper.

Shri Nanda: It is not necessary to issue contradictions and the hon. Member will soon be in a position to compare how far they tally.

Shri Tridib Kumar Chaudhuri: In view of the fact that some reports purporting to be the recommendations of the Wage Board have already appeared, has the attention of the Government been drawn to the fact that in the speech made by the Minister of Commerce and Industry at the meeting of the Export Advisory Council, he is reported to have remarked that the burden put by the recommendations of the Wage Board on the textile industry is causing concern of the Government?

Shri Nanda: From a certain point of view, an additional burden may be a matter of concern, and from certain other points of view, it may be necessary.

Shri Anthony Pillai: Is it not a fact that at the Standing Labour Committee a blanket assurance was given that wherever the recommendations are unanimous they will be published forthwith, and was it also not a fact that within thirty days of the receipt of such unanimous report, Government will publish it? So, where is the necessity then for the Government to examine such recommendations?

Shri Nanda: This is an approach which we have, at any rate, accepted in those meetings. Of course, other questions arise in the same connection, but after all, are we only interested in having a publication or having a smooth implementation? The time that has been taken is to help the smooth implementation of the recommendations.

Shri S. M. Banerjee rose—

Mr. Speaker: If the hon. Member insists upon his being called, because his name is there, I would not call

him wherever his name appears. There is no question of his insisting like that. Shri Hem Barua.

Shri Hem Barua: May I know whether it is within the knowledge of the Government that the leakage of the Wage Board's recommendations for the textile industry, right or wrong, helped in the rise in the price of cloth, the price of textile goods, for the time being and, if so, what steps did Government take to save this situation?

Shri Nanda: I do not accept that assumption. This is a matter which of course the Ministry of Commerce and Industry must be conversant with.

Shri Tangamani: The hon. Minister said that the report will be submitted within one week. Are we to take it that the report of the Wage Board on cement as well as on textiles will be submitted?

Shri Nanda: Yes, Sir. Both.

Shri K. N. Pandey: The report of the Wage Board on the Textile industry being unanimous, the principles followed in the case of the Textile Advisory Board must have been taken into consideration—namely, the paying capacity of the factories and also of the marginal factories which are not expected to pay that amount, etc. So, after having all these matters considered by the Wage Board and after having arrived at a unanimous report, does it require any further consideration by the Ministry as to whether certain industries may be given the benefit etc?

Mr. Speaker: These are all arguments. Automatically, hon. Members seem to suggest that as soon as the report is made, it must be accepted.

Shri S. M. Banerjee: May I know whether cyclostyled copies of the report have already been supplied to the millowners and the State Governments and, if so, what are the reasons for the same report not being laid on the Table of the House before it was circulated to them?

Shri Nanda: As I said, certain steps had to be taken to make sure that difficulties do not arise after the publication of the report, and therefore, those who were going to be called upon to bear this burden were taken into confidence and others too.

Shri Braj Raj Singh: So, Parliament could not be taken into confidence. It is a very serious matter. The millowners were supplied with a copy. Parliament was not.

Mr. Speaker: There is no revision after the Parliament accepts it. It is the final court of appeal.

Shri Anthony Pillai: The hon. Minister has stated that time has been taken to consult the employers and see that there is smooth implementation. As a result of these efforts, is the hon. Minister confident now that the implementation will be smooth, and if it is not going to be smooth, will he adopt the line to compel them?

Shri Nanda: I cannot promise a perfect solution for every trouble that might arise. But the steps that we have taken and the time that has been consumed in the process have been for the good. It is going to be of help.

Heavy Electricals Factory, Bhopal

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*385.	Shri Achar: Shri P. G. Deb: Dr. Ram Subhag Singh: Shri Sarju Pandey: Shri Ajit Singh Sarhadi: Shri Hem Barua:
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Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have any proposals to speed up the phases of construction in the Heavy Electricals Factory Ltd., Bhopal;

(b) if so, the main outlines of the proposals; and

(c) when the factory is expected to go into production under the new proposals?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) It has been decided to proceed with all the phases of the project and also to double the annual output of to Rs. 25 crores per annum. The total estimated cost of the project would increase from Rs. 40 crores to Rs. 52 crores. For this purpose it is proposed to complete all the five factory blocks including the maintenance block, add two more bays to block III and one bay to block I together with relative cranes and also provide for additional machinery.

Discussions for expanding the production to Rs. 50 crores per annum per two shifts are also continuing.

(c) The factory is expected to go into production in July, 1960, commencing with the manufacture of transformers.

Shri Achar: May I know whether the revised estimates have been made and whether the machinery has also been ordered already?

Shri Manubhai Shah: As far as the first stage is concerned, all the machinery has been ordered.

Shri Achar: May I know whether it is only through foreign exchange that we get all this machinery or from indigenous sources also? I want to know whether any survey has been made to find out whether we can get at least a portion of the machinery from indigenous sources.

Shri Manubhai Shah: Always, our projects, including the Heavy Electricals Project, Bhopal, are subject to the greatest scrutiny from the indigenous angle. No machinery which we are capable of producing is allowed to be imported from outside.

Shrimati Renu Chakravarty: May I know whether in any of these phases we are proposing to have new electrical turbines?

Shri Manubhai Shah: Yes; this project will contain hydel turbines up to 150 megawatts.

Shri Rameshwar Tantia: May I know how much labour will be employed when the factory comes into full production?

Shri Manubhai Shah: In the first phase, 10,000; in the final phase, 36,000.

Shri S. C. Samanta: May I know whether the foreign exchange difficulty that was mentioned by the hon. Minister last time has been surmounted?

Shri Manubhai Shah: Obviously. Otherwise, we would not have gone ahead with a vast programme.

Shri Hem Barua: What is the estimated quantity in terms of rupees that India expects to import in the matter of electrical goods after the completion of this third Plan and what is the percentage that the Bhopal plant is going to meet?

Shri Manubhai Shah: As far as our current estimates are concerned, India will need about Rs. 100 crores worth of heavy electrical equipment annually by the end of the third Plan. This project will give us material worth Rs. 25 crores. We are planning two more projects—one with the Soviet assistance and another with Czech assistance. These will cover another Rs. 45 crores worth of production. So, we feel that by the beginning or the middle of the fourth Plan, we will be able to cover 70 per cent of our requirements of heavy electrical equipment from these three projects.

Shri Rami Reddy: May I know where the location of the two new factories will be? May I know whether it has been decided?

Shri Manubhai Shah: No, Sir. As I said the other day in the House, a technical committee of experts, with foreign experts who are collaborating with us, will go round and inspect several sites and then make recommendations.

Shri Tridib Kumar Chaudhuri: What were the reasons which necessitated the increased cost of the plant from Rs. 40 crores to Rs. 52 crores?

Shri Manubhai Shah: Because of doubling and trebling the production capacity.

Shri Achar: May I know whether this project will manufacture transformers and, if so, by what time?

Shri Manubhai Shah: Transformers, switch-gears, drill-gears, hydel turbines, alternators—everything will be included.

Rehabilitation Industries Corporation

*386. **Shri C. K. Bhattacharya:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether there has been any decision by the Rehabilitation Industries Corporation to promote new industrial concerns by subscribing to the share-capital of Joint Stock Companies for the employment of displaced persons in West Bengal;

(b) what type of industries will be promoted by the Corporation;

(c) what are the general principles on which the work will be conducted; and

(d) the total amount of loans sanctioned by the Corporation for industrial units?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) Yes.

(b) Small, medium or large industries likely to find a permanent place in the economy of the country.

(c) The general principles governing the working of the Corporation are mainly as follows:—

(i) Assistance should be given to such industries as would create gainful employment for displaced persons.

(ii) The industries should be set up near large concentrations of displaced persons and should be such as can find a permanent place in the economy of the country.

(iii) Loans should be sanctioned against adequate securities in

land, building, machinery etc., provided the schemes are technically and financially sound and the management is capable of implementing the schemes.

(d) Rs. 27,03,000/- upto the end of the year, 1959.

Shri C. K. Bhattacharya: May I know how many units have been granted loans and what are their names? May I also know where they are located?

Shri P. S. Naskar: So far, ten units have been granted these loans. I shall mention three important ones. Messrs. Kusum Engineering, 24 Parganas, West Bengal: Rs. 7,70,000; Bengal Textile Mills, Cossipore: Rs. 14,35,000; Glucose Syringe, Ltd., Glucose manufacturing industries, to be set up near South Calcutta: Rs. 2,55,000.

Shri C. K. Bhattacharya: May I know the names of the others?

Mr. Speaker: I am not going to allow that.

Shri C. K. Bhattacharya: Only seven more names out of these ten. That will not take much time.

Mr. Speaker: No, I am sorry.

Shri Ajit Singh Sarhadi: May I know if the sphere of activity of this Corporation is limited to East Pakistan refugees?

Shri P. S. Naskar: Yes, only East Pakistan refugees.

Shri Chintamoni Panigrahi: May I know how many displaced persons are actually effectively employed in this scheme?

Shri P. S. Naskar: This scheme has just been sanctioned; it is yet to be implemented. The potential employment capacity is 1200 D.Ps.

Shri Aurobindo Ghosal: Is it not a fact that in the past private industrial units, which were given huge amounts of loans from Government on the definite understanding that they would

employ a specific number of refugees, do not employ refugees?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): That would not be correct. Some of the industries have been set up and a number of D.P.s employed. Others are in the process of implementation and as and when they are completed, refugees will be employed.

Mr. Speaker: The hon. Minister may supply the other 7 names to Shri Bhattacharya, separately, but not now.

Shri Mehr Chand Khanna: Yes, Sir. We will supply the information to him.

Sardar Iqbal Singh: May I know whether Government have taken any census of the West Pakistan refugees and if so, whether Government are convinced that help under this scheme should not be given to them also?

Shri Mehr Chand Khanna: As regards the first part of the question about D.P.s from West Pakistan, the work of rehabilitation and compensation has nearly come to an end and the setting up of industries, along with the funds, has been passed on to the Ministry of Commerce and Industry.

Shri K. N. Pandey: There was a proposal to instal one sugar factory by the Rehabilitation Ministry in Hastinapur, in order to give employment to the D.P.s settled there. May I know how far it has progressed?

Shri Mehr Chand Khanna: Does this relate to the Rehabilitation Industries Corporation set up in Calcutta with a view to provide employment to D.P.s from East Pakistan? So far as that factory is concerned, it is rather an unfortunate story. Things have not progressed well and the whole matter is being examined under

the orders of the Prime Minister himself. These things are being looked into. The story of that factory is not a very happy one as yet.

Shri Hem Barua: In view of the fact the Rehabilitation Finance Corporation is also advancing loans for the same purpose, is it not duplication of effort?

Shri Mehr Chand Khanna: We give certain facilities and privileges. We confine our activities only to the rehabilitation of displaced persons and some concessions are also given. Otherwise, we would not be there in the picture.

Jute Mill in Assam

*387. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether licence has been given for a jute mill in Assam; and

(b) if so, what is the progress made so far?

The Minister of Commerce (Shri Kanungo): (a) A licence had been granted in January, 1955.

(b) As no progress had been made the licence was revoked in December 1959, with the concurrence of the State Government.

श्री रामेश्वर टांटिया : इस नाइसेस के बदले में क्या किसी दूसरे सूबे में लाइसेस दिया जायेगा अगर यह मिल उस में नहीं बैठ रही है।

Shri Kanungo: No, Sir.

Shri Hem Barua: This licence was granted to a private party and now it has been revoked. May I know whether Government propose to give this licence to any co-operative society?

Shri Kanungo: The licence was given as a special case through the Government of Assam. If a fresh proposal is made by the Government of Assam, it will be considered.

Afro-Asian Conference on Tibet

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 *388. { Shri H. N. Mukerjee:
 Shri Prabhat Kar:
 Shri Raghunath Singh:
 Shri Rameshwar Tantia:

Will the Prime Minister be pleased to state:

(a) whether there is any truth in press reports that a three-day convention of Afro-Asian countries on Tibet is to be held at New Delhi in April 1960;

(b) if so, who are the sponsors and what are the terms of reference of the said convention; and

(c) whether Government have given approval to the idea of the convention?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). In pursuance of the resolution passed at the All India Tibetan Convention held at Calcutta in May, 1959 it is understood that an Afro-Asian Convention on Tibet is proposed to be held in India. The Convention which was due to begin in February 1960 has since been postponed and may be held later in this year. The Convention is being organised entirely under non-official initiative and the Government of India are in no way associated with its arrangement, nor are they required to accord their approval to the holding of such a Convention.

Shri H. N. Mukerjee: In view of certain widely circulated reports in the Press about a leading public figure, Shri Jaya Prakash Narain, contacting representatives of African and Asian States and also the Prime Minister for interview, may I know whether the Prime Minister and his Government have made it clear to the sponsors like Shri Jaya Prakash Narain that

such activities are not approved by the Government of this country?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It is true that Shri Jaya Prakash Narain came to see me twice. I think, about this and I told him that I did not wish to come in his way, but we were not happy about this development.

Shri Chintamoni Panigrahi: May I know whether the Prime Minister is aware that after meeting him, Shri Jaya Prakash Narain also met the various ambassadors now residing in India, so far as the Afro-Asian countries are concerned, and if so, whether the Prime Minister is aware that the Afro-Asian countries were influenced by Shri Jaya Prakash Narain to co-operate in holding this conference in India?

Mr. Speaker: The question is, whether he has been taking further steps in this regard.

Shri Jawaharlal Nehru: I?

Mr. Speaker: Shri Jaya Prakash Narain.

Shri Jawaharlal Nehru: I am not aware of what steps he has taken. I think it is true that he met some ambassadors of the Afro-Asian countries here. Also, I believe, he sent some representatives to their countries to meet people there.

Shrimati Renu Chakravarty: I presume an assurance has been given that visas will be given to the foreign delegates who will be attending this conference.

Shri Jawaharlal Nehru: In such cases, no general assurance is ever given. The most that we can say is that each case should be examined in respect of each applicant. There may be, of course, a general refusal when necessity arises, but generally we consider the applications for visas on an individual basis.

Shri Raghunath Singh: May I know whether this organisation is sponsored by any political party of India?

Shri Jawaharlal Nehru: I do not know. So far as I know, it is an organisation *sui generis*. A political party may support it, but it is a different matter. I am not sufficiently acquainted with this organisation to be able to give a proper answer really.

Shri Joachim Alva: There are some persons who belong neither to Asia nor to Africa, but who have come as visitors to this country and they overstay here. When asked, they say that they work for Tibetan refugees. How do they overstay here?

Mr. Speaker: What has that to do with this conference?

Shri P. R. Patel: The people of different countries of Asia and Africa are agitated over the question of Tibet. So, if they meet here, in India, why should not the Government have a friendly attitude towards that conference?

Mr. Speaker: The question is, why the Government of India should not have a friendly attitude towards this conference which is intended to settle the Tibetan question here.

Shri Jawaharlal Nehru: We have a friendly attitude to any conference which intends to do that or likely to do that. What the function of this conference is, it is not for me to say. But the results of their efforts are not likely to settle any question.

Population Engaged in Agriculture

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*389. { **Shri Hem Raj:**
 { **Shri Anirudh Sinha:**

Will the Minister of Planning be pleased to state:

(a) the extent to which the execution of the development plans and industrialisation of the country during the two Five-Year Plans have been able to reduce the proportion of the population engaged in agriculture; and

(b) the percentage of population engaged in agriculture in the beginning of the First Plan and at the end of the year 1959?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). Persons gainfully employed in agriculture in 1951 formed 69.34 per cent. of the total gainfully employed population in India according to the last Population Census. The corresponding percentage for 1955-56 (December-May) was roughly calculated as 64.30 on the basis of some preliminary results of the National Sample Survey. The actual reasons for the smaller percentage in 1955-56 than in 1951 are not precisely known but it may be presumed that this was to a considerable extent due to the execution of the development plans and industrialisation of the country. Similar estimate for any subsequent period is not available.

Shri Hem Raj: In view of the fact that there is a heavy burden on land, has the Government any proposal to shift the population from the agricultural to the industrial side?

Shri L. N. Mishra: That is the general objective of economic development. As industrialisation increases, the pressure on land will get reduced.

12 hrs.

SHORT NOTICE QUESTION

Chinese Infiltration in Jammu and Kashmir

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S.N.Q. { **Shri Ram Krishan Gupta:**
 { **Shri Raghunath Singh:**
 { **Shri N. R. Muniswamy:**
No. 2. { **Shri P. C. Borooh:**
 { **Shri D. C. Sharma:**
 { **Shri Bishwanath Roy:**

Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Chinese have occupied the Chantan Salt Mines in Ladakh and the people

of that area have been refused access to salt mines by the Chinese military;

(b) whether it is a fact that a considerable number of unknown people in the guise of Buddhist monks have entered Zanskar from the Tibetan side; and

(c) if so, the nature of the action taken in this regard?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) to (c). This subject has been referred to three times, if not more, and statements were made on the adjournment motion and, I think, in the course of debate too. However, this is the answer. The salt mines in Chanthan area and the Salt Lakes are in the North-East corner of Ladakh, which is in illegal occupation of the Chinese forces. There have been no reports of persons from our side having attempted to proceed there to collect salt and having been refused access.

As regards intrusion of Chinese in the guise of Buddhist monks in the Paddar and Zanskar areas, the J. & K. Government have already contradicted the reports. It is most unlikely that any Chinese could have come to this place after negotiating one or two snow-bound high ranges and traversing some 100 miles of our territory.

Shri Ram Krishan Gupta: On the 22nd February the hon. Prime Minister stated that this particular area was roughly 150 miles in the interior of our territory. In view of this fact, may I know what is the position at borders of this particular area?

Shri Jawaharlal Nehru: These reports relate to two entirely separate areas, and that produces some amount of confusion. As I said in answer to this question, the salt lake area is that area which is at present under illegal occupation of the Chinese. The other area is away in the interior, hundred miles away, and it is physically an extraordinary proposition for people to cross over the high-

mountain ranges and come to the other area. That is part of the Jammu province.

Mr. Speaker: The hon. Member refers to the salt lake mine in Ladakh.

Shri Jawaharlal Nehru: That is one area; that is, as I said.....

Mr. Speaker: In the illegal occupation.

Shri N. R. Muniswamy: May I know whether it is a fact that the working committee of the Praja Parishad of the Kistwar Tehsil has demanded of the Government of India not to leave the Paddar area unprotected since it is in the vicinity of Ladakh where campaign in favour of the Panchan Lama is going on?

Shri Jawaharlal Nehru: Which area?

Shri N. R. Muniswamy: Paddar area.

Shri Jawaharlal Nehru: That raises the entire issue of Chinese occupation there. I cannot answer it. We have debated that. It is not a matter which can be answered in a sentence or two. We have discussed this matter several times.

Shri Raghunath Singh: With reference to part (b) of the question, what steps have been taken to prevent the arrival of Chinese spies under the guise of Buddhist monks?

Shri Jawaharlal Nehru: What steps are normally taken to prevent spies coming in. Spy is an individual, and the very act of his spying means that he comes under false pretences. Spies do not come with a flag saying "I am a spy". Therefore, though one tries to prevent it, a person may come on false pretences. I cannot guarantee that. Every country has their spies in other countries.

Shri P. C. Borooah: May I know whether the Chantan salt area in Ladakh was in use by them from a long time?

Shri Jawaharlal Nehru: I cannot give any information as to what is

happening in that area, because it is under illegal occupation by the Chinese.

Dr. Ram Subbag Singh: The hon. Prime Minister says "I cannot say definitely", and the Prime Minister of Jammu and Kashmir State stated that the Chandan mine area is being operated by them, as it used to be previously. May I know whether the persons attached to the Chandan mines are mining salt at present, as usual, or not?

Shri Jawaharlal Nehru: I believe there is still that confusion about different areas. There is a certain area which is under the illegal occupation of the Chinese. Obviously, when it is in the illegal occupation of the Chinese, we are not mining there.

Mr. Speaker: Is there any other mining area?

Shri Jawaharlal Nehru: There are bits here and there. But I am talking of the lake in the area which is occupied by the Chinese.

Shri Vajpayee: There are certain other salt mines, apart from the area which is under the occupation of the Chinese, and the reports relate to that area.

Shri Jawaharlal Nehru: It is that which is contradicted by the Kashmir Government.

WRITTEN ANSWERS TO QUESTIONS

Export of Iron Ore

***378. Shri D. C. Sharma:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 1692 on the 28th August, 1959 and state:

(a) whether there has been any improvement in the export performance of iron ore to European countries during the last six months; and

(b) the difficulties that confront the trade agencies and Government to step up exports?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) The exports have been almost steady.

(b) Limited rail and port capacity and competition with nearer sources of supply.

Production of Calcium Carbide

***379. Shri Vidy Charan Shukla:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 785 on the 10th December, 1959 and state:

(a) at what places the new factories for production of better quality of Calcium Carbide with large modern furnaces and improved technique of material handling are being located;

(b) the time by which each such factory/furnace is expected to be installed; and

(c) the details of the measures taken to encourage use of alternate carbonaceous raw materials with low ash content?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A statement giving the requisite information is laid on the Table of the House.

STATEMENT

(a) and (b). The following are the places where calcium carbide factories have started production or are likely to start production:—

S. No.	Name of the place	Name of factory	Approximate date of starting production
1. Calcutta		M/s Birla Jute Manufacturing Company, Calcutta.	Already started production in December 1959.
2. Bombay (Bombay State)		M/s. Calico Mills Ahmedabad.	They are likely to start production during the second half of 1960.
3. Tinnevelly (Madras State)		M/s. Industrial Chemical Limited, Tinnevelly.	Do.
4. Kottayam (Kerala State)		Travancore Electro Chemicals Ltd., Alwaye.	1961.

(c) The factories are advised and encouraged to use charcoal and petroleum coke in addition to low ash content coke from the collieries coke oven plants.

Transfer of Indian Diplomats

*382. Shri M. B. Thakore: Will the Prime Minister be pleased to state:

(a) whether it is a fact that Indian diplomats are transferred after every three years by established custom and practice; and

(b) if so, the reason why the Indian Ambassador to Saudi Arabia has not been transferred even after ten long years?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). Members of the Foreign Service are ordinarily transferred from one post to another after completion of their term. Normally, the term prescribed is three years, except in a small number of Missions where it is two years. An officer may, however, be required, if necessary, to stay at his post for a longer duration. The present Ambassador in Saudi Arabia has been kept there for specific reasons because it is one of those rather special places where anybody cannot easily fit in linguistically and otherwise, and since he is discharging his work with great

satisfaction his period has been extended.

Smuggling of Rice to Tibet

*390. Shri P. K. Deo: Will the Prime Minister be pleased to state:

(a) whether large scale smuggling of rice from Kalimpong area to Tibet has been reported lately;

(b) whether a maund of rice fetches Rs. 280 on the Tibet side of the border; and

(c) whether any such cases of smuggling have been detected recently?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) No large scale smuggling has come to Government's notice. However, reports received indicate that occasionally smuggling of rice on small scale was being attempted from the Kalimpong area into Tibet.

(b) According to information available, the price of rice on the Tibet side of the border varied from Rs. 75 to Rs. 120 per maund.

(c) 17 cases of smuggling were detected during 1959.

Transistor Valves

***391. Shri Narasimhan:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have determined the possibility of production of transistor valves in the country; and

(b) whether any scheme has been evolved for the purpose?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The development of transistorised radio receivers is under consideration. Recently applications have been received from few firms for licence to manufacture transistors and the same are under consideration.

In the Public Sector, Bharat Electronics Limited, Bangalore also propose to take up the manufacture of transistors.

The question of manufacture of transistors and transistorised radio sets in the country is expected to be finalised during the current year.

Jersies for Class IV Staff

***392. Shri Ram Garib:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government are aware that the supply orders against Rate Contract for jersies to Class IV staff are not being executed by the suppliers and the season is almost expiring; and

(b) if so, whether Government propose to authorize various offices to make local purchase to meet the demands of their staff?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Yes, Sir; the suppliers were able to deliver from November, 1959 to January, 1960; 6,218 Jersies against the supply orders placed on them. On account of acute scarcity of woollen yarn consequent upon import restrictions imposed during the

last few months, the suppliers regretted their inability to supply further quantities.

(b) All Ministries and Departments have already been authorised to make direct purchase in respect of requirements which could not be met from supplies against the rate contract.

Visa Rules

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

(a) whether it is a fact that Government have taken up with the Government of Pakistan the matter of relaxation of Visa rules; and

(b) if so, the result thereof?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). In pursuance of a decision taken at the Indo-East Pakistan Border Conference in October last, our High Commissioner at Karachi took up the question of relaxation of Visa rules with the Government of Pakistan. The response from the Pakistan Government has not been enthusiastic.

National Awards for Safety

***394. Shri S. A. Mehdi:** Will the Minister of Labour and Employment be pleased to state:

(a) whether it has been decided to give national awards to establishments having good record in the matter of safety, and

(b) if so, the details thereof?

The Deputy Minister of Labour (Shri Abd Ali): (a) and (b). A recommendation to this effect made by the Labour Ministers' Conference has been conveyed to the State Governments for necessary action as they administer the Factories Act.

Cycle Factory in Mysore

***395. Shri Siddiah:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No. 30 on the 3rd August, 1959 and state:

(a) whether the Cycle Factory at Mysore has since been opened; and

(b) if not, the reasons therefor?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The Cycle factory at Mysore was inaugurated on 12th September, 1959; but it has not yet gone into regular production. It has already approached the National Small Industries Corporation for supply of some of the imported components.

Ejection of Displaced Persons in Assam

*396. **Shri Aurobindo Ghosal:** Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether the refugees of East Pakistan who rehabilitated themselves in the Barbil area of Mikir Hills of Assam have been forcibly ejected from their houses;

(b) if so, whether any enquiry has been made into this incident; and

(c) if so, what is the number of refugees affected and the extent of damage done to their properties?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Action is being taken by the State Government to evict in accordance with law those persons who have encroached on District Council lands.

(b) The evictions are taking place under the orders of the District Council and no enquiry is necessary.

(c) So far only 5 families have been evicted. Their houses were demolished after they had been completely vacated. The total value of these houses does not exceed Rs. 300.

हिमाचल प्रदेश में लकड़ी के गूदे का उद्योग

*397. **श्री भक्त दर्शन:** क्या वाणिज्य तथा उद्योग मंत्री २८ अगस्त, १९५६ के अतारांकित प्रश्न संख्या १५०८ के उत्तर के मन्दन्व में यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश में लकड़ी के गूदे का उद्योग स्थापित करने के बारे में

विदेशी विशेषज्ञों द्वारा दी गई रिपोर्ट पर इस बीच विचार कर लिया गया है; और

(ख) यदि हां, तो उस पर क्या निर्णय किया गया है?

उद्योग मंत्री (श्री मनुभाई शाह): (क) यह रिपोर्ट अभी विचाराधीन है।

(ख) प्रश्न ही नहीं उठता।

Barter Trade with U.S.A.

*398. { **Shri Ram Krishan Gupta:**
Shri Chintamoni Panigrahi:
Shri Ajit Singh Sarhadi:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 796 on the 2nd December, 1959 and state:

(a) whether the negotiations with the U.S.A. regarding quantity of commodities to be exported to and imported from the U.S.A. under the Barter Deal have been concluded; and

(b) if so, the result thereof?

The Minister of Commerce (Shri Kanungo): (a) Not yet.

(b) Does not arise.

Forged Passports

*399. { **Shrimati Ila Palchoudhuri:**
Shrimati Mafida Ahmed:
Shri Raghunath Singh:
Shri Achar:
Shri S. A. Mehdi:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that five Indian nationals who travelled by a Swiss aeroplane from Italy via Zurich were refused permission to land at Manchester (England) and later sent to London in another plane by British Immigration officials after their passports had been examined and found to be forged;

(b) if so, the actual details of the incident; and

(c) the steps taken, if any, by the Government of India in regard thereto?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). Yes; these persons tried to enter the United Kingdom on forged passports. They were refused permission to land and were sent back at the expense of the carriers to Zurich, the airport from which they had last embarked.

(c) Government have already authorised their Embassy in Berne to repatriate these persons to India as soon as they approach the Embassy and express their desire to be repatriated.

Naga Rebels

Dr. Ram Subhag Singh:
Shri Hem Barua:
Shri P. G. Deb:
Shri Prakash Vir Shastri:
Shri S. A. Mehdhi:
Shrimati Mafida Ahmed:
Shri Raghunath Singh:
Shri C. K. Bhattacharya:
Shri P. K. Deo:
Shri Assar:

*400.

Will the Prime Minister be pleased to state:

(a) whether it is a fact that an official and an interpreter attached to Naga Hills Administration were kidnapped in December, 1959 on Kilami Road and a ransom of Rs. 25,000 has been demanded for their release;

(b) if so, full details of the incident; and

(c) what is the latest position about their release?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon):
 (a) Yes.

(b) On the 9th December, 1959 a Government jeep was ambushed on Kilami-Satakha Road. Of its four occupants, a local pastor and the driver were killed and the other two, both officials, were kidnapped.

(c) Every effort is being made to secure the release of kidnapped officials.

Steel Rolling Machines

***401. Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any foreign country has offered collaboration for manufacturing steel rolling machines in our country; and

(b) whether any Indian concern is engaged in the manufacture of such machines?

The Minister of Industry (Shri Manubhai Shah): It is presumed that the question refers to manufacture of Steel Rolling Mills. If so,

(a) Yes, Sir.

(b) There are a few proposals under consideration.

Trade with Saudi Arabia

***402. Shri M. B. Thakore:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that our trade with Saudi Arabia has fallen during the last few years; and

(b) if so, the reasons therefor?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):
 (a) A statement showing the position

of our trade with Saudi Arabia during the last three years is given below:—

STATEMENT

Position of India's Trade with Saudi Arabia

(Rs. lakhs)

Year	Imports	Exports	Balance of Trade
1957	1402	523	(—) 879
1958	1967	390	(—) 1577
1959 (Jan-Nov.)	1908	327	1581

(b) The decline has been reflected mainly in the exports of jewellery due to a lower level of imports into Saudi Arabia and the cotton textiles due to increased competition from other sources of supply.

जम्मू और काश्मीर के विस्थापित व्यक्ति

श्री बाजपेयी	*४०३.
श्री रामकृष्ण गुप्त :	
श्री रघुनाथ सिंह :	
श्री विभूति सिंह :	
श्री दी० चं० शर्मा	
श्री अश्वित सिंह सरहड़ी :	

श्री सं० अ० मेहरी :

श्री अर्जुन सिंह भद्रीरिया

क्या पुनर्बास तथा अल्पसंख्यक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार जम्मू और काश्मीर के पाकिस्तान अधिकृत क्षेत्र के विस्थापित व्यक्तियों को इस समय प्राप्त सुविधाओं से अधिक सुविधायें देना चाहती है;

(ख) यदि हाँ, तो इस विषय में क्या निर्णय किया गया है; और

(ग) क्या इन नई सुविधाओं से जम्मू और काश्मीर से बाहर रहने वाले विस्थापित व्यक्तियों को भी लाभ पहुँचेगा?

पुनर्बास तथा अल्पसंख्यक-कार्य मंत्री (श्री अंबर चंद्र लल्ला) : (क) से (ग) पाकिस्तान के कँडे में जम्मू व काश्मीर

के इलाकों से आने वाले शरणार्थियों को एड हास महायता दिये जाने की योजना का एलान ७ जनवरी १९६० को किया गया था। इस योजना के बारे में जारी किये गये प्रेस नोट की एक कापी, जिस में योजना की सारी तफसील दी गई है, भारत की भेंज पर रख दी गई है। [वेलिये परिशिष्ट १, अनुबन्ध संख्या ८३]

पाकिस्तान के कँडे में जम्मू व काश्मीर के इलाकों से आने वाले सब हकदार शरणार्थियों पर यह योजना लागू होगी, चाहे वे जम्मू व काश्मीर राज्य में रहते हों या भारत के किसी और भाग में रहते हों।

Compulsory Exports

*404. **Shrimati Mafida Ahmed:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 1154 on the 20th August, 1959 and state:

(a) whether the Scheme for compulsory exports has been finalised; and

(b) if so, the details thereof?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) The position substantially remains the same as was explained in reply to the earlier question.

(b) Does not arise.

Memorial Lectures by All India Radio

*405. **Shri Ram Garib:** Will the Minister of Information and Broadcasting be pleased to state:

(a) what are the Memorial Lectures so far started by the All India Radio; and

(b) what are the special features of these lectures?

The Minister of Information and Broadcasting (Dr. Keskar): (a) There are only two series instituted by the All India Radio. One is the Patel Memorial Lectures and the second the Lad Memorial Lectures.

(b) The Patel Memorial Lectures were started with the object of inviting scholars and savants, who have devoted their life to study and research in particular subjects, to put before the public in as simple a form as possible the existing knowledge on a given subject and any new and original discoveries and ideas in that field. The series is intended to be scientific and academic and eminent scholars have delivered lectures in the series.

The Lad Memorial Lectures, in memory of the late Mr. Lad, who was Secretary of the Ministry of Information and Broadcasting and an eminent scholar, deal with ancient Indian learning, indology, devotional literature and ancient culture. The Lectures are delivered once a year by an eminent scholar.

चीनी नवज्ञे

*406: { श्री भक्त दर्शन :
 { श्री सूशब्दस्त राय :

क्या प्रश्नान मंत्री १८ दिसम्बर, १९५६ के तारांकित प्रश्न संख्या १०५२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

(क) क्या हांगकांग में प्रकाशित चीनी नवज्ञों के बारे में जांच-पड़ताल पूरी हो गई है; और

(ख) यदि हां, तो उसका क्या परिणाम निकला ?

वैदेशिक-कार्य उपमंत्री (श्रीमती सरोजी भेन) : (क) और (ख). इस मामले में जो पूछताछ की गई उससे पता लगा कि उस एटलस को हांगकांग की एक प्रकाशन संस्था ने निकाला है। जो नवज्ञे भारत की प्रादेशिक प्रखंडता के प्रति संदेह व्यक्त करते हैं, उन पर भारत में प्रतिबंध लगा दिया जाता है।

State Trading Corporation

*407. **Shri Ram Krishan Gupta:** Will the Minister of Commerce and Industry be pleased to refer to the reply given to Unstarred Question No. 798 on the 2nd December, 1959 and state at what stage is the proposal for amending the Articles of Association of the State Trading Corporation of India, Ltd.?

The Minister of Commerce (Shri Kanungo): The matter is still under consideration.

Iranian Trade Delegation

*408. { Shri Rameshwar Tantia:
 { Shri P. G. Deb:
 { Shri Raghunath Singh:
 { Dr. Ram Subhag Singh:
 { Shri Ajit Singh Sarhadi:
 { Shri S. A. Mehdji:

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

(a) whether it is a fact that a trade delegation from Iran recently visited India;

(b) whether it is also a fact that the Iranian delegation put certain suggestions to increase trade with that country; and

(c) if so, the steps taken to implement those suggestions?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir.

(b) and (c). The discussions were of a general and exploratory nature.

Indigenous Materials for Industries

***409. Shrimati Ila Palchoudhuri:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the U.N. Technical Assistance Operations has assigned an expert to advise the Government of India on the development of indigenous substitutes for imported raw materials in industries;

(b) if so, scope of his activities; and

(c) when is he likely to commence his work?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir. We have requested for a team of seven experts, including a Team Leader, under the United Nations Technical Assistance Programme.

(b) They will be advising Government on the development of indigenous substitutes for imported raw materials in selected chemical and engineering industries.

(c) The team leader, Dr. A. G. White, was first in India between 23-4-59 and 31-7-59, and then after a few months absence, has returned to India on the 23rd November, 1959 to continue the work. Also a member of the team, Mr. H. E. Hassler, who is an expert in the recovery of linters from Cotton seeds has commenced work from the 22nd January, 1960. Recruitment of other members of the team are being finalised and they are all expected to arrive in the country shortly.

Chinese Musk Deer hunters in N.E.F.A.

***410** { **Shri Vajpayee:**
Shri U. L. Patil:
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether Government's attention has been drawn to reports that recently a few Chinese, claiming to

be musk deer hunters, crossed over into the Tirap Frontier Division of NEFA and bullied Wancho Nagas into selling them food;

(b) if so, the facts in this regard;

(c) whether it is fact that a number of such incidents have occurred along the 'Opium Road' linking Yunan Province of China with India;

(d) whether it is also a fact that large quantities of opium are smuggled into India by this route; and

(e) if so, the measures taken in this regard?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): (a) Yes.

(b) and (c). Do not arise because the reports are false.

(d) Occasionally, there has been some illicit traffic of opium.

(e) The Political Officer of Tirap Frontier Division has been maintaining close liaison with the Burmese authorities on the other side and the Assam Rifles, sometimes in conjunction with the Assam Police, carry out operations to apprehend people suspected of opium smuggling.

Persons Registered with Employment Exchanges

426. Shri D. C. Sharma: Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that the number of persons registered with the various Employment Exchanges in the country has increased during the fourth quarter of 1959 as compared to the corresponding period in 1958; and

(b) if so, to what extent?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The number of persons on Live Register of the Employment Exchanges increased from 11,83,299 at the end of December, 1958 to 14,20,901 at the end of December, 1959.

Fresh registrations during the quarter October to December, 1959 were 6,12,985 as against 5,73,406 during the quarter October to December, 1958.

Slum Clearance in Delhi

427. { Shri D. C. Sharma:
Shri Radha Raman:
Shri A. M. Tariq:
Shri Goray:
Shri Ram Krishan Gupta:

Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Unstarred Question No. 227 on the 19th November, 1959 and state the further progress made so far in regard to the clearance of the slums around Jama Masjid, Delhi and the location of fish market at Dujana House, Delhi?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): After consulting prominent persons and Councillors of the area, the Municipal Corporation of Delhi are preparing a revised scheme for remodelling of Dujana House, with a view to providing more tenements and shops of smaller size, so that the rents are kept low and as many residents as possible are rehabilitated in the same area.

The Corporation have also approved a proposal for the construction of a light structural market at an alternative site to which the junk shops around the Masjid will be shifted. The Scheme for removal of cycle shops around Jama Masjid is yet to be reviewed by the Corporation.

Contracts to Labour Cooperative Societies in Punjab

428. **Shri D. C. Sharma:** Will the Minister of Works, Housing and Supply be pleased to state the number of registered labour Cooperative Societies which were awarded minor works of construction in Punjab so far by the C.P.W.D. without calling for tenders?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): One.

Plan Publicity in Delhi

429. **Shri D. C. Sharma:** Will the Minister of Information and Broadcasting be pleased to state the amount of money spent on Plan Publicity by Delhi Administration during 1959-60?

The Minister of Information and Broadcasting (Dr. Keskar): The amount spent during the current financial year upto 31st January, 1960 is Rs. 8,159.

Industrial Development of Rajasthan

430. **Shri Onkar Lal:** Will the Minister of Commerce and Industry be pleased to state the total amount granted to the Government of Rajasthan by the Central Government for the industrial development of the State during the Second Five Year Plan so far?

The Minister of Industry (Shri Manubhai Shah): An amount of Rs. 5·15 crores has so far been granted by the Central Government to the Government of Rajasthan.

New Industrial Units in Orissa

431. **Shri Chintamoni Panigrahi:** Will the Minister of Commerce and Industry be pleased to state:

(a) the names of the new industrial units established in Orissa during the year 1959;

(b) the total amount sanctioned by Union Government therefor;

(c) the amount actually spent; and

(d) the names of the new industrial units supposed to be started in Orissa in 1960?

The Minister of Industry (Shri Manubhai Shah): (a) to (d). The information is being collected and will be placed on the Table of the House in due course.

Aid for Technical Training

432. Shri Chintamoni Panigrahi: Will the Minister of Labour and Employment be pleased to state:

(a) the amount given as grants-in-aid to the Orissa Government for the development of technical training during 1959-60; and

(b) the heads on which they are being utilised in 1959-60?

The Deputy Minister of Labour (Shri Abid Ali): (a) A sum of Rs. 12.295 lakhs has been provided in the Revised Estimates to be given as grant-in-aid to Orissa State during 1959-60 for the development of technical training. The aid will be actually adjusted towards the end of the financial year against the Ways and Means Advances.

(b) For the training of Craftsmen.

Handloom Industry in Orissa

433. Shri Chintamani Panigrahi: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have received any proposal from the Orissa Government for giving assistance to Handloom Industry in the State during the year 1959-60;

(b) if so, the details of the proposal; and

(c) the action taken thereon?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) and (c). A sum of Rs. 13.61 lakhs (Rs. 3.61 lakhs as loan and Rs. 10 lakhs as grant) has been fixed as ceiling of Central assistance to the Orissa State Government for development of handloom industry during 1959-60. The State Government can incur expenditure on continuing schemes. In respect of new schemes, they can incur expenditure after getting the technical approval of the All India Handloom Board. On the basis of the total expenditure incurred, actual payment sanctions will be issued at the end of the financial year.

Industrial Development of Orissa

434. Shri Chintamoni Panigrahi: Will the Minister of Commerce and Industry be pleased to state the total amount granted to the Orissa Government by the Central Government for the industrial development of the State during the Second Five Year Plan so far?

The Minister of Industry (Shri Manubhai Shah): A sum of Rs. 1.98 crores has been granted to the Orissa Government for the industrial development of the State during the period 1956-1959.

Subsidised Industrial Housing Scheme

435. Shri Ram Krishan Gupta: Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Starred Question No. 357 on the 27th November, 1959 and state:

(a) whether Government have received information regarding the number of houses built under the Subsidised Industrial Housing Scheme since the acceptance of the recommendations of the Indian Labour Conference held in May, 1958; and

(b) if so, the details thereof?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) Information has been received from all the States, excepting the Government of West Bengal.

(b) 942 houses have been completed by the employers under the Scheme from the 1st September, 1958 to the 31st December, 1959, against sanctioned projects.

All India Working Class Family Budget Survey

436. { **Shri Ram Krishan Gupta:**
Shri T. B. Vittal Rao:
Shri D. C. Sharma:

Will the Minister of Labour and Employment be pleased to refer to

the reply given to Unstarred Question No. 783 on the 2nd December, 1959 and state:

(a) whether the data regarding sample survey in connection with the All India working class family budget has since been tabulated; and

(b) if so, the details thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) Does not arise.

Employees' State Insurance Scheme

437. { Shri Ram Krishan Gupta:
Shri T. B. Vittal Rao:
Shri Tangamani:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Unstarred Question No. 794 on the 2nd December, 1959 and state:

(a) whether the one-man Committee appointed to review the working of the Employees' State Insurance Scheme has since submitted its report;

(b) if so, the main findings thereof; and

(c) the action taken to implement them?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

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

Land Reforms

438. { Shri D. C. Sharma:
Shri Ram Krishan Gupta:
Shri Abdul Salam:
Shri Ajit Singh Sarhadi:
Shri P. R. Patel:
Shri Fatehsinh Ghodasar:

Will the Minister of Planning be pleased to refer to the reply given to Starred Question No. 364 on the 27th November, 1959 and state the further progress made with regard to implementation of the land reforms policy in the various States?

The Deputy Minister of Planning (Shri S. N. Mishra): A statement giving the requisite information is laid on the Table of the Sabha. [See Appendix I, annexure No. 84.]

Transfer of Civil Services to D. Ps. Colonies in Delhi

439. **Shri D. C. Sharma:** Will the Minister of Rehabilitation and Minority Affairs be pleased to refer to the reply given to Starred Question No. 505 on the 2nd December, 1959 and state the progress made in regard to the proposal for the transfer of civic services in the displaced persons' colonies in Delhi to the Delhi Municipal Corporation?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): The number of colonies involved is 17. Services have been completed in 10 while the work in the remaining 7 is in progress. In spite of repeated requests, the Delhi Municipal Corporation has not yet taken over the services in the first 10 colonies. The matter is being pursued.

Exporters of Coffee

440. **Shri D. C. Sharma:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have formulated any scheme to help the exporters of coffee; and

(b) if so, the details thereof?

The Minister of Commerce (Shri Kanungo): (a) and (b). Government have not recently formulated any special scheme but exporters are allowed drawback of duty.

Caustic Soda and Soda Ash

441. **Shri Abdul Salam:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total quantity of Caustic Soda and Soda Ash imported in the country during 1959;

(b) the names of countries from which they have been imported together with the quantities imported;

(c) the total foreign exchange expenditure on such imports; and

(d) whether there are any licensed Caustic Soda and Soda Ash plants which have yet to go into production?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the Sabha. [See Appendix I, annexure No. 85.]

(d) Yes Sir.

Amenities to Building Workers

442. Shri Mohan Swarup: Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact that under the rules and regulations of the Labour Ministry contractors are bound to provide light, water and other amenities to the building workers;

(b) whether it is also a fact that the building workers living in the huts near Ashoka Hotel, New Delhi have not been provided with these amenities so far; and

(c) whether Government have any intention of improving the lot of these workers?

The Deputy Minister of Labour (Shri Abd Ali): (a) Under the Model Rules framed for the protection of health and sanitary arrangements for workers employed by the C.P.W.D. or its contractors, provision exists for giving certain amenities to workers except lighting.

(b) As the workers referred to here are not engaged by the contractors of the C.P.W.D., the latter are not responsible for providing amenities in this labour camp.

(c) On receipt of a proposal from the New Delhi Municipal Committee to set up a small labour camp on the Ring Road at its junction with Kitchner Road, the C.P.W.D. had levelled the area, provided water supply and latrines for about 300 huts.

Nickel Cadmium Batteries

443. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Nickel Cadmium Batteries imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how these are used in the country;

(c) whether indigenous production of the Nickel Cadmium Batteries can be taken up on a commercial scale as a result of research carried out in the Central Electro-Chemical Research Institute, Karaikudi;

(d) the finances that will be required to set up an industry for their production; and

(e) whether any application for licence has been received for their production in this country or whether Government want to produce them in the Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) 'Nickel Cadmium Batteries' have not been specifically shown in the trade classification of the country and the import figures for the item are not, therefore, separately available.

(b) Nickel Cadmium cells have similar applications as the Lead Acid type of batteries. These types of cells have mostly applications for heavy duty, such as industrial trucks and tractors, mining duty, industrial locomotives, railway car lighting, air-conditioning, railway signalling systems' multiple unit control, marine services, electric fork lift trucks, emergency lighting etc.

(c) and (e). The 'know-how' of the manufacture of sintered-plate type nickel cadmium batteries have been worked out in the Central Electro-Chemical Research Institute, Karaikudi. It is proposed to set up a pilot plant of a suitable size to meet Defence requirements. No application for the manufacture of these

batteries in the private sector has been received.

(d) No estimates of demand of Nickel Cadmium cells have been made and the capital outlay on the project will depend upon capacity to be established.

Cuprous Oxide

444. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of cuprous oxide imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how it is used in this country;

(c) whether indigenous production of the cuprous oxide can be taken up on a commercial scale as a result of research carried out in the Central Electro-Chemical Research Institute, Karaikudi;

(d) the finances that will be required to set up an industry for its production; and

(e) whether any application for licence has been received for its production in this country or whether Government want to produce it in the Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) Figures of actual imports of Cuprous Oxide are not available. Cuprous Oxide is included under 'Copper Oxide' for which import figures are as under:

	(Quantity in Cwt)		(Value in '000' Rs.)	
	1958-59	1959-60 (April-Nov.)	Q.	V.
Copper Oxides excluding natural.	98	23	544	119

(b) Cuprous Oxide is mainly used in the country for the production of anti-fouling paints, copper salts, red glass, ceramics and also as fungicid.

(c) and (e). The process developed by the Central Electro-Chemical Research Institute has been leased to M/s. Pigments and Chemicals Industries Ltd., Calcutta and M/s. Technico Enterprise Private Ltd., Calcutta, for

commercial exploitation. The firms have been given the process on the condition of (i) payment of a lump sum premium of Rs. 5,000, (ii) Royalty @ 2½ per cent. on sales, (iii) Non-exclusive licence covering the whole of India for a period of 14 years.

(d) According to the Research Laboratory, a 6 Cwt. per day capacity plant should cost as under:—

	Rs.
(i) Capital Investment	4,76,000
(ii) Annual Operating costs	5,98,300

Selenium and Red Glass Bangles

445. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Selenium and Red Glass Bangles imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how they are used in the country;

(c) whether indigenous production of Red Glass Bangles without the use of Selenium can be taken up on a commercial scale as a result of research carried out at the Central Glass and Ceramic Research Institute, Calcutta;

(d) the finances that will be required to set up an industry for their manufacture; and

(e) whether any application for licence has been received for their production in the country or whether Government want to produce it in the Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) There has been no import of Glass Bangles in the years 1958-59 and 1959-60 (April-November). The import statistics of Selenium and compounds during these periods were as follows:—

Year	Quantity (lbs.)	Value (Rs. in lacs)
1958-59	39,984	12.13
1959-60 (April-November)	11,316	3.53

(b) Selenium is used as a colourant in the manufacture of Red Glass Bangles, Signal Glass and other glass articles of red colour. It is also used as a decolourizer in the manufacture of colourless glass. Glass Bangles are, however, used for ornamental purposes by the womenfolk.

(c) Yes, Sir. The Central Glass and Ceramic Research Institute, Calcutta have evolved a process for the manufacture of Red Glass Bangles on a commercial scale by making use of Copper Oxide instead of Selenium.

(d) As the process has been specially worked out to suit the existing equipment used in the bangle factories, no extra finance is required to change over from Selenium Red Glass to Copper Red Glass.

(e) Government have not received any application for a licence under the Industries (Development and Regulation) Act, 1951, for the manufacture of Glass Bangles as these are not covered under the Act. There is also no proposal to undertake their manufacture in the Public Sector.

Import of Boron

446. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Boron imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how it is used in the country;

(c) whether indigenous production of Boron can be taken up on a commercial scale as a result of research carried out at the Central Glass and Ceramic Research Institute, Calcutta;

(d) the finances that will be required to set up an industry for its production; and

(e) whether any application for licence has been received for its production in the country, or whether Government want to produce it in the Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) Boron generally occurs in nature in the form of Borax and Boric Acid. The import statistics of Borax and Boric Acid in the years 1958 and 1959 (January—October) were as follows:—

	Year	Quantity	Value
(Cwts.) (Rs. in Lakhs)			
Borax	1958	97,622	37.0
	1959 (Jan-October)	1,06,711	40.3
Boric Acid	1958	6,054	3.33
	1959 (Jan-October)	12,429	9.37

(b) Boron compounds are used in vitreous enamel, pottery and glass industry as well as in metal industry as a flux.

(c) The Central Glass and Ceramic Research Institute, Calcutta have not carried out any research in respect of manufacture of Boron. The Institute, however, successfully done research work on the manufacture of Boron Free Enamels for the Enamelware Industry for which Boron compounds were so far considered essential. Manufacture of Boron Free Enamels can be taken up on a commercial scale as a result of the Research carried out at the Institute and the process has already been assigned to Messrs Ceramic Sales Corporation Ltd., Calcutta for the purpose.

(d) In view of the answer to part (c) above, the question of finance required for the manufacture of Boron does not arise. The existing Enamelware factories can, however, switch-over to Boron Free Enamel process in their manufacturing activities without incurring any appreciable extra expenditure.

(e) Government have not received any application for the grant of a licence under the Industries (Development and Regulation) Act, 1951 for the manufacture of Boron or Boron Free Enamels. There is also no proposal to manufacture these items in the Public Sector.

Ignition Boats

447. Shri P. K. Deo: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of Ignition Boats imported into India in the years 1958-59 and 1959-60 so far and the amount of foreign exchange involved;

(b) how they are used in the country;

(c) whether indigenous production of Ignition Boats can be taken up on a commercial scale as a result of research carried out at the Central Glass and Ceramic Research Institute, Calcutta;

(d) the finances that will be required to set up an industry for their production; and

(e) whether any application for licence has been received for their production in the country or whether Government want to produce them in the Public Sector?

The Minister of Industry (Shri Manubhai Shah): (a) Separate statistics for the import of Ignition Boats are not maintained.

(b) Ignition Boats are being used in Laboratories and Research Institutions for chemical analysis.

(c) The Central Glass and Ceramic Research Institute has developed a process for the manufacture of Ignition Boats and the question of taking up their manufacture on a trial basis, is under the consideration of the Institute.

(d) and (e). Do not arise.

Air Space Violation by Pakistanis

**448. { Shri Ram Krishan Gupta:
Shri Chintamoni Panigrahi:**

Will the Prime Minister be pleased to refer to the reply given to Unstarred Question No. 1029 on the 18th December, 1959 and state:

(a) whether Government have received reply from Pakistan regarding the violation of the cease-fire line in

Uri Sector by Pakistanis on the 22nd June, 1959; and

(b) if so, the nature thereof?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes.

(b) The Government of Pakistan have denied that they captured the Indian soldiers.

Manufacture of White Newsprint

449. Shri Rameshwari Tantia: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any steps have been taken so far for the manufacture of white newsprint in the country; and

(b) if not, what are the difficulties?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) Does not arise.

Small-scale Industries

**450. { Shri S. C. Samanta:
Shri Subodh Hansda:**

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

(a) how much of the allocation of Rs. 177.30 crores for small-scale industries has already been spent so far;

(b) what are the Central and State Government's proposals for 1960-61;

(c) whether there is any record as to how many persons have been given employment and work during the period from 1956-57 to 1959-60; and

(d) if so, how many?

The Minister of Industry (Shri Manubhai Shah): (a) On the basis of the actual expenditure during the first two years of the Plan period 1956-57 and 1957-58, the payment sanctions during 1958-59 and the approved outlay for 1959-60, the total expenditure during the first four years of the plan period is estimated at Rs. 142 crores.

(b) Annual Plan ceilings for 1960-61 for village and small industries

excluding provision for powerlooms and Khadi & Village Industries Commission's programme have been tentatively estimated as Rs. 20.20 crores. The provision for 1960-61 will be known only after the budget is approved and the schemes of Khadi & Village Industries for 1960-61 are finalised.

(c) and (d). It is difficult to give accurate figures regarding additional employment. In the case of Handicrafts no employment figures have been collected. In the case of Handloom and Coir Industry, the objective of the development schemes has been to reduce under employment rather than to create new employment.

Under the Khadi (both traditional and Ambar) programme, additional employment was provided during 1956-57 to 1958-59 to 4.58 lakhs and 1.84 lakhs persons respectively. The additional employment created during this period in respect of village industries is not available. It has, however, been estimated that the total employment provided under the Plan as at the close of the year 1958-59 is of the order of 5.46 lakhs.

The number of new jobs that has been created in the small scale sector during the year 1956 to 1959 has been roughly estimated at 1.17 lakhs.

Cheap Radio Sets

451. Shri Rameshwar Tantia: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that the UNESCO has a special project to help Government to manufacture cheap radio sets; and

(b) if so, what steps have been taken by Government to produce such radio sets under this project in India?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). Government are not aware of any such project. It is, however, understood that at the UNESCO Conference held recently in Bangkok, a resolution was passed to the effect that the question of manufacture of

studied by the International Telecommunication Union in collaboration with UNESCO should be actively pursued.

Subsidised Industrial Housing Scheme

452. { Shri S. M. Banerjee:
Shri Tangamani:

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

(a) the number of houses constructed under the Subsidised Industrial Housing Scheme during 1958-59 in the various States; and

(b) the number of houses likely to be constructed during 1960-61?

The Deputy Minister of Works, Housing and Supply (Shri Anil B Chanda): (a) and (b). A statement giving the required information is laid on the Table of the Sabha. [See Appendix I, annexure No. 86.]

सरकारी विज्ञापन

४५३. श्री पद्म देव : क्या सूचना भीर प्रसारण मंत्री यह बताने की रूपा करेंगे कि सरकार ने १९५६ में विज्ञापनों पर कितना लाभ किया?

सूचना भीर प्रसारण मंत्री (द्वा० केसकर) : रेलवे को छोड़ कर भारत सरकार के विभिन्न भंत्रालयों भीर उनके संलग्न भीर अधीनस्थ कार्यालयों की ओर से जो विज्ञापन १९५६ में विज्ञापन तथा दृश्य प्रचार निदेशालय द्वारा जारी किये गये हैं उन पर ३२,०४,६५५ रुपये लाभ हुआ है।

Absenteeism among Coal Miners

454. Shri T. B. Vittal Rao: Will the Minister of Labour and Employment be pleased to state:

(a) whether the Director of Labour Bureau has completed the study of the pattern of absenteeism among the coal miners;

(b) if so, whether a copy of the

(c) whether Government have examined the same; and

(d) if so, the nature of decision arrived at?

The Deputy Minister of Labour (Shri Abid Ali): (a) The main survey has been completed and its results are being analysed by the Director, Labour Bureau. The report is expected to be finalised in about 4 months.

(b) to (d). Do not arise at present.

Urban Population .

***455. Shri Anirudh Sinha:** Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the urban population has increased rapidly during recent years;

(b) if so, the causes therefor;

(c) the percentage of increase during last ten years; and

(d) the proportion of urban population to that of the rural population at present?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) The urban population of India increased from 33.5 millions in 1931 to 43.9 millions in 1941 and 61.9 millions in 1951.

(b) The rapid increase is on account of the migration of people from rural areas to urban areas, the expanding area of towns and the reclassification of villages into towns on account of population growth.

(c) Precise information regarding the rate of growth since 1951 will become available only after the 1961 Census.

(d) Does not arise.

Displaced Persons in Bihar

456. Shrimati Ila Palchoudhuri: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the total number of displaced persons from East Pakistan sent to

Bihar for rehabilitation since 1949 up to end of March, 1959;

(b) the total number settled so far together with the names of places of their resettlement;

(c) the total amount of expenditure incurred by way of loans, doles, and in their resettlement; and

(d) the arrangements made for resettlement of the remaining number of refugees?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) to (d). The total number of displaced persons from East Pakistan in Bihar is 74,696. Of these 69,534 persons have already been settled in the following districts:—

Name of the District	No. of persons rehabilitated
Patna	3,659
Gaya	2,530
Shahabad	983
Saran	511
Champaran	16,915
Muzaffarpur	888
Darbhanga	522
Monghyr	696
Bhagalpur	3,946
Saharsa	500
Purnea	15,523
Santhal Parganas	5,067
Hazaribagh	1,966
Ranchi	3,102
Dhanbad	1,108
Palamu	191
Singhbhum	11,467
TOTAL	69,534

Of the remaining 5,162 persons, 1,336 will be maintained in Homes as a long-term liability. The balance of 3,826 persons comprise 587 sponsored families and 141 unsponsored families. 43 sponsored families are proposed to be moved to Dandakaranya, and 544 are in the process of being rehabilitated in the districts of Champaran, Saharsa and Purnea under the Bainanama Scheme.

The total expenditure incurred on the rehabilitation of displaced per-

sons from East Pakistan in Bihar up-to the end of December, 1959, is Rs. 4,56,97,601.

Industrial Production

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

(a) whether the rate of increase in industrial production has fallen during the last three years successively; and

(b) if so, the reasons therefor?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The index of industrial production with 1951 as base year 100, was 122.4 in 1955. The number of points by which the index rose in comparison with the previous year was 10.2 in 1956, 4.7 in 1957, and 2.4 in 1958. The index for January-October, 1959 is 149.4 as compared to 139.1 in January-October, 1958. The rate of increase of industrial production therefore rose in 1959.

घटियों का प्रायात

458. **श्री पद्म देव:** क्या बाणिज्य संसाधनों मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में १९५६ में कुल कितने मूल्य की घटियां प्रायात की गईं;

(ख) उपरोक्त अवधि में कुल कितने मूल्य के घटी के पुर्ज प्रायात किये गये; और

(ग) घटियों और उनके पुर्जों का प्रायात कब तक बिल्कुल बन्द हो जायेगा?

बाणिज्य मंत्री (श्री कानूनगो): (क) और (ख). जनवरी-नवम्बर, १९५८ की अवधि में प्रायात वसाकों, घटियों और उनके अतिरिक्त पुर्जों का मूल्य नीचे दिया गया है। दिसम्बर, १९५८ की जानकारी प्रभी उपलब्ध नहीं है।

लाख रु.

कलाकों	२३.४६
घटियां	२.६९
कलाकों के अतिरिक्त पुर्जे	२.८८
घटियों के अतिरिक्त पुर्जे	२.८

(ग) घटियों और उनके पुर्जों का प्रायात कब तक बिल्कुल बन्द हो जायेगा, यह इस समय ठीक ठीक नहीं प्राप्त जा सकता। भावी प्रायात नीति पर उपयुक्त समय पर विचार किया जायेगा। प्रायात पर रोक लगाते समय यह ध्यान रखा जायेगा कि देश में इनका कितना उत्पादन होता है।

Import of Wool and Salt from Tibet

459. **Shri Madhusudan Rao:** Will the Minister of Commerce and Industry be pleased to state the quantity of wool and salt imported from Tibet through the Bhotias of Almora and Garhwal during the current year?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): A statement showing the imports of wool and salt from Tibet through the check posts of Almora and Garhwal during the year 1959 (January-October) is given below:—

STATEMENT

(Quantity in maunds.)		
(Value in '000 Rs.)		
1959 (January-Oct.)		
Quantity	Value	
<i>Through Almora</i>		
1. Wool	6,183	6321
2. Salt	21,767	124
<i>Through Garhwal</i>		
1. Wool	N.A.	452
2. Salt	N.A.	29

N.A. = Not available.

Training in Management and Operational Methods

460. **Shri Bibhuti Mishra:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that U.S.S.R. and some other Eastern European countries are going to give aid to India for studying management and operational techniques in the field of industry;

(b) if so, the number of persons to be trained; and

(c) how far they are expected to be fruitful in our various works?

The Minister of Industry (Shri Manubhai Shah): (a) Negotiations are in progress.

(b) Does not arise at this stage.

(c) Study of advanced management and operational techniques will help to increase productivity in our industries.

C.P.W.D.

461. Shri Tangamani: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the workers on muster roll in the C.P.W.D. are not given wage slips as required under the Minimum Wages Act; and

(b) if so, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). Information from all the divisions of C.P.W.D. is being collected and will be placed on the Table of the Sabha on receipt thereof.

Recreation rooms for workers in Delhi

462. Shri Tangamani: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the names of the C.P.W.D. Enquiry Offices in Delhi where recreation rooms have been provided for the workers; and

(b) the names of the C.P.W.D. Enquiry Offices in Delhi where it is proposed to provide such recreation rooms?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) and (b). A statement giving the information is laid on the Table of the Sabha. [See Appendix I, annexure No. 87].

Displaced Persons' Claims

463. Shri Hem Raj: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of refugees from Hangu in N.W.F.P. whose claims were registered;

(b) the number of claims which have been settled and paid so far;

(c) the number of claims which are pending decision;

(d) whether it is a fact that the claims settled and paid so far were adjudicated on the basis of urban area; and

(e) if so, the reason for paying the claims of the remaining refugees on the rural area basis?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 726 claims.

(b) and (c). All the claims have since been verified. No separate statistics have been maintained as to how many cases of 'Hangu' have been paid so far, as all claimants have been classified into certain categories and payment is being made according to categories and not according to areas from where they came.

(d) No.

(e) Does not arise. However, for the information of the Hon'ble Members I might add that so far as compensation is concerned, there is no difference between the scales of compensation in regard to claims of property emanating from a rural or an urban area.

Small Scale Handloom Industries in Punjab

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

(a) the total number of small scale co-operative handloom industries that have been started in Punjab during the Second Five Year Plan period so far (year-wise); and

(b) the amount of loan and grant sanctioned for each industry?

The Minister of Commerce (Shri Kamaungo): (a)

Year	Handloom co-operatives started
1956-57	126
1957-58	97
1958-59	74
1959-60	36
(upto 31-12-1959)	

(b) The State Government has intimated that the following amounts have been sanctioned during the financial years from 1956-57 to 1959-60:—

Year	Amount sanctioned	
	Loan	Grant
	(In Rupees)	
1956-57	2,64,000	1,25,000
1957-58	20,000	87,150
1958-59	22,000	1,30,360
1959-60	20,000	1,20,000

Sewing Machines

465. { Shri Daljit Singh: Shrimati Ila Palchoudhuri:

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

(a) the total number of sewing machines manufactured in India during the year 1959;

(b) the number of sewing machines sold in the country during the above period;

(c) the number of sewing machines exported and foreign exchange earned during the years 1958 and 1959;

(d) the names of the importing countries together with the number of machines imported by each during the above period; and

(e) whether any sewing machines have been imported during 1959?

The Minister of Industry (Shri Manubhai Shah): (a) 2,90,000 Nos. approx.

(b) No information is available.

(c) Year: 1958 9,734 Nos. valued Rs. 15,07,000.
1959 (Jan.—Nov.) 17,815 Nos. valued Rs. 20,35,000/-.

(d) A statement is laid on the Table of the Sabha. [See Appendix annexure No. 88.]

Year 1959 (Jan.-Nov.)
(e) Household Sewing Machines 266 Nos. valued Rs. 44,000/-.

Industrial Sewing Machines 710 Nos. valued Rs. 4,35,000/-.

Middle Income Group Housing Scheme in H.P.

466. Shri Daljit Singh: Will Minister of Works, Housing and Supply be pleased to state:

(a) whether any funds have been allotted to Himachal Pradesh by Life Insurance Corporation for financing Middle Income Group Housing Scheme during 1959-60; and

(b) if so, the amount thereof?

The Deputy Minister of Works, Housing and Supply (Shri Anil Chanda): (a) and (b). The Middle Income Group Housing Scheme has not been introduced in the Union Territories, except Delhi, in view of the extremely small number of persons there in the income range Rs. 6001 to Rs. 12000 per annum.

Khadi 'Hundis'

467. Shri Daljit Singh: Will Minister of Commerce and Industry be pleased to state:

(a) the total amount of 'Khadi Hundis' sold during 1959-60; and

(b) the position as compared to last year?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). According to incomplete reports available upto 16th February 1980,

total sales of Khadi 'Hundis' during 1959-60 amounted to Rs. 7.66 lakhs as against Rs. 15.27 lakhs during 1958-1959.

Settlement Organisation

468. { Shri Inder J. Malhotra:
Shri Arjun Singh Bhadauria:

Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) the number of superannuated officers employed in the Settlement Organisation under the Ministry of Rehabilitation; and

(b) the technical qualifications on the basis of which such superannuated officers have been given extension from time to time?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) and (b). 45. Most of them are engaged on work of technical nature like valuation, accounts, revenue and judicial matters. They have been retained for want of experienced officers to replace them. The lists of such officers are periodically scrutinised and those not required any more are either retrenched or replaced by suitable serving officers.

Large Scale Industries in Punjab

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

(a) the names of large scale industries set up in Punjab by the Central Government during 1958-59 and 1959-60 so far; and

(b) the amount invested in these Projects by the State Government and Centre separately?

The Minister of Industry (Shri Manubhai Shah): (a) Work on the Fertiliser cum Heavy Water Factory at Nangal continued during the years 1958-59 and 1959-60.

(b) A sum of Rs. 15.33 crores has so far been invested by the Central

Government. The State Government has not invested any funds in this project.

Popularisation of Tea

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

(a) the promotional measures taken by Government and the Tea Board separately for the popularisation of Indian Tea abroad during 1959; and

(b) the amount spent upon it with the names of the countries?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Government do not directly carry on propaganda for Indian tea. The steps taken by the Tea Board for promotion of tea abroad during 1959 were as follows:—

- (i) Participation in Tea Councils.
- (ii) Participation in exhibitions and fairs.
- (iii) Delegations to Iran and France.
- (iv) Opening of Public Relations Units in Egypt and Australia.

(b) The following expenditure was incurred by the Board on tea promotional measures outside India during 1959:—

	Rs.	nP.
(a) Contributions to the Tea Councils in the U.S.A., Canada, Ireland and West Germany	45,29,946.43	
(b) Public Relations Units in Australia and Egypt	1,41,516.49	
(c) Tea Publicity in foreign countries	87,428.55	
(d) Participation in foreign exhibitions and fairs etc.	88,301.18	
(e) Tea Delegations	39,238.16	

Soda Ash Factory in Rajasthan

471. Shri L. Achaw Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have given necessary permission for starting a factory for

manufacturing soda ash at Sambhar in Rajasthan; and

(b) if so, the estimated capacity of the factory and the cost of production of soda ash per ton?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). An application has been received from a private party for the establishment of a soda ash factory at Sambhar. This is under consideration and a decision is expected to be taken by the end of 1960.

Import of Tobacco

472. *Shri Aurobindo Ghosal:*
Shri B. Das Gupta:

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

(a) whether unmanufactured tobacco is being imported from the U.S.A. in the year 1960;

(b) if so, the total quantity imported so far and the total amount of cost in terms of rupee; and

(c) the amount of foreign exchange involved?

The Minister of Commerce (Shri Kanungo): (a) to (c). Under the extended P.L. 480 Agreement with the Government of the U.S.A., unmanufactured tobacco of the value of \$5,07,500-00 is proposed to be imported. The contracting period for the commodity is 15th December, 1959 to 31st May, 1960, and the delivery period will be from the 15th December, 1959, to the 30th June, 1960. No foreign exchange is involved as payment will be made in India in rupees. No consignment against this agreement has so far arrived.

Coffee Development Plan

473. **Shri Subbiah Ambalam:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total amount set apart for the grant of loans to registered coffee

growers under the Coffee Development Plan during the year 1959-60; and

(b) the total amount asked for and granted as loan to registered coffee growers in Madras, Mysore and Kerala State during the above period so far?

The Minister of Commerce (Shri Kanungo): (a) Rs. 5 lakhs was provided for in the budget, but only Rs. 2,83,400 is expected to be disbursed by 31st March, 1960.

(b)	State	*Applied for	†Sanctioned
		Rs.	Rs.
	Madras	40,906	40,636
	Mysore	3,61,528	2,49,558
	Kerala	1,42,626	1,10,732
	TOTAL	5,45,060	4,00,926

*The figures do not include amounts asked for but whose applications are still under investigation by the Field Officers of the Board.

†The amounts sanctioned are to be disbursed to the applicants in five instalments over a period of five years in accordance with the schedule of payments drawn up by the Coffee Board.

NOTE.—The payments made during the year include instalments paid against loans **sanctioned during** year as well as those sanctioned in previous years.

Government Quarters in Timarpur, Delhi

474. **Shri Hem Raj:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the year in which the Government quarters were built in Timarpur, Delhi;

(b) whether it is a fact that their roofs were built with reinforced cement concrete;

(c) what was their life; and

(d) whether it is a fact that their roofs have collapsed and estimates are being prepared for their repairs?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) to (d). 512 quarters and 72 chummeries were constructed during the years 1911-14 and 1914-16 respectively. 512 more quarters were constructed during the years 1948-50, and another 136 during 1957. The old quarters constructed prior to the year 1916 have outlived their life and are due for demolition according to a phased programme.

The life of the houses constructed during 1948-50, with roofs of reinforced cement concrete slabs, is about 50 to 60 years. In a few of these quarters on the first floor, ceiling plaster and small pieces of cement concrete from the R.C.C. slabs have fallen. No roof has, however, collapsed.

12.08 hrs.

PAPERS LAID ON THE TABLE

RULES REGARDING RECRUITMENT TO CENTRAL ENGINEERING SERVICES

The Minister of Works, Housing and Supply (Shri K. C. Reddy): I beg to lay on the Table, a copy of each of the following rules framed under the proviso to Article 309 of the Constitution:—

- (i) The Rules regulating direct recruitment to the Central Engineering Service, Class I, published in Notification No. G.S.R. 43, dated the 9th January, 1960. [Placed in Library. See No. LT-1923/60].
- (ii) The Rules regulating direct recruitment to the Central Engineering Service, Class II, published in Notification No. G.S.R. 44, dated the 9th January, 1960. [Placed in Library. See No. LT-1924/60].
- (iii) The Rules regulating direct recruitment to the Central Engineering Service, Class II

published in Notification No. G.S.R. 45, dated the 9th January, 1960. [Placed in Library. See No. LT-1925/60].

NOTIFICATIONS ISSUED UNDER ESSENTIAL COMMODITIES ACT

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): On behalf of Shri Kanungo, I beg to lay on the Table, under sub-section (6) of section 3 of the Essential Commodities Act, 1955, a copy of each of the following Notifications:

- (a) S.O. No. 2114, dated the 26th September, 1959.
- (b) S.O. No. 2115 dated the 26th September, 1959 making certain further amendments to the Textiles (Production by Powerloom) Control Order, 1958. [Placed in Library. See No. LT-1926/60].

ANNUAL REPORT OF HINDUSTAN INSECTICIDES LIMITED

Shri Satish Chandra: On behalf of Shri Manubhai Shah, I beg to lay on the Table, under sub-section (1) of section 639 of the Companies Act, 1956, a copy of the Annual Report of the Hindustan Insecticides Limited, along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor-General thereon. [Placed in Library. See No. LT-1927/60].

AMENDMENT TO CUSTOMS AND CENTRAL EXCISE DUTIES EXPORT DRAWBACK (GENERAL) RULES.

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): On behalf of the Minister of Finance, I beg to lay on the Table, under sub-section (4) of section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, a copy of Notification No. G.S.R. 152, dated the 13th February, 1960 making certain further amendment to the Customs and Central Excise

[Shri L. N. Mishra]

Duties Export Drawback (General) Rules, 1959. [Placed in Library. See No. LT-1928/60].

12.09½ hrs.

COMMITTEE ON ABSENCE OF MEMBERS

EIGHTEENTH REPORT

Shri Mulchand Dube (Farrukhabad): I beg to present the Eighteenth Report of the Committee on Absence of Members from the sittings of the House.

I also lay on the Table a copy of the statement showing the cases of Members who have been absent for fifteen days or more continuously during the Ninth session.

12.10 hrs.

APPROPRIATION BILL, 1960

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): On behalf of Shri Morarji Desai, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1959-60, be taken into consideration."

Mr. Speaker: Is the hon. Minister going to say anything?

Dr. B. Gopala Reddi: I have moved it.

Mr. Speaker: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1959-60, be taken into consideration."

Shri Bharucha.

Shri Naushir Bharucha (East Khandesh): I desire to invite the attention of the House to some of the salient features which in the course of the debate on the Supplementary Demands were not placed before the House.

It has been our constant complaint that the Defence Ministry does not give us particulars, and if you refer to the Appropriation Bill, item 1, it refers to Defence Services—Effective—Air Force, where a Supplementary Grant of nearly Rs. 6 crores is asked for, and if we turn to the Explanatory Note, all that we are told is that the biggest item contained therein, namely Rs. 4.75 crores, is in respect of payments for aircrafts and stores. I should like the House to know that the hon. Minister comes before the House for a grant in respect of the Air Force and the main item is aircrafts and stores, but that is hardly any enlightening item.

Under rule 206 of the Rules of Procedure of this House it is the duty of the Minister who presents the Supplementary Demands not only to mention merely that it is aircrafts and stores, but to give the detailed estimates under each Grant, and that should be divided into various items. I submit that the Defence Ministry has been studiously violating this principle, avoiding the rules according to which the Budget should be cast, and is keeping this House particularly in the dark about huge sums of expenditure which are put down merely as "Charges in England". I submit that the Minister should answer clearly what are those charges. The House does not know and crores of rupees we are asked to vote blindly for defence purposes, and I object to that.

The second point to which I desire to invite the attention of the House relates to item 84 dealing with Steel, Mines and Fuel—with regard to the high cost of steel. We have been told that the public sector will shortly

produce steel and the 33rd Report of the Estimates Committee has found so many flaws in the economics of steel production that we do not know at what price we shall be able to get this steel. I have been repeatedly asking the hon. Minister in charge of steel whether the public sector will produce steel at a cost less than that of imported steel. The hon. Minister has once said somewhere in the course of a public lecture that the House and the public must give up the idea that the price of steel will come down. I was shocked to hear that. If the public sector is going to produce steel at a price higher than the imported steel, I wonder whether it would be worthwhile pouring ~~cores~~ into this bottomless sink which is known as Hindustan Steel Limited. It is very necessary that the hon. Minister make this point clear to the House. He is asking for Rs. 9 crores nearly by way of additional amount from this House, and he refuses to give any information on the most vital matters.

The cost of production of steel in the public sector must be disclosed to the House, and at least a rough, approximate idea must be given to the House. The Thirty-third Report of the Estimates Committee has disclosed that the economic position of Hindustan Steel Limited is such that the sum of Rs. 260 crores granted as loan to it, it will not be able to pay back. I want to know how much more money we will keep on giving for steel knowing full well that the company is insolvent, it will not be able to pay back the original amount of Rs. 260 crores which is apart from the sum of Rs. 300 crores. The sum of Rs. 300 crores is treated as capital; Rs. 260 crores is treated as loan from the Centre. And this House is being asked year after year to give more loans, knowing full well that the Estimates Committee has said that the company has not got the capacity to pay back these loans. I want an answer from the hon. Minister.

The question of purchase of foodgrains has been referred to, and

Members have expressed their surprise that more foodgrains have been imported in a year when a record food production has taken place in our country. Some time back the hon. Minister informed us that they contacted the State Governments with the object of inducing them to reduce their charges of irrigation and water supply. They have constructed irrigation projects at terrific cost, and over 50 to 60 per cent of the water remains unutilised, because the former is not in a position to pay the cost. Repeated suggestions have been made on the floor of the House that rather than subsidise imported foodgrains which cost the nation nearly Rs. 25 crores, it may be worthwhile subsidising water supply for the purpose of irrigation, and the hon. Minister said that efforts were being made. I should like to know what results have been achieved by that effort, or whether they are going to continue to import more and more foodgrains while the Food Minister continues to tell us that we are having record food production.

Dr. B. Gopala Reddi: We have had a full discussion on these matters, and again there will be ample opportunities for the hon. Member to raise them on the General Budget or when the Demands come up before the House. At this point I do not want to go into all those matters.

Mr. Speaker: He wants to know why it has been purchased. So far as the Supplementary Demands are concerned, the hon. Minister must explain to the House why instead of adopting another course....

Dr. B. Gopala Reddi: We had a full discussion, and the Minister concerned also explained these things, and now to raise these matters at this stage is rather strange.

Shri Naushir Bharucha: I rise on a point of order. Can an hon. Minister refuse to answer in respect of items which are contained in the Appropriation Bill which is before the House?

Mr. Speaker: Those hon. Ministers must have been present here. Hon. Ministers know definitely that after a Supplementary Demand for Grant is made, whatever important matters were not taken up in the debate, can, with the permission of the Chair, be allowed to be raised. I gave due notice.

This hon. Minister may not be in a position to answer all these points relating to Defence, Steel etc., but it is the duty of those other hon. Ministers to be here. He only places the Supplementary Demands before the House on their behalf.

Dr. B. Gopala Reddi: The convention is that at this stage there is no discussion at all. It is put from the Chair and passed in a minute.

Mr. Speaker: At this stage also, the items that were not brought up before the House, that could not be brought up, are generally brought up here.

Shri Bimal Ghose (Barrackpore): Let this be postponed to tomorrow.

Mr. Speaker: Very well. On the General Debate, the Ministers responsible for these will particularly answer these points that have been raised. Anyhow, in future I will not hear any such explanation that these do not arise at the appropriation stage. When I have allowed them, hon. Ministers must be present here to explain matters.

Shri Braj Raj Singh (Firozabad): Even the Minister of Parliamentary Affairs is not available.

Mr. Speaker: The hon. Minister will look into the rules. Rule 208(5) says:

"The Speaker may, in order to avoid repetition of debate, require members desiring to take part in discussion on an Appropriation Bill to give advance intimation of the specific points they

intend to raise, and he may withhold permission for raising such of the points as in his opinion appear to be repetitions of the matters discussed on a demand for grant or as may not be of sufficient public importance."

These were not repetitions. Therefore, I have allowed them to be raised. The hon. Ministers must have been in their seats. I am not going to accept this kind of explanation that on the Appropriation Bill such points cannot be raised. The rule is clear and definite, but all the same, inasmuch the hon. Ministers are not here, I will allow ample opportunity for this matter to be raised, and they must give an explanation to the House and to the hon. Member regarding the points that have been raised.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1959-60, be taken into consideration."

The motion was adopted.

Mr. Speaker: The question is:

"That Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Long Title were added to the Bill.

Dr. B. Gopala Reddi: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

12.20 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Speaker: The House will now take up the general discussion on the Railway Budget, for which 14 hours have been allotted. I might state that according to the usual rule that we have followed, there will be a time-limit of fifteen minutes for each individual Member, and about twenty minutes to half an hour in the case of Leaders of Groups, or hon. Members who are set up as the spokesmen of their Groups; I am prepared to extend this extra time to them also. But let not the Leaders of the Groups stay behind and push forward the other Members so that each one may have thirty minutes. For, I am finding it difficult to adjust the time.

So far as cut motions are concerned, I would like the Leaders and spokesmen of the various Groups to meet this evening and specify the cut motions. Otherwise, all the cut motions are put before the House, and there is once again a general discussion on those cut motions. Let each party choose one or two cut motions, and according to the time allotted, and according to the numbers that they command, they may draw pointed attention to those cut motions, so that the Ministers may be able to explain particular things during this general discussion. I suppose they will meet this evening or some other time and give me the numbers of those cut motions, and I shall pass them on to the Minister, and if necessary, they may have the hon. Minister also with them and decide upon the points which are to be brought up for discussion elaborately when the cut motions are taken up.

Shri S. M. Banerjee (Kanpur): Am I to understand that no cut motion other than these cut motions will be allowed?

Mr. Speaker: It is not that I am not allowing them....

Shri S. M. Banerjee: My submission is that those Members who may not get a chance to speak now may while moving their cut motions bring up certain important points. That is my submission.

Mr. Speaker: I agree. But let them all decide upon particular cut motions. I am prepared to allow, but not two hundred odd cut motions; that does not carry us any further; it becomes another general discussion once again.

Shri T. B. Vittal Rao (Khammam): It would be appropriate if I begin this debate on the Railway Budget by paying my humble tribute to the eleven lakhs railwaymen who have been keeping this life-line of the Indian economy going, notwithstanding the terrible floods and various other handicaps under which they have been working.

Mr. Speaker: May I take that the hon. Member is the spokesman for his party?

Shri T. B. Vittal Rao: I am the first speaker from my party.

Mr. Speaker: The last speaker also may be the spokesman. Is the hon. Member the spokesman of his party?

Shrimati Parvathi Krishnan (Coimbatore): Yes.

Mr. Speaker: For, I have to decide whether I should allow thirty minutes or not.

Shri T. B. Vittal Rao: Having paid my tribute to the railwaymen, I would like to say a few words about the operational efficiency of the railways. The index of operational efficiency of the railways is gauged by the average speed per hour of the goods trains. If we examine the figures that have been supplied, we find that there has been a definite fall in the operational efficiency. For broad gauge, the speed of the goods trains in 1956-57 was 9.60 miles per hour, and in 1957-58 it was 9.32 miles per hour, and in 1958-59 it was 9.42 miles per hour. Though there is a slight improvement in 1958-59 over the figures

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of the previous year, it is lower than the figure for 1956-57. In the metre gauge, the average speed is 8.27 miles per hour in 1956-57 as against 8.35 miles per hour in 1957-58 and 8.07 in 1958-59. So, there is a definite fall in the operational efficiency. The metre gauge section of the Indian railways constitute about 15,000 miles as against the 16,000 miles of the broad gauge sections. So, these figures clearly indicate that there has been a slight drop in the operational efficiency and not an improvement, as stated by the hon. Minister in his budget speech.

I now come to the other aspect of the question regarding goods trains. The originating tons moved by the railways are likely to be, during the current year, that is, the budget year, 162 million tons. When the reappraisal was done by the Planning Commission, it was stated that the railways would have to be called upon to move 168 million tons. I do not know how the hon. Minister now says that he will fulfil the target of the Second Five Year Plan, even though there is likely to be a shortfall of 6 million tons in the originating tons in regard to freight traffic.

The Railway Minister has also posed certain very important problems. The first is the question of the utilisation of the wagons during the lean season. He has stated that the industry should be able to take all the raw materials to the place of consumption for utilisation during the lean season, because wagons are not available during the busy season. This is a very important question. We do not know whether the industries will be prepared to move the raw materials required by them, during the lean period, because that would mean stocking all the raw materials which would inevitably mean the locking up of working capital for a period of two or three years. At the same time, the hon. Minister has also stated that we cannot have a large number of wagons, as that would result in uneconomic utilisation. This prob-

lem has been before us for well over six or seven years, and I do not know why a solution is not being found. If this question had been remitted to a committee consisting of the Railway Board and the representatives of the industries, I think a solution could have easily been found.

I venture to suggest to the hon. Minister that he may give some concession during the lean period, in the matter of freight charges, so that the industries will have some incentive to move the raw materials during that period. Some sort of concession has been given during the lean period for passenger traffic. The same thing may be considered for goods traffic also. Otherwise, the position is likely to remain as it is.

The hon. Minister has also referred to the development works which have been undertaken. He has stated that about 600 miles of new railway lines have been opened for traffic, and that the Railway Board is confident of fulfilling the target for new constructions laid down in the Second Five Year Plan. Under the Second Plan, we were supposed to construct 842 miles of new railway lines. These 600 miles of new railway lines include certain of the railway lines which were in the process of construction during the First Plan period. The sum of Rs. 1,126 crores allotted to the Railways in the Second Five Year Plan was given on the basis that there would be 842 miles of new railway lines constructed, and a list of the new railway lines which had to be taken up by the railway lines was also given. When I take that into consideration, I do not know what has happened to the Guna-Ujjain rail link which is about 175 miles, and the Robertsganj-Garhwa Road railway line. I do not know how many years more it will take to complete these lines, because another 100 miles are still to be constructed. Similarly, in the Central India coal-fields, there was to be construction of 125 miles of new railway lines. In the central coal-fields area not a single railway line has been opened for traffic. That shows that

out of the 842 miles of railway lines, 400 miles have not been taken up at all. With regard to the Guna-Ujjain link, only surveys are being taken up. With regard to Robertsganj-Garhwa Road, not even the embankment work has started. That indicates that there is going to be a short-fall during the Plan period to the tune of 50 per cent. with regard to new railway construction, whereas the amount allotted for new construction, Rs. 66 crores, is going to be exceeded. This is the position with regard to development work.

Then I come to the increase in freight charges by 5 per cent. You are aware that a Railway Convention Committee is going to be appointed. A Committee consisting of Members of Parliament is going to examine this question thoroughly. At a time when this question is to be remitted to this Committee, how does the Railway Minister come with an increase in freight charges. Could he not have waited for another four months? He has posed the question of increase in the wage bill due to implementation of the Second Pay Commission's recommendations and has come forward with a proposal to increase freight charges. This is not the way the problem should have been tackled. Nothing would have been lost if he could have waited for four months. If the Railway Convention Committee recommended a similar increase in freight charges, then his hands would have been strengthened. I know the Convention Committee would make certain recommendations regarding the various allocations. What would have been lost if the Railway Minister had waited till the Committee came out with their recommendations? But he has already come with a proposal to increase the freight. He is going to increase the freight charge on foodgrains. He is going to increase the freight on coal which is an important raw material for the industrial development of the country. Is it desirable at this stage to increase the freight on coal? Already, prices have been increased during the course of the last two or three years to the extent of 10 to 15 per cent. Even in 1956, there was a phenomenal

increase in the price of coal. To come to the House at this stage with an increase in freight charges does not stand to reason. As a matter of fact, I would say the Railway Ministry is standing in the way of the rapid industrialisation of the country.

Then again, take the question of foodgrains. The consumer price index has touched a new high of 126 points. This increase in freight would be reflected in the prices of foodgrains and there will be a further increase in the cost of living. It has been stated in this House that the Government should see that there should be some sort of price-level maintained. Even the other day, the Prime Minister was telling us as to what would be the approach towards the Third Plan. He has clearly stated that there should be a controlled price-level during the Third Plan period. Since the last ten years, we have reached a new high in the figure of consumer price index of 126 points. I am obliged to say, I am compelled to say, that the Railway Minister was not well advised by his advisers in increasing the freight charges at this stage. Therefore, I very strongly appeal to the hon. Minister to withdraw this impost from this year's Budget.

Then I come to the question of World Bank loans. The time has come when we should say: 'No more loans from the World Bank'. I say this because the percentage of interest we pay to these loans is very high. In 1949, when we had a loan from the World Bank, it was at the rate of 4 per cent. Today we pay interest on two loans from the World Bank at the rates of 5½ per cent. and 6 per cent. When we take into account the dividend that the railways pay to general revenues on the capital invested—it is only 4 per cent—how is it that we are able to pay such a high rate of interest on World Bank loans? It will go against the very interest of the efficient working of the railways. Therefore, the time has come when we should say that we should not have any more loans from the World Bank at this exorbitant rate of interest. If we want

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machinery and stores immediately, we will have to go in for loans from various countries, not from the World Bank at this rate of interest. We have been successful in negotiating certain deals with regard to our steel plants where we have to pay only a very low interest rate of 2½ per cent. on foreign loans. Is it impossible for us to get machinery on foreign loans at lesser rates of interest? I am afraid this has not been explored by the Ministry. Therefore, I would strongly urge that if it comes to a question of stopping some of our developmental works, we should not go in for World Bank loans at these exorbitant rates of interest.

Then I come to the important question of zones obtaining on our railways. There are now 8 zones. From my experience, I can say that the economy and efficiency expected to result from the constitution of these zones have not been achieved. Neither do we get a clear idea of how these zones are working. From a perusal of the figures, we do not find that there has been any economy effected, nor efficiency increased.

I was reading the other day an article written by Shri Natesan who was connected with the Railway Ministry for some time. In that, he has given complete figures of the profits earned by each railway zone. The whole thing is a jumble. A clear picture does not emerge from it. Take the question of profits. In the Southern Railway Zone from Rs. 33 lakhs a few years ago, it jumps to Rs. 4.77 crores in 1958-59. We are supposed to get in 1959-60 a profit of Rs. 4.50 crores. In the Eastern Zone, as against Rs. 1.96 crores in 1958-59, we are going to get Rs. 2.21 crores in 1959-60. How is this? Where was the mistake? Have goods traffic or passenger traffic enormously increased? Or has there been a reduction of working expenses? We are not able to find what is the reason. In the South-Eastern Zone, from Rs. 10 crores last year, we are going to have a profit of Rs. 18 crores.

I do not know how these figures have been arrived at. He has been an economist advising the Government in financial matters. These are the figures that have been given in a South Indian paper.

Then I come to the question of divisionalisation. Divisionalisation was adopted with a view to increase the efficiency of the Railway Administration. On the other hand, when I go there sometimes, I am given files. I find a regular correspondence from the Divisional Office to the Railway Administration—from Secunderabad. Only correspondence goes on. Nothing materialises. Even for small decisions, they will have to approach the Railway Administration, which is far away. Those decisions are not got in time. The idea of divisionalisation was that certain powers would be given to tone up efficiency. But it has not been done.

Therefore, these big zones with 6,000 miles should be done away with forthwith. This is necessary if you want to really increase the operational efficiency, if you want to move the additional 90 million tons envisaged during the Third Plan period as a result of rapid industrialisation of the country. As the Railway Corruption Inquiry Committee recommended, a zone should not have more than 3,000 miles as the route mileage. Only then will there be proper attention paid to all the aspects of the working of the railways by the railwaymen and railway officers, thus adding to the efficiency of operation.

I want, in brief, to refer to the problems confronting railwaymen. The most important question is that of participation in management. When the Labour Panel drew up the chapter on the programme for labour and policy to be adopted towards labour during the Second Plan, it laid great emphasis on participation of labour in management. Four years of the Plan period have gone. I am told that in some places some joint councils have been set up. But effective steps to imple-

ment that with the same spirit with which it was evolved has not yet been taken on the railways. Have these joint councils been set up at the Railway Board level? They have not been set up at the administrative level and the divisional level, or even at the station level. I am told it has been done here and there. The proper functioning of these joint councils would really enable us to know the difficulties confronting us in increasing the efficiency of the railways. If they had been set up at the workshop level, they would have enabled us to know how best to utilise these workshops so that there can be a decrease in the expenditure in the workshops. This has not been done. I fail to understand why that has not been done.

You are not willing to take the railwaymen into confidence. I am glad that the Railway Minister has stated that when the committee to go into the question of the economy of consumption of fuel was appointed on the Southern Railway, he appointed an experienced locomotive driver as a member. An experienced locomotive driver who has got firsthand knowledge and experience would be able to assist us in getting at the facts and figures and finding out the ways and methods of economising fuel.

There have been some units in the country where these joint councils have been set up and are working. Some have been working properly and some have not been working properly. You know that also. But the sooner the Railway Ministry does it, the better will it be for the Railways.

Then, there is the permanent negotiating machinery. I may say that this has been working very well at the level of the Federation and the Railway Board. But it has not been functioning properly at the lower levels and the zonal administration levels. In some places, they are functioning in a certain way but not in the same spirit with which this machinery has been evolved. I am told that they are giving only two days for the members of the unions to attend these meetings. That is just the time required for them to

come from the outstations to the headquarters and go back. That shows that they are not at all serious about the proper functioning of this permanent negotiating machinery.

Certain facilities which the workers should have under the Industrial Disputes Act and other Acts have been taken away from the workers. These facilities have been removed because of the rules and regulations in the Establishment Code. When we are removing such facilities, it is but proper that they are substituted and replaced by a very useful machinery. I hope some steps will be taken to see that that machinery is functioning properly and efficiently.

I come to the confirmation of temporary men. The other day in reply to a question the hon. Minister said that they are only 10 per cent. I would request him to kindly peruse the figures that have been published by the Railway Board in their Second Annual Report. I have worked out those figures. Even today there are 2 lakhs railwaymen who are temporary as against the total complement of 11 lakhs; and the percentage works out to 19. Is it right for us to carry on with such a huge percentage of 19 of temporary men in the railways? They should be confirmed.

We are in a developing economy. The Railways are developing. The workshops are expanding. Second shifts are being put in some places. Therefore, I would strongly urge that the confirmation of the temporary staff should be taken up. Even the Central Pay Commission have recommended that there should not be such a huge percentage of temporary men and that they should be confirmed.

The Finance Minister has accepted that 80 per cent. of the temporary men should be confirmed straightway. I do not know what steps the Railway Ministry will take for the confirmation of these temporary men because in the report I do not find any mention of it except that a few thousands here and there have been confirmed.

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Then, this *Ad Hoc* Tribunal. This Tribunal was set up in the year 1952. The award came after 5 years of waiting—in 1958. We are told that for the implementation of this *Ad Hoc* Tribunal's award they will have to await the recommendations of the Central Pay Commission.

Mr. Speaker: The hon. Member has got 4 minutes more.

Shri T. B. Vittal Rao: Sir, the recommendations of the Central Pay Commission have come. I do not know how long they will take to implement them. It is stated in the speech that it will not be possible to implement the recommendations of the Central Pay Commission now and that it will take one year. I do not know how many more years it will take for the implementation of the award of the *Ad Hoc* Tribunal in the light of the recommendations of the Central Pay Commission.

The new deal was there. Some posts have been upgraded. We were told in the south that specific assurance was given that this new deal—these new grades will be implemented from 1-4-1956. In many cases, it has not been implemented from 1-4-1956. In some cases of station masters, in the Central Railway in Secunderabad, it has been implemented from 1-4-1957 in the case of some and from 1-4-1958 in the case of some others. It is a great injustice that an assurance given should be taken away in this fashion. It is not fair.

Then, I come to certain facilities, the passes and the P.T.Os. I hope the Railway Board will consult the National Federation of All India Railwaymen and the All India Railwaymen's Federation and see that there is no curtailment of the pass and P.T.O. facilities.

About the accounts staff. They have been urging for a long time that for a section head the Appendix II examination should be done away with and all should be promoted if they are found suitable, without having to pass

this examination. The accounts staff are very much discontented on this score. Government may give some consideration to their representations.

Assistant Surgeons on the Railways. While a medical graduate appointed in the State Medical Service gets a gazetted rank and while it is so in the Central Services also, I do not understand why the Assistant surgeons on the Railways should be treated only as subordinate and senior subordinate service people. Their scales of pay should be increased and they should also be treated as gazetted officers.

Gangmen: Unfortunately, the Central Pay Commission has not gone into this question thoroughly. These gangmen who have to work in the sun and rain under very difficult conditions should be treated as semi-skilled people and all the recommendations which have been made by the Tapasse Committee should be implemented.

Finally, one more point and I have done. That is regarding corruption on the Railways. The Railway Minister while referring to corruption on the Railways—the reference was a little complacent—said that it depends upon the general morality prevailing in the country. Who is responsible for this? I will just point out only one instance. I have been putting questions regarding this—the corruption that was involved in the doubling of the Raj Kharaswan—Barajamda railway. The gentleman who brought it to the notice of the Railway Minister long ago was given an assurance by the officials that this case would be brought to the notice of the Railway Ministry. He was even called by the official to come and meet the Railway Minister but when actually that person came, the interview was not arranged and ultimately he got disgusted. He approached us and he told us a whole story as to how this was going on. He mentioned to me a staggering figure and I did not believe it at that time. In the whole South Eastern Railway section

where huge works were being carried on, there is corruption to the tune of one crore of rupees. However, I examined certain of the things he gave me. From my own experience and understanding of the railway working. I could take out certain things of what we were told and then we put a question and we were told that the Deputy Chief Engineer and the Divisional Engineer of the South-Eastern Railway in charge of construction were suspended and the Railways had not yet assessed the amount of loss involved. Subsequently we were told after a lapse of six full months after the first question was raised—this was raised in May, 1959 and in December a statement was laid on the Table of the House following assurances here—that the loss was computed at Rs. 24 lakhs. A few days ago, we were told that the loss was Rs. 9 lakhs. There is such a wide gap of Rs. 15 lakhs in this transaction. Who examined them? Either the person who initially examined and investigated into these was wrong or the person who did it later on must be wrong. In either case, I want action to be taken against the officer who was wrong, after going into the matter thoroughly. Unless strong action is taken at the top level, I am afraid we cannot root out corruption on the railways. I hope a departmental enquiry has been held. Let the Minister proceed taking action on the basis of the report received from the departmental enquiry and not wait for a report from the Special Police Establishment. Finally I once again pay a tribute to the railwaymen who have kept this life-line of our Indian economy going.

Mr. Speaker: Shri Frank Anthony. I will call Seth Govind Das next.

Shri Frank Anthony (Nominated—Anglo-Indians): Mr. Speaker, Sir, I realise that there is bound to be criticism of certain aspects of the Railway Budget. I also realise that there are certain features in the budget which represent patches of shade. But this year I have sought to approach the Minister's speech on the Budget in a certain context and to remember the gigantic character of this greatest of

our national undertakings, the inevitable complexities and the difficulties, the legacy of our almost chronic backlog in respect of the rolling-stock and the unprecedented burden which the Railways have been called upon to face because of our plan programmes. In this background I feel that the Minister and his Administration deserve our congratulation.

I have often been critical of the Minister and his predecessors but I am here to say without reservation today that I have found particularly in the last year or so he has shown an increasing readiness to discuss problems, to seek to understand and to resolve them.

Certain aspects of his report, I feel, deserve special notice in this House. I was particularly gratified at his drive to achieve self-sufficiency in the matter of rolling-stock which has been one of our principal bottlenecks. I think the House should greet with satisfaction the statement that we have achieved self-sufficiency or near self-sufficiency in the matter of steam locomotives. He also expects to achieve self-sufficiency in the matter of wagons. I also notice the improved turn-round of wagons and there has been increase in the percentage of traffic carried. My friend behind me has just now questioned the figures with regard to the increase in the speed of goods trains. I think there has been an overall increase. Some of it is due to special effort. Crack specials have been run and the speed of goods trains on an overall basis has increased. There is a fear that the crack specials may lead to a kind of over-working of your wagons and your wagons capacity. I am told that the incidence of hot axles and things like that has gone up because of this drive to increase in speed in goods trains. I was very glad to notice from the Minister's speech that there was no tendency to complacency and that he realised that we have got to be alert and vigilant if the Railways are going to continue their vital role as literally the wheels on which the Indian economy is to be run.

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In order to do this I feel that it is absolutely necessary that we should keep certain broad features before us with regard to the Railway Administration. I myself have always been against the Railway Administration painting an unduly rosy picture. Two things follow from that. If the Minister seeks to give the House the impression that the Railway Administration is financially well-off or even over well-off, there is a tendency to complacency in the House and the country. But perhaps a worse reaction is this. The railwaymen generally feel that the Railways are literally minting money, that they are flushed with money and I am constantly being asked by them as to why, when the Railways are so flushed with money, why some of that money should not be ploughed back to the railwaymen in the way of increase emoluments. I have tried to analyse the figures and I feel that there is no justification for presenting an ultra-rosy picture of the railway finances. My own feeling is that in the Third Plan, we will be in a precarious financial position. I do not know whether we will be able to balance our resources against our expenditure.

I was reading a rather knowledgeable article in one of the leading dailies written by a former Financial Commissioner of the Railways and I feel that his conclusions deserve the notice of the Ministry. He has said that at the end of the Second Plan, the position with regard to the over-aged engines will be slightly better. He has also said that with regard to the coaching stock the position will be slightly worse. He has underlined a feature which we cannot forget that the position with regard to the renewal of track will be infinitely worse. I shall deal with it a little later.

My own feeling is that the railway finances have reached the maximum of the limit to which they can be strained. Now, the position will have to be faced by the Railway Minister as to whether we are going to base our finances on loans and yet more loans. You will have noticed that the loan

for 1959-60 has been stepped up by Rs. 4 crores. We anticipated that a loan of Rs. 10 crores would be sufficient. Now the Railway Minister has told us that we will have to take a loan of Rs. 14 crores. He also envisaged a further loan in 1960-61 and tells us that he hopes that it will be smaller. I only hope that this hope materialises. But noting the general upward trend of the Railway estimates, I feel that the amount may be larger than the one we have estimated for. What I feel that we have to underline is that the Railways have no money to spare; still less have they any money to waste. This is not a matter which one can nail to the counter in so many figures or in terms of so many lakhs or crores. There is this general trend of upward estimate. Every time there is an estimate, or a revised estimate or a final estimate, there is always an upward trend and it goes up by some crores. And this year too we have got that general feature of an upward trend. The excess is Rs. 34.98 crores, as against the former estimate. Now, the Minister has told us that much of this is accounted for by the railways having to implement the recommendations of the Pay Commission. I still feel, however, that there is much avoidable waste on the railways. That is a general proposition. Most railwaymen agree with that. They feel that there is a tendency to waste money on the railways. At the same time, I would ask the Minister, in his proper drive to effect economy, not to let the economy be misconceived. I have noticed that the Railway Minister has drawn pointed attention to the need for economy in fuel consumption. I am completely with him on that score. But I am underlining the fact that there should be no false or misconceived economy. I know to what extent the running staff are having to bear the burden of misconceived economy. The Minister perhaps does not know it. I do.

18 hrs.

How are these tests in respect of fuel consumption carried out? They

are carried out under perfect conditions. The finest, the highest quality of coal, is used under unusual, extraordinary conditions. Then the norms reached under those perfect conditions with the finest quality of coal are imposed on the railwaymen. In their actual day-to-day working, when they work with the worst coal, they work under the most difficult conditions. If then they do not adhere to these norms, they are constantly being penalised.

I feel that economy should not be effected on comparatively pettifogging matters. There was a proposal, for instance, to do away with box-boys for running staff. Then, I was inundated, on the Southern Railway, with protests because they were going to do away with trolleys for A.P.W.I.s. They did not materialise. But what I am asking is.....

The Minister of Railways (Shri Jagjivan Ram): Old story.

Shri Frank Anthony: But there are certain new stories that are emerging. This tendency to economise in a pettifogging way only creates resentment and, in the final analysis, it does not enhance but it reduces efficiency.

I feel that the line capacity position, particularly, will have to be carefully watched. I have already referred to the analysis by a former Financial Commissioner where he has said that the locomotive position may be slightly better; that the coaching stock position will be slightly worse; and that the arrears in track renewals are going to be much worse. If that is the correct analysis—I do not see why a former Financial Commissioner should not be capable of arriving at that conclusion—it is going to pose to us with several serious problems. There are bottlenecks. Let us admit it. I am not blaming anybody. There has been this backlog in respect of rolling stock. You have got enough wagons which you cannot use. The Minister has impliedly admitted this. He has put forward a suggestion that the

business people should co-operate and they should stagger their demand, so to speak; how they are going to stagger them I do not know, and I was reading a comment on it today, saying that it is impossible to stagger them. This means that when the wagons are cleared or not, there are bottlenecks. I feel that this is largely due to the fact that you have not got your line capacity; you have not got your yards; you have not got sufficient yard capacity or the terminal capacity. You cannot use your wagons to the maximum extent and thus you have got your inevitable bottlenecks.

Because of that I feel that this estimate with regard to our receipts from goods traffic is an over-estimate. Last year, what was the position? The Minister estimated that the increase in goods traffic would be 14 million tons. In fact, it was 10 million tons. The reason given was that there was some kind of economic recession. I do not know whether that was the real reason. The Minister anticipates in 1960-61 a certain amount from goods earnings. I do not know whether that estimate is going to be realised.

While I am on this subject, I may draw the attention of the Minister to this fact that the maintenance section leaves a great deal to be desired. I am constantly getting complaints throughout the country. Whatever the reason is, your maintenance section is not pulling its weight. The men say "we book repairs, but repairs are not carried out." There are engine failures and there are other kinds of failures. Ultimately, the men who have to bear the burden and who are unnecessarily penalised are your running staff. I would ask the Minister to look into this position.

Normally, when I speak on the railway budget, I do not refer to matters which may affect particular community because I have always sought to speak for all railwaymen, irrespective of caste or community. But, unfortunately, there is a reference here in

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the Minister's Budget speech. It is a short reference, but for the Anglo-Indian railwaymen it is a vital reference. I am talking about the announcement of the Minister that there will be full remission of fees in the primary section for railwaymen's children in all the railway schools. But then he has gone on to say that this remission or privilege will only apply to those schools run through the medium of an Indian language. I saw the Minister in the lobby. We have not been able to discuss it fully. I know his two main reasons. If he is to apply this facility to the English-medium schools, there will be such a tremendous demand that they will not be able to cope with it, and in any case you require the fees in order to pay comparatively higher scales of salaries to the teachers. I have analysed the position. I have had deputations from Anglo-Indians waiting on me,—I mean the railwaymen—and they have greeted this proposal with considerable resentment. I am going to ask the Minister to revise this decision, because I have looked at it also from the point of view of a lawyer. I feel that it will not be legally tenable. The Minister has said 'quite rightly that under the obligation cast on us by the directive principles we have to provide free education, but he has in effect said—I shall analyse it—that the only people who will not get the benefit will be the Anglo-Indian railwaymen. Though every section of the railwaymen will have to get the benefit up to the primary stage, the effect will be this: that the Anglo-Indian railwaymen alone—you have not said that, but that is the effect will not get free education for their children up to the primary stage. I do not think that, if the position is looked at from the purely legal point of view, it is tenable.

There is another article in the Constitution—350A—which places an obligation on State Governments to provide facilities to linguistic minorities for education through the medium of their mother-tongue. Under that article,

if a Government is providing schools in the language of a particular minority, it will have to give the pupils free education up to the primary stage. Here, you are saying that to all the others—they may be minorities or not and they may be Tamils, Telugus or whoever they are—"since we have these schools and since they are there, we will give you free education up to the primary stage". You say to the Anglo-Indian railwaymen we have English 'medium' schools, and "you alone will pay for your education through the mother-tongue". I know that you will say that to all those who go to the English-medium schools. But remember this. There is a constitutional obligation in respect of linguistic minorities. You may say to people whose mother-tongue is not English,— "You shall pay. You have no right to go to an English-medium school at any rate, in the primary class." But you cannot say that to the Anglo-Indians; their mother-tongue is English. Under article 350A, if you provide facilities up to the primary class, you are bound to give it to them free. That is why I am going to ask the Minister at least to revise this decision and say: "All right; so far as the English-medium schools are concerned, we will charge fees, but where English is your mother-tongue, up to the primary stage, you do not pay". Beyond that, everyone will pay. I would ask the Minister to reconsider it in that light.

The Anglo-Indian railwaymen come and say to me: "We do not care; you are a lawyer. You look at it from the legal point of view. But we look at it from the moral and the human point of view. After all, ours is a small community. We do not have the percentage on the railways that we used to have. But the railways have been literally built on the blood, the bones and the sacrifices of the Anglo-Indian railwaymen". Now, the Minister says, in effect,—it may not be his intention for he also represents a minority which faces its own difficulties and his intention certainly was not to discriminate—but the effect is that the children of

the Anglo-Indians alone will have to pay for their education up to the primary classes.

I shall now refer briefly to certain recommendations of the Pay Commission. I am not going to say anything about the proposed increase in the hours of work. But I do feel that merely increasing the hours of work is not going to increase the actual quantum of work and the quality of work. There is this general feeling among railwaymen—I do not know why. I was on a fairly extended tour the other day and I met them at every railway station. They are always complaining that they have got a sense of frustration and resentment. When I ask them why, they say, "because nobody listens to us". I would ask the hon. Minister to consider whether the personnel problems cannot be handled better. At present it is organised on a divisional basis. There is a D.P.O. and two A.P.O.s. and they deal with the whole division. It is quite impossible; they do not deal with the problems.

My suggestion is this. The Minister may not increase the number of personnel officers, but I would ask him to consider whether he can allocate to each personnel officer a special section of work and hold him responsible. If there are grievances on that section, it means he is not working adequately. I would ask him to do that, because the railwaymen are always telling me that these difficulties continue to be there.

So far as the recommendations of the Pay Commission are concerned, I know the railways are going to carry this increased financial commitment. But I would ask him to remember this. Railwaymen are not highly educated people and they look at the factual position. They tell me, "We have lost". I asked, "What do you mean?" They say, take a man getting Rs. 200. He was paying Rs. 20 as house rent previously. Now he pays Rs. 26, because it is calculated on Rs. 200 plus Rs. 65 merged D.A. Regarding the provident fund contribution, he says "After I am dead, my widow will get

it. My P.F. contribution has gone up from Rs. 17 to Rs. 22". So, actually a man who is getting a salary of Rs. 200, is getting Rs. 13 to 14 less a month.

Mr. Speaker: Does he not get the provident fund as soon as he retires?

Shri Frank Anthony: Most of them do not live to retire. They say, the immediate effect of the Pay Commission's recommendation has been that in fact, we get Rs. 12 to Rs. 13 less a month. That is the immediate effect, though in the ultimate analysis, the provident fund contribution may increase.

This is a very sore point with railwaymen. In 1954, I think, the house rent was put up by 45 per cent. The average railwayman feels that the railways profiteer. Most of their old houses are getting older and nothing is being done about them. Now because of the merger of D.A., the house rent has gone up still further. The Minister says, the increased commitment is Rs. 20 crores. This is what they ask me: Is it Rs. 20 crores, because while he is giving some people Rs. 5, most of them are paying more in the way of enhanced house rent? Has the Minister actually calculated the extra amount that the millions of railwaymen will have to pay to him as a result of enhanced rent? Probably he has not. When that is calculated, the commitment in respect of the Pay Commission's recommendations will, perhaps, not be Rs. 20 crores.

There is another matter. My friend has referred to it very briefly. I would ask the hon. Minister to consider it very seriously. There is very deep resentment against the proposal that the passes and P.T.Os. of railwaymen should be reduced. They look at it this way and I feel they are justified. They say, when we entered Government service, we entered on the basis of a contract. Passes and P.T.Os. were concomitants of that service; we would not have

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entered railway service but for that. I met a railway officer, a young chap, who was getting Rs. 800 to Rs. 900 in a commercial firm. He came to the railways on Rs. 400 and one of the reasons, according to him, was the privilege by way of passes. Suddenly, post facto retrospectively, you seek to withdraw it. So far as the subordinate staff are concerned, they say, "In fact, we are getting no extra money; why take away these things?"

Mr. Speaker: Are postmen allowed free postage?

Shri Frank Anthony: It may not be. May I submit with great respect that the premise there is wrong? If they were allowed free postage, if the convention of free postage was allowed for generations, if they had entered the postal service on the understanding that they would get free postage, suddenly after 20 years, if you take away free postage, they will feel that you are divesting them of one of their original conditions of services. The railwaymen now feel that you are divesting them of what was always made an integral part of their conditions of service.

The railwaymen say, we are not the only hard-working Central Government servants, but certainly it is wrong to attempt to equate our position with that of the other Central Government servants who go to office at 10, come back at 5, and have all their nights in bed. Look at some sections of railwaymen—engineering, mechanical and transportation staff. Our work is not only strenuous, but it is of gruelling character. All these things have been taken into consideration when you gave us our passes.

There is another matter which I would particularly underline. Please on no account reduce the casual leave. The other Government servants get some days off, but the Minister knows that certain sections of railwaymen do not—they are not entitled officially—to get 1 day off in the year, includ-

ing Sundays. If you are going to reduce their casual leave from 15 to 12 days, this misconceived idea that adding a few days to the number of working days will add to the quantum of work: it is a false theory. If you cut the casual leave by 3 days; it means that people will not be able to get leave when they really need it.

I now come to this question of unconfirmed staff. The Pay Commission has sought to give relief to temporary employees. They have given no relief to officiating employees. The position is getting worse and not better. I would ask the hon. Minister to look into it. Here at his door-step, in the Northern Railway, normally men officiate against permanent vacancies for 4 or 5 years. I can give specific details. The Pay Commission has not considered their case. People are not opting for the pension scheme, because the pension is calculated on the average of emoluments over the long unconfirmed period. They say, "If you confirm us in one or two years, we would get more pension and we would opt for it. But otherwise, the average is very much less". I would ask the hon. Minister to look into this and try to give them some relief.

Finally, I want to say a word about selections. This is a favourite target of mine, because it deserves to be a favourite target. Nepotism is continuing in an unashamed manner and people are not selected. I can give instances on the Northern Railway; favourites are taken and put into the next higher grade. They are not even on the panel. Three selections are called and they survive three selections. They carry on for four years; they are not called for a selection. It has created, it creates and it will continue to create a great deal of bitterness. I know the Minister has literally millions of problems to look into; I would ask him to look into this also.

Mr. Speaker: We have heard a spokesman of the Communist Party

and also an Independent Member. But what are the steps taken by the railwaymen and the persons who lead them to lessen the pilferage in the railways and also to avoid wastage? The hon. Minister may make his contributions also. If Rs. 5 crores are wasted each year by way of compensation, he may give Rs. 50 lakhs if progressively the pilferage goes away. So long as the British Government was here, we were concerned only with the conditions of service. Hereafter hon. Members must advise the railwaymen and see that there is lesser wastage and pilferage, so that whatever balance remains may go to them. The House and the country naturally expect that persons who are in charge of the various trade unions, etc. will also advise them to impove the standard of service to the community and legitimately claim higher emoluments and other benefits for them.

सेठ गोविन्द शास (जबलपुर): अध्यक्ष जी, यह रेलवे मंत्री जी जानते हैं कि मैं सरकार का एक बड़ा बड़ा समर्थक हूँ। होना भी चाहिये, क्योंकि अपने सावंजनिक जीवन का मैंने आरम्भ ही कांग्रेस में आकर किया, कोई चालीस वर्ष पहले। और ३६ वर्ष से कांग्रेस की तरफ मे ही मैं यहां पर भी हूँ। पर आंतर बन्द करके किसी चीज का समर्थन करना यह मेरे दृष्टिरूप में नहीं है। इनीलिये कुछ साफ साफ बातें भी मैं सदा कहा करता हूँ। और इसी वृत्ति के अनुसार आज एक तरफ मैं भी जगजीवन रामजी को तीन बातों के लिये बधाई देना चाहता हूँ और कुछ रचनात्मक मुश्त्राव भी उनके सामने लेना चाहता हूँ।

पहली बात जिस पर मैं उन्हें बधाई देता हूँ वह उनका ही एक छोटा सा कथन है। उन्होंने अपने भाषण में कहा है कि "वास्तव में जब हम ऐसी स्थिति पर पहुँच गये हैं जब हम भाष के इंजिन बाहर भेज सकते हैं। हमारे देश में निर्माण का स्तर ऊँचा है और हमारी खागत दूसरे देशों की तुलना में कम आती है।

इसी तरह माल डिव्हों और सवारी डिव्हों के लिहाज से भी हम आत्म निर्भर हैं और उनका निर्माण भी हम नियंत्रित के लिये कर सकते हैं।" स्वराज्य के पूर्व जिस देश में एक मुर्दा भी नहीं बनती थी उस देश में आज निर्माण की इस अवस्था पर किस देश में अनुराग रखने वाले व्यक्ति का हृदय आनन्द से पूरित नहीं हो जायेगा, और यही कारण है कि हमारे निर्माण को देखकर जो भी हमारे देश में बाहर से आता है, चाहे वह पूजीवादी देश से आये चाहे वह माध्यवादी देश से आये, हमारी भूरि भूरि प्रशंसा करता है।

दूसरी बात जिस पर मैं रेलवे मंत्री जी को बधाई देना चाहता हूँ वह यह है कि उन्होंने अधिक ट्रेनें चलाकर भीड़ को कुछ कम किया है और लम्बी यात्रा में बिना अतिरिक्त किराया लिये उन्होंने मोने की अवस्था की है। बहुत दिन में यह मांग चलती आ रही है। आज से ३६ वर्ष पहले यह मांग हुई थी और स्वराज्य के बाद इस मांग की इस तरह मे पूर्ति हमारे लिये हर्ष की बात है।

तीसरी बात जिस पर मैं उनको धन्यवाद देना चाहता हूँ वह यह है कि यात्री और माल की उनकी जो अनुमतिनियत आय है वह भी दूर तक सफल रही। मे तीन बातें हैं जिन पर, जैसा मैंने आपसे निवेदन किया, मैं उन्हें बधाई देना चाहता हूँ।

लेकिन उसी के साथ कुछ आलोचना की चीजें भी हैं। श्री एंथनी माहेव उसी नगर से आते हैं, जबलपुर से, जहां का मैं रहने वाला हूँ, और एक नगर में रहने वाले होने पर भी उनका मेरा सदा चौथा चन्द्रमा रहता है। हम लोगों का एक मत बहुत कम बातों में दृष्टा करता है।

श्री अर्जुन राम : जबलपुर का असर उन पर नहीं पड़ा है।

सेठ गोविंद दात : लेकिन आज उन्होंने रेलवे की आर्थिक स्थिति के संबंध में जो कुछ कहा उसमें मैं सहमत हूँ। मैंको खुद गेसा लगता है कि हमारी रेलों की आर्थिक स्थिति कुछ बहुत भल्लोप्रद नहीं है। हमारी आरोक्षित निधियों की टीक हालत नहीं है। पांच वर्ष पूर्व घिसार्ट आरक्षित निधि का आगम्भ ६८ करोड़ रुपये से हुआ था, जो ग्रद घट कर १८ करोड़ की हो गयी है। फिर रेलवे विभाग पर कर्ज बढ़ रहा है। सन् १९५८ में रेलवे ने विभवैक में ८ करोड़ ५० लाख डालर कर्ज लिया, पांच करोड़ डालर और लेने की दात हो रही है। अमरीकी विकास व्रण की निधि से तीन करोड़ डालर लेने की भी चर्चा है, यानी दो वर्षों में ८२ करोड़ ५० लाख रुपये के विदेशी कर्ज में मैं बहुत श्वराता हूँ।

फिर तीसरी बात यह है कि बेन्दीय राजस्व निधि से हर वर्ष कर्ज लेने की परिपाटी भी पड़ती जा रही है। श्री जगजीवन राम ने भी अपने भाग्य में इस संबंध में चिन्ना व्यक्त की थी, और जैसा मैंने अभी निवेदन किया, मैं एंयानी माहब से सहमत हूँ कि हमारी रेलों की आर्थिक अवस्था कुछ बहुत अच्छी नहीं है।

अभी तीसरे दर्जे के यात्रियों को भी बहुत सुविधाओं की आवश्यकता है। लम्बी यात्रा में याने की उन्होंने एक सुविधा दी है। इसके लिये बन्धवाद है। परन्तु हमी के साथ मैं यह कहना चाहता हूँ कि नम्बी यात्रा पर जाने वाले तीसरे दर्जे के सुमिक्र गिनती के रहते हैं। इसलिये उन्हें कम से कम दो बातें अत्यन्त आवश्यक हैं। अभी भीड़ की कुछ कमी हुई है लेकिन फिर भी बहुत अधिक भीड़ होती है और भीड़ के साथ ही हिल्डों की बहुत गन्दगी है। दूसरी बात यह है कि इन के लिये विश्रामालयों की कमी है और उनमें गन्दगी है। रेलियों द्वारा याने वाले और फिल्मों द्वारा मनोरंजन और पुस्तकों की सुविधा के लिये साधुवाद, पर ये बातें अभी रोकी जा सकती थीं। जो मैंने दो बातें कहीं उनकी तरफ ध्यान देना चाहिये। मैं दुनिया के प्रायः सभी देशों

को गया हूँ और मैं कहना चाहता हूँ कि नीचे दरजे के यात्रियों को हमारे देश जिनमी असुविधाएं कहीं भी नहीं हैं।

फिर व्यय आय के अनुपात से अधिक बढ़ रहा है। जहाँ तक भ्रष्टाचार का सम्बन्ध है, यह मानी हुई बात है कि भ्राज भ्रष्टाचार की शिकायत सभी मुहकमों में है। मैं पहले भी कई बार कह चुका हूँ और मैं फिर यह निवेदन करता हूँ कि भ्रष्टाचार निवारण के लिए जो कार्रवाई अब होती है उसके नियमों में परिवर्तन होना चाहिए। कि इसके लिए कानूनों में परिवर्तन होना चाहिए। मैं एक दृष्टांत दूंगा। शिवत के सम्बन्ध में, एक यह नियम है कि पहले रिवत देने वाले की रकम किसी न किसी प्रामाणिक अफसर के द्वारा देखी जानी चाहिए, या उस सम्बन्ध में चर्चा उसे सुननी चाहिए। या माकूल गवाही पेश करनी चाहिए। यह भ्रष्टाचारी काफी चतुर और चालाक होते हैं, वह मंत्री जी और मेरे मदृश जो आदमी हैं उनको भी चरका दे सकते हैं। फिर यह माना ए कि यह सब बातें होंगी और जब साबित हो जाएगा कि भ्रष्टाचार है तो कोई कार्रवाई की जाएगी पूरी होने वाली नहीं है, और इस प्रकार भ्रष्टाचार का निवारण होने वाला नहीं है। मैं मानता हूँ कि हमारे नैतिक चित्रित में सुधार होने पर ही भ्रष्टाचार का सर्वथा उन्मूलन सम्भव है, लेकिन, जब तक यह नहीं होता है, तब तक कुछ तो कानूनों में परिवर्तन होना चाहिए, कुछ नियमों में परिवर्तन होना चाहिए, जिस से भ्रष्टाचार के मामले सरलता से निपटाएं जा सकें।

रेलवे कर्मचारियों की समस्याओं पर भी हमें ध्यान देना चाहिए। पे कमीशन की सिफारियों प्राप्त के सामने हैं। आप उन के सम्बन्ध में कुछ करने वाले भी हैं। रेलवे कर्मचारियों को एक शिकायत और है और

वह है कि उनको रहने के लिए उचित स्थान नहीं मिलता है। मैं जबलपुर के नजदीक कटनी का दृष्टांत दूँगा। मेट्रल रेलवे में इस चीज की शिकायत बहुत अधिक है। जबलपुर में कटनी में एक यांड़ बना है नया, लेकिन उस यांड़ में अभी क्वार्टरों की बहुत कमी है। तो यह बात भी देखी जानी चाहिए।

इसी तरह से छुटियों के घटाने के सम्बन्ध में भी मैं एन्यनी माहब से सहमत हूँ। छुटियों घटाने में कोई बहुत बड़ा फायदा होने वाला नहीं है। १५ दिन की जगह १२ दिन कर देने में, तीन दिन में बहुत लाभ नहीं होगा, पर इसका लोंगों पर बहुत बड़ा मनोवैज्ञानिक असर पड़ेगा। इसलिए हमें ऐसा नहीं करना चाहिये।

अब मैं रेलवे के सम्बन्ध में एक और बात कहना चाहता हूँ। मबरेलें भारत सरकार की है, पर जहां दो जोन मिलते हैं, वहां जोन वालों को आपस में बात कर के गाड़ियों का समय तय करना चाहिए, जो कि इस समय नहीं होता है। एक गाड़ी में दूसरी गाड़ी बदलने के लिए जो समय आवश्यक होता है, उस और अधिक ध्यान देना जरूरी है। इस सम्बन्ध में मैं आप को केवल एक ही दृष्टांत दूँगा, क्योंकि मेरे पास समय काली नहीं है, हालांकि बहुत में दृष्टांत दिए जा सकते हैं। दिल्ली में मद्रास जाने वाली ग्रांड ट्रक एक्सप्रेस नागपुर साढ़े चार बजे अपराह्न पर पहुँचती है और नागपुर से जाने वाली हवड़ा एक्सप्रेस साढ़े चार बजे ही चल देती है। जो ग्रांड ट्रक एक्सप्रेस मद्रास में दिल्ली आती है, वह नागपुर ६-५५ बजे प्रातः काल को निकलती है और हवड़ा एक्सप्रेस ६-५० बजे आती है। मेरे प्रान्त के छत्तीसगढ़ के निवासियों को इस व्यवस्था में बड़ा कष्ट होता है।

अपने प्रान्त के सम्बन्ध में मैं मुख्तमर में कुछ बातें कहना चाहता हूँ। मैं रेलवे मंत्री जी का ध्यान फिर उस बात की तरफ

आकर्षित करना चाहता हूँ कि जब वह नया बड़ा प्रान्त बना, तो उस समय राज्य पुनर्गठन आयोग की रिपोर्ट में कहा गया था कि जहां तक इस प्रान्त के यातायात का सम्बन्ध है, उस तरफ विशेष ध्यान दिया जायगा यह अभी तक नहीं हो रहा है और इसी लिए यहां पर श्री कन्हयालाल खादीवाला के मदृश्य व्यक्तियों को, जो कि हमेशा से ही इस बड़े प्रान्त के बनाने के विरोधी थे, यह कहने का मौका मिलता है कि इस प्रान्त के टुकड़े टुकड़े कर दिए जायें। श्री खादीवाला जी का यह विचार नया नहीं है। पहले वह मध्य भारत और पुराने महाकोशल को मिलाने के विलाफ़ थे। किसी तरह वह मिल गए। अभी भी जब कभी उनको मौका मिलता है, वह इस प्रकार एक ग्राउंड्रोड देते हैं। अभी शाहडोल में जो प्रान्तीय कांग्रेस कमेटी का अधिवेशन हुआ, उस में भी उन्होंने यह बात कही। इस नए प्रान्त के निर्माण में दो आदमियों का कुछ हाथ रहा है। एक तो स्वर्णीय पडित रविशंकर जी शुक्ल का, जो कि उस समय हमारे मुख्य मंत्री थे, और मेरा। मैं उस समय प्रदेश कांग्रेस कमेटी का अध्यक्ष था। महाकोशल प्रदेश कांग्रेस कमेटी ने जो मेमोरेंडम राज्य पुनर्गठन आयोग के सामने रखा था, ठीक़ उस के अनुसार इस प्रान्त का निर्माण हुआ और यदि हम को इस प्रान्त का भविष्य उज्ज्वल देखना है, तो खादीवाला जी और उन की तरह सोचने वाले व्यक्तियों का हम को धोर विरोध करना चाहिए। और मैं उन का धोर विरोध करना चाहता हूँ। मैं यह भी कहना चाहता हूँ कि बम्बई के प्रश्न का इस से कोई मिलान नहीं हो सकता है।

श्री जगजीवन राम : खादीवाला जी मीजूद नहीं है।

सेठ गोदिंद दास : यदि वह मीजूद नहीं है, तो यह भाषण उन के पास चला जायगा।

[सेठ गोविन्द दास]

बम्बई प्रदेश में गुजराती और मराठी दो भाषाएँ हैं, जब कि यहाँ पर एक भाषा है। हमारे प्रान्त का भविष्य इस पर निर्भर है कि इस प्रान्त को हम ऐसा का ऐसा रखें और इस के लिए यानायात के साधनों को बढ़ावा निरान्त आवश्यक है।

इस के बाद मैं कुछ छोटी छोटी बातों की ओर रेलवे मंत्री जी का ध्यान आर्कांपित करना चाहता हूँ।

जबलपुर के दो पुलों के सम्बन्ध में न जाने कब से मैं कह रहा हूँ। जबलपुर शहर बड़ा हो गया है। इन दो पुलों के बनने से वहाँ कोई बड़ा खन्न नहीं होने वाला है। इसी तरह रायपुर और रायगढ़ के भी कुछ पुल हैं।

भोपाल में ग्रांड ट्रॅक, एक्सप्रेस में लगने वाली बोगी—भोपाल स्टेशन बनने वाला है, वह एक अलग बात है—एक ऐसी जगह लगती है कि लालटेन ले कर ढूँढ़ना पड़ता है कि वह कहाँ है। उस से बड़ी तकनीक होती है। उस को किसी टीक जगह पर लगाया जाना चाहिए।

रायपुर-धमतरी की रेल को रायपुर में धमतरी तक ४८ मील पहुँचने में पांच घंटे लगते हैं, जिस से ज्यादा नेशनी से तांगा पहुँच सकता है। बस्तर, जाने वाली जो लाइन बनने वाली है—शायद वह जन्दी बने—मेरा निवेदन है कि वह धमतरी हो कर जानी चाहिए।

जबलपुर से दमोह तक लाइन बनाने का आनंदोलन हो रहा है, जो कि मदन महल में मादोताल, बेलखाड़, बोरिया, भिलोदा, कटंगी, सिंगामपुर, जबरा, हरदुआ, नोहटा, अभाना आदि स्थानों से हो कर जायगी। केवल ६६ मील और ४ करलांग का यह मार्ग है और इस का सर्वेक्षण भी हो चुका है। मैं

समझता हूँ कि तीमरी योजना में इस को भी लेना चाहिए।

एक जनता देन कलकता और बम्बई के बीच में चलनी चाहिए, जो कि जबलपुर हो कर जानी चाहिए।

एक माननी । सबस्य : वह हो गया है।

सेठ गोविन्द दास : यह क्युंकी की बात है। मैं ने पढ़ा नहीं है। इस के लिए मैं धन्यवाद देता हूँ।

माननीय मंत्री महोदय को जा कर देखना चाहिए कि रायपुर का प्लैटफार्म किस हालत में है।

इलाहाबाद-इटारमी पैमेंजर इटारमी तक तो जाती है, वह इटारमी से आगे भोपाल तक बढ़ा दी जानी चाहिए। यह कोई बड़ी बात नहीं है। एक घंटे का गलता है।

भोपाल स्टेशन नया बन रहा है, लेकिन यह नाल्स रूपये में वह कैसे बनेगा? आखिर भोपाल को हमारी राजधानी बनाया गया है और हमलिए उस के अनुरूप तो स्टेशन बनाना चाहिए।

जबलपुर का डिवीजन सब से छोटा है। उस को खंडवा तक कर देना चाहिए।

जबलपुर और इटारमी के बीच में जितनी गाड़ियाँ चलती हैं, वे सब गत को जाती हैं। एक गाड़ी जैसे शटल के रूप में कटंगी और जबलपुर के बीच में चलती है, जैसे इटारमी और जबलपुर के बीच में भी चले।

अन्त में मैं कुछ किराये और भाड़ की दरों के सम्बन्ध में कहना चाहता हूँ। भाड़ न बढ़ाया जाता, तो अच्छा था और किराया तो बढ़ना चाहिए। अमरीका और प्रेट्रिटेन में यहाँ के किराये की तुलना उचित नहीं है।

बहां के लोगों की आय और यहां के लोगों की आय का भी मुकाबला कीजिये। एशिया के सब से अधिक प्रोद्धोगिक और समृद्धिशाली देश, जापान, के किराये और भाड़े से भारत के किराये और भाड़े बहुत कम नहीं हैं। नये पैसों में जापान का प्रति मील भाड़ा है ६.६१ पैसे और भारत का २.६६ पैसे। जापान का किराया है प्रति मील ३.१८ पैसे और भारत का है २.७६ पैसे। यह हर्ष की बात है कि इस बर्वं हमारे रेलवे मंत्री जी ने किराया नहीं बढ़ाया है। जैसा कि मैंने निवेदन किया है, भाड़ा न बढ़ाना, तो अच्छा था और किराये के बारे में मैं विशेष कर कहना चाहता हूँ कि वह घटना चाहिए।

मैं आशा करता हूँ कि रेलवे मंत्री के मद्दत गोप्य मंत्री के निरीक्षण में, उन के हाथ में हमारे यातायात की मुविधायें दिन-प्रति-दिन बढ़ेंगी, रेलों की आर्थिक अवस्था एक अच्छी बुनियाद पर आ जायगी और जहां तक हमारे मर्याद प्रदेश के गिरज़द़ हुए, प्रान्त का मर्याद है और जो बम्बई के विभाजन के बाद इस देश का सब से बड़ा प्रान्त गह जाने वाला है, उन प्रान्त में, जैसा कि गत्य पृनगंठन आयोग ने भी कहा था, हम अधिक यातायात पा सकेंगे।

माननीय मंत्री को मैं फिर बधाई देता हूँ और साथ ही ये कुछ मुश्किल उन के सामने रखता हूँ।

Mr. Speaker: Swami Ramananda Tirtha. I will call Kumari Vedakumari next.

Shri C. K. Bhattacharya (West Dinajpur): She does not seem to be mindful of it.

Swami Ramananda Tirtha (Aurangabad): The performance of the Indian railways during the past few years has been a commendable one, though the entire economy of the country had to face stresses and strains. The railways also had to go through the same trials, and in spite

of the hardships and handicaps, it is encouraging to see that the railways have acquitted themselves fairly well.

So far as the physical targets are concerned, as the Railway Minister has himself enumerated, the fleet of rolling stock has increased by 14 per cent in locomotives, 27 per cent in wagons and 15.5 per cent in coaches; 700 miles of railway track have been doubled, and 600 miles of new lines have been laid. This achievement is praise worthy. It is also true that the railways have undertaken large-scale electrification; also, they have constructed the bridge at Mokameh over the Ganga and are in the process of constructing the bridge over the Brahmaputra—two very big projects. These two new bridges will greatly add to the transport capacity of the Indian railways.

It is quite natural that the railways had to undergo certain hardships on account of the fluctuations and uncertainties of the Second Plan period. Naturally, the transport position found itself rather in a tight corner. But in spite of all the handicaps, it is encouraging to find that the railway entertain the hope of keeping pace with the growing economy of the country. In a self-generating economy it is rather difficult to maintain the same pace, but the robust optimism which the Railway Minister is evincing may create new hopes in the minds of the people of this land, so far as the Indian Railways are concerned.

Having said all this, I would like to point out one or two probable lapses that may confront the Railway Ministry in times to come. There does not seem to be any consistency in the line followed in regard to freight. The competition between road transport and railway transport has been something which has detrimentally affected the railways. There are valid reasons for this. Road transport has certain additional facilities which are not available in railway transport, because the goods are taken to the

[Swami Ramananda Tirtha]

actual place of destination and more swiftly also, and also with less wear and tear, though the element of corruption may be the same. I do not say that something more has to be paid or is paid to those who run the road transport, but those who carry on the business do not mind paying a little more to road transport because many of the articles which are transported would be destroyed or at least suffer in some way if the transit is delayed. So, it is a moot point. The Railway Minister has to be congratulated on getting this problem studied by the committee under the chairmanship of Shri K. C. Neogy. I hope a reasonable and sustainable basis for these two would be found.

I would place before the House one very revealing feature of these accidents. Going through the table that has been supplied to us, on the very first page, we find that out of the various accidents, derailments and failures of engines and rolling-stock come to about 70 per cent, all put together. That is, the major part of the accidents is due to derailments and failures of engines and rolling-stock. As the report itself says, these are mostly due to human failures, which means that human failure is the predominant factor in bringing about these accidents to the extent of 70 per cent. It is a very serious matter, because even from the report under review, we find that the accidents have not decreased day by day; if at all, there is a bit of an increase.

So, the point at issue is whether there is any remedy which is effectively being used to see that a moral and human conscience is created amongst the railway employees who handle these vehicles or who have to look to the operational affairs. What is wrong with these people? Are we going to wait for major accidents and loss of life to the tune of a few hundreds, before this con-

science is enlivened? The present Minister of Railways is fortunate, and Providence seems to be rather merciful to him, and there are no major accidents, as has been said in this report. The minor accidents have not resulted in loss of life to a considerable extent, but there is always that fear of some major accident taking place.

I shall quote my own experience before this House. I am not depending upon the experience of anybody else. The other day, I was travelling in a mail train. I shall not mention the name of the train or the destination or the place from which I was travelling. After having travelled for half an hour only, one of the axles of a bogie got into trouble. From the main starting station, which is a very big junction, the railway employees did not care to see whether the axle of the particular bogie was in order or not. Within half an hour it got out of order, and the train was detained for at least thirty minutes or so. There was also no certainty whether that axle was put into perfect order or not. This is just one of the instances. Therefore, all that is necessary to be done to inculcate this feeling in the minds of the railway employees has to be done.

Another instance that I should like to place before the House is this. The plight of the lady passengers is very pitiable. In one case, as I was travelling in the adjoining compartment, I was requested by a lady passenger to go to her at every halting station and see whether she was safe, and I did that. If that sort of panic is continuously maintained, then, the performance of the Indian Railways cannot be called commendable, but it is pitiable. Something very radical and serious is necessary if the railways are to create that confidence in the travelling public of this country.

13.48 hrs.

[SHRIMATI RENU CHAKRAVARTTY in the Chair]

I do not want to detain the House any more on certain general remarks. I would return now to certain specific matters of importance concerning the region from which I come or I represent, and also to certain other grievances.

I do not know the amenities provided and the precautions taken, and how far the push button system is going to guarantee the safety and security of the womenfolk travelling in the railways. That has still to be seen.

The sleeping coaches, so far as they stand, are good. Let us hope that their number will be increased.

There is one other small matter. The Deputy Minister was kind enough to supply me the necessary information and also take the trouble of looking into the particular grievance very sympathetically. That is in regard to the employees of the grain-shops of the Indian Railways, particularly, the Central Railway. After all the revolutions and changes and ups and downs and uncertainties, still the final decision has not been taken. The question is about their permanent absorption. The greater the delay in taking a decision, the more their seniority is lost. I think it is a question of a few hundreds or thousands. I hope the Railway Board and the Railway Minister will expedite the decision and relieve the anxiety of these thousands of employees who are now working in the normal service but who were originally employed in the grain shops.

There is a small demand which has been there for a long time in the erstwhile Hyderabad State. When we were dealing with the three linguistic areas—the Karnatak area, Andhra area and Maharashtra area—there

was a certain amount which stood in the name of this area. It is understood that during reorganisation of the States, it was handed over to the Railway Ministry for being utilised for those particular railway lines to be opened. I do not know whether that amount stands now or whether it is a valid proposition at all. But the lines that I am going to suggest for the Marathwada section are supported and sponsored by the Government of Bombay, that is, from Sholapur to Osmanabad and Beed-Paithan-Aurangabad. It will open up an undeveloped tract and add to the progress and prosperity of the undeveloped parts of that region. There is, I think, a Central scheme also for converting the narrow gauge Lathur-Miraj section into a metre gauge line and extending it to Party-Vijnath via Momonabad. If these two lines are constructed, the Marathwada region will be greatly benefited.

There are two or three small mercies to be asked for. Aurangabad is a great tourist centre. Leave alone the amenities meant for these tourists, the third class waiting room there is no better than a cattle shed. There are no amenities at all. Every tourist who has passed through that third class waiting room will have an impression which is damaging to the reputation of the Indian Railways. Such is the condition of the third class waiting room there. Something substantial has to be done in this regard. So also is the case with the roof of the waiting room at Nanded.

I would also like to mention in this connection something about Nizamabad and Kazipet. Nizamabad is a station where the traffic is so great. Labourers come in great numbers from Bombay. The amenities provided there are very meagre. The Railway Ministry will do well to provide sufficient amenities at these two railway stations. I need not say much about Kazipet because it is a very important nerve-centre for the railways. Better amenities are necessary there also.

[Swami Ramananda Tirtha]

There is a demand for creating a zone for the Andhra region. I do not know why the Railway Minister has rejected it in the Rajya Sabha. If there are any valid reasons for rejecting it, nobody will dispute the truth of what he says. But it stands to reason that it should have a separate zone. A very handy zone could be created there by bringing together all the Andhra areas and forming a zone which will cater for the requirements of that part of the country.

Kumari M. Vedakumari (Eluru): We are very glad to note that the Railways are progressing and are doing their bit of good work for the country. But if anybody goes deeply into the budget papers supplied by the Ministry, he will see some very disturbing trends in the Railway Administration.

First, I will come to very important and major points. Take the question of operational efficiency. Being a monopoly concern, with command of all the resources, I would like to ask the Ministry as to how is it that they are not having an increased rate of gross earnings as well as net revenues and are not showing any improvement in operational efficiency over 30 years now. In support of my argument, I would quote from the figures supplied by the Railway Ministry. On page 2 of the Report by the Railway Board on Indian Railways for 1958-59, they have given very clearly the figures of gross earnings, working expenses and net earnings. I have made a study of them and processed the figures and I have got the percentages of increase of gross earnings over previous years and of the increase of expenses over the gross earnings. The percentages in 1956 over those of 1955 were: increase of gross earnings 10 per cent. and increase of expenses 10 per cent.; in 1957 (over 1956) the gross earnings were 10 per cent. and expenses 8 per cent. They showed a little bit of improvement in gross earnings in this year. In 1958 (over 1957), the rise in the gross earnings was 9 per cent. and in expenditure was 11 per cent. In

1959 (over 1958), rise in gross earnings was 2 per cent. and expenditure 4 per cent. In 1960 (over 1959), rise in gross earnings was 11 per cent. and expenditure was 14 per cent.

So we can clearly see the decreasing trend of gross earnings on the Indian Railways. That clearly indicates the inefficiency of the operational and administrative side of the Indian Railways. Even if we take the explanation given in the Explanatory Memorandum, this is what it says:

"With the increasing tempo of developmental works in the implementation of the Plan and consequent increase in the quantum of such works in progress, a decrease in the ratio of net revenue to capital at charge may be ordinarily expected".

This is the explanation given for the decrease in the net revenue. Excluding the investment in the production and manufacturing units, taking only the transport service, we are facing decreasing gross earnings as well as net revenue. This is what I want to bring to your notice.

Then I come to the zones. The Southern Zone is one of the biggest zones with the longest mileage. We have been asking for the bifurcation of the Zone to make it more convenient and compact, resulting in more efficiency and administrative advantages also. But this demand has been given the colour of a parochial or regional demand, or whatever they call it, and rejected without any consideration. While rejecting it in the Rajya Sabha, the hon. Minister said that they would consider the splitting up of the Zone only on the ground of operational needs. Let us also take into consideration only efficiency, expenses and operational bottlenecks. I would like to put this for consideration before the Minister. Even taking the Southern Zone, the net revenue is only 1 per cent. or 2 per cent. The

expenses were going up to 92—98 per cent. I would ask the Minister: What considerations are there for going to split up the Southern Zone? Even on operational needs and even on efficiency, why not take into consideration the point of view submitted by the people who are concerned with that zone? When we are spending about 98 per cent. of the revenue got from that zone and are getting only a net revenue or 1 or 2 per cent. why not the hon. Minister consider the splitting up of the zone?

14 hrs.

The hon. Minister in his speech has said that there is a shortfall of more than 7 per cent. on the metre gauge in regard to wagon loading, and that last year some movements were made to deficit areas affected by the draught in North Bihar. The Minister himself has admitted that there is a shortfall of 7 per cent. in wagon loading. He has clearly stated, in this connection, the diversion of high-rated traffic to road transport on routes parallel to the railways and where the railways have enough capacity to move additional traffic. He has said that this matter is receiving attention with a view to seeing that readjustments are made in order to ensure the maximum utilisation of our rail transport resources.

Why is there this non-utilisation of the facilities offered by the Ministry and why are people not prepared to take advantage of all the facilities given by the Railway Ministry?

We have also to take into consideration another point. With the increased industrialisation there will certainly be a greater utilisation of automobile transport. That is a feature which we are seeing in all developed countries. So, in course of time, when there will be an increasing tempo of industrialisation, we will be losing particularly in the medium and short distance wagon loading. We will have to pay more attention to that. They say that they are not able to survive in the com-

petition with road transport. Why is it the railways do not consider this station. Is there any inefficiency on our railways? Are we up to the mark; are we going to fulfil the needs of the local markets? Why are people going towards road transport? All these points have to be taken into consideration.

Now, the Southern Zone has become unwieldy and uneconomic and the Railway Minister is so adamant that he says he will not consider the splitting up of the zone unless there is operational need. We are only pleading on the point of operational needs. I hope the hon. Minister will certainly consider this as this zone is giving only one or two per cent. as net revenue.

Another thing about transport of goods. There is so much of delay. I can understand it because the rail traffic should go only on the rails and not on the road. But there is the problem of inordinate delay. Even some of the consumer goods—leave alone the perishable goods—perish because the railways take so much time to deliver the goods at a particular place. There is also no guarantee that the goods will be received intact by the person who receives it.

In the Report of the Ministry of Railways it has been clearly stated that the net amount paid in 1958-59 as compensation for goods which were spoiled during transportation is nearly Rs. 3 crores. I do not go upon the figure of Rs. 3 crores. But there is the prestige and honour of the railways. You are paying a compensation of Rs. 8 crores because the goods are not received by the consignees in the shape in which they were handed over to the railways. That is why I would like to request the hon. Minister to see whether any improvement cannot be made in the transportation of goods.

14.05 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Coming to another point, since the Madras Mail started they were stopping at a particular station Kovvur in

[Kumari M. Vedakumari]

my constituency. They have stopped that. Since one year I have been appealing to the hon. Minister but he has never conceded my point saying that it has been recommended by somebody. I put forward cogent arguments. I gave every point that can be considered. This particular station is on the river Godavari. If the people from there want to go to Hyderabad they have to go to other stations either to Rajahmundry or to Tadepalle gedam, to catch the Hyderabad Express or any other train. If they want to catch that train they have either to swim across the river or go by another train to Rajahmundry and catch the mail which is going towards Madras. The geography of the place should also be taken into consideration; and they should consider this appeal on a separate footing. Instead of doing that the hon. Minister was kind enough to say that he will certainly consider the case presented by the constituency. That consideration has been there since one year and no decision has been taken. I would request the hon. Minister to consider the special features of the place and see that something is done to the people there.

Another thing which I would like to put forward is this. In the Railways they have language tests. Unless an officer who is working on the Railways gets through a test in language in the Devnagari script, they are not confirmed; and they are not entitled to any promotion. An assurance was given in the House by the Prime Minister that nobody's promotion will be stopped because of the language test. But here even officers who have been serving for 14, 15 or 16 years are not confirmed because they could not get through the examination. When you call it a language test, why not have a language test for the northern people also? Instead of having Hindi in Devnagari why not have a language test in a South Indian language for these people also?

An Hon. Member: Preferably Telugu!

Kumari M. Vedakumari: I would request the hon. Minister to consider our difficulties also. This should not stand in the way of promotion.

Recently, they are following another policy of not posting people in regions where they have their mother tongue. An Andhra man should go to Bengal or Assam or Bihar and should not be posted in Andhra. I do not know what the consideration is. What is the idea behind it? Imagine a Bengal doctor coming to Andhra without understanding the local language. He will feel it a little bit difficult just to go and make an intimate study of a patient or the officers working under him. I would like to know what is the consideration behind this policy.

The Railway Board is asking the U.P.S.C. to see that some of the qualifications required for particular posts are relaxed because some candidates belong to the Scheduled Castes. I can understand that at the recruitment level some percentage of the posts is reserved to them. But relaxation of qualification is not good. If there is relaxation of qualification for a doctor or a D.M.O. it will cause damage to the nation. For technical posts there should not be any relaxation of qualifications.

The Scheduled Tribes are not given equal encouragement with the Scheduled Castes. They are entitled to get equal benefits from the Railway Ministry. I would request the hon. Minister to give equal encouragement to the Scheduled Tribes also. Now, coming to corruption, especially in the medical services and hospitals . . .

Mr. Deputy-Speaker: Why should she go to corruption?

Kumari M. Vedakumari: Because it is there in the Ministry; and that is why I am bringing it. I have complained against some of the things that are happening in the hospitals. I have got a specific case also. But the poor gentleman who was victimised by the

authorities of the hospital said: 'Madam, please do not pursue that case because I will be victimised.' Ultimately only to save that person, I kept quiet and did not pursue that particular case.

For medicines and for regular treatment also, there are many things which need to be done. If anybody goes and asks the doctor for medicine, he will say: 'I do not know who was here yesterday. You may take this medicine and come again tomorrow'. He will prescribe one medicine. Again, he will say that he will prescribe some tonic which they can go and buy in the open market which will cost him Rs. 10. If the poor fellow is to go and buy it in the open market, he is saving only the consultation fee. I would request the hon. Minister to see that even if some tonic is prescribed, it should be given free to the railway employees.

Finally, I would once again request the Minister to split the Southern Zone, at least on the operational level.

Shri Mohammed Imam (Chitaldrug): The other day we listened with great interest to the speech of the Railway Minister while he introduced the Railway Budget. In some respects, it was heartening and in other respects, it is very depressing. It is heartening that the position of the rolling stock has improved and attained self-sufficiency in steam locomotives and able to save foreign exchange to the extent of Rs. 90 crores. It is also heartening that some major works like the Ganga Bridge and others have been speeded up and completed far ahead of schedule. I am glad that railway lines to the extent of nearly 700 miles have been doubled and large tracks have been electrified and that they have been trying to improve the track. Nearly 600 miles of new lines have been completed and thrown open to the traffic while another 600 miles are under construction. The hon. Minister also said that nearly 500 miles of location survey is being conducted and has given a list of the places which will be benefited by these new lines and surveys. When I see this list I feel very much depressed though there

is a substantial progress in the direction of expansion of new railways, as South and Mysore have been neglected.

Apart from that, I must also point out that there is not much success in improving operational efficiency. Accidents still remain unabated. The freight traffic has gone down. I must emphatically point out that inspite of repeated demands and request the Railway Minister had not made the least effort to provide even a single new line in the South and particularly in the State of Mysore from which I come. The Indian Railways are composed of about 34,000 miles. Yet it must be pointed out that for its size, area and population, India has not sufficient miles of railway lines, which are about 120 miles per million population; it is meagre as compared to 450 miles in England and about 2,000 in America and Canada. Such being the case, in the altered circumstances of defence, developing economy and industries, it is all the more necessary that there is a regular programme of railway development and expansion. Coming to Mysore—and the same remarks apply to the southern region also—I may say that the State of Mysore has only about 50 miles for a population of one million which comes to 1.75 miles or less than two miles for every 100 square miles. I can state on authority as I was for sometime connected with the Railway Administration. The Government of Mysore had owned the railways before the integration and laid down a regular programme for expansion and construction of new lines. They had actually sanctioned the construction of new lines and some were undertaken and partly executed. There were three lines which perhaps the Deputy Minister, who seems to be the sole representative of his Ministry on the Treasury Benches may be aware of. Firstly, the Chikajur—Chitaldrug-Rayadrug line. It was sanctioned and a distance of 20 miles of railways was constructed, from Chikajur to Chitaldrug. There was the Chamrajanagar—Satyamangalam line and in the initial stage 30 miles of line from Mysore to Chamrajanagar were constructed. The Birur—Talguppa line was constructed

[Shri Mohammed Imam]

upto Talguppa with the intention of linking it to Bhatkal and connect the port with the railway. We would have finished these lines before integration but for obstacles that were placed before us by the then company railways. Meanwhile the integration of the railways took place and the Mysore Railways were absorbed in the Indian Railways. The Mysore Government handed over the entire railway line with the depreciation fund, to the Government of India. Our hopes were raised very high. We thought that all the incomplete railway lines would be an accomplished fact and the Government of India would expedite them. In fact, I know when there was the controversy about the Transfer of Railways, a solemn undertaking was given that all the responsibilities and liabilities of the Mysore Government, their promises and their pledges, would all be fulfilled. It is nearly 12 years since integration took place. It is nearly 12 years that the Government of India took over all the lines, with all the buildings and all the funds. It is very unfortunate that even after 12 years, not an inch of line has been added. The railway system in the State has been gradually deteriorating.

It may be argued that these lines are unimportant. But I can say that these three lines are very strategic lines; economically they are very important. The Chikjajur-Chitaldrug-Rayadrug line will give a direct and uninterrupted communication between Mysore and Andhra. The Chamarajanagar-Satyamangalam line will connect the southern zone of the metre gauge system with Mysore and the distance between the north and the south will be considerably reduced. The Talugppa line will connect an important harbour, Bhatkal.

After the reorganisation of States, the question of connecting Mangalore with Bangalore, the capital city of Mysore,—has assumed added importance. Next to Bangalore, Mangalore is the most important and very highly commercial and industrial place in that State. We have been asking—not only

myself but my hon. friend Shri Achar—that there must be a direct link between Mangalore and Bangalore. To come to Bangalore from Mangalore, one has to travel about 600 miles whereas a direct link will be about 200 miles only. What pains us most is that the Railway Minister is growing more and more unsympathetic towards our aspirations and our representations are brushed aside.

In the year 1957 or 1958, I put forward the same representations to the Minister. He was then pleased to state that he would mop up some funds and see that new railway lines were constructed especially, the Chamarajanagar—Satyamangalam line. In his last year's budget speech, he has included the Mangalore-Hasan line and assured that a survey would be conducted very soon and gave us very high hopes. In this year's speech, he has belied us of all our hopes of any future extension in the State. He does not make any mention of new construction at all. He has developed a very unsympathetic attitude and I think he is not well-advised by the Railway Board or by the Planning Commission which, I must say, is not at all representative of the various regions and which is unaware of the true conditions existing in other parts of the country.

Even now, I submit that they should develop the under-developed areas in preference to the regions which are adequately or more than adequately served. It will be interesting to find out the mileage in other parts of the country. All the railway lines that have been constructed and opened are in the Northern Railway, the North-Eastern Railway and in the Eastern Railway zones and some lines were opened in the coal-bearing areas. Unfortunately, even though some lines are important in South, this question is linked up with some other problem. For example, the Hasan-Mangalore rail problem is linked up with that of the port of Mangalore. It is said that the question of this railway line is linked up with the question of the port,

and if the Mangalore port comes into existence, the railway line will also come into existence. I say that the port problem is quite different. They must study the economic position and the utility of the railway line from other points of view also. I am afraid that if they mix this up with the port problem, it is only a pretext to shelve this issue.

I am coming to other problems. We have been urging for the conversion of the metre gauge system into broad gauge system. Unfortunately, in our country, there are two systems of railways—the metre gauge and the broad gauge. This break in gauge is partly the cause for the decrease in operational efficiency and the slow movement of traffic and goods. As far as possible, the Railway Ministry must aim at the conversion of metre gauge into broad gauge. That will improve the efficiency of the railways and the operational efficiency also. As long as there is this break in gauge, I may state that we can never improve the operational efficiency nor can we stop the slow movement of trains nor pilferage.

Take the Bangalore-Poona line. It is 600 miles long, and antiquated. It is a metre gauge line and the movements are very slow. The passengers get sick of travelling by the trains there. There are other lines in the State which correspond to those of the 18th century Railways. The line between Hotgi and Bijapur, from Bijapur to Gadag, a distance of 100 miles, a passenger train takes 10 hours to travel this distance and can never run more than ten miles an hour on an average.

An Hon. Member: So slow.

Shri Mohammed Imam: I may say that the first train that was invented by Stevenson—the rocket train—which was driven at the rate of about eight to ten miles an hour seems to have been brought from England and transplanted here.

Shri Achar (Mangalore): To avoid accident.

Shri Mohammed Imam: It is good! The slower the train, the less the number of accidents! I submit that in these days the metre gauge system is not at all suitable. It can be worked only at a loss. So, as far as possible the railways must have a regular programme to convert the metre gauge into broad gauge. Last year or the year before last, it was announced that a part of the Bangalore-Poona Railway line, from Poona to Kolhapur, would be taken up for conversion into broad gauge, but we have not heard anything about it since. It was part of the five year programme but we have not heard anything about it. This is sad negligence.

Regarding track maintenance, I must say there is inefficiency in this aspect of the work. Last year, there were more than 15 cases of derailment of goods train, between Poona and Bangalore. There used to be derailments twice a week near Berur, Hubli and Miraj. It was a common feature. Thank God these accidents are confined only to goods trains and not to passenger trains. Otherwise, hundreds of lives would have been lost. Why are the derailment of goods trains so frequent? It is because the track must have been neglected. It is only the negligence in track maintenance. Further, every derailment entails huge losses to Government and the public.

Mr. Deputy-Speaker: Do the passenger trains run on a different track?

Shri Mohammed Imam: On the same track. God is merciful but almost every week, there will be a derailment of a goods train.

An Hon. Member: Because of heaviness.

Shri Mohammed Imam: The lines are neglected. I would like to know how many sleepers are used between the joints and when they are replaced, as compared to the lines elsewhere. But the facts are there. Travel in the south is not quite safe and especially, when one

[Shri Mohammed Imam]

sees the number of derailments of the goods trains, almost every week, the travelling public is nervous.

Karwar is a very important port on the west coast, but to our dismay we find that the entire west coast, right from Poona, is not connected by any railway line. Karwar must be linked with a railway. It is at a distance of 60 to 70 miles from Hubli and if it is linked with Hubli by rail, it will become very useful, as manganese ore is exported through this port. These factors must be taken into consideration by the hon. Minister.

I am now going to put forward a new theory. We are having too much of centralisation in the railways. The country is so vast and 34,000 miles of railways have to be managed and kept in good condition. The entire thing is over-centralised and concentrated in a single body called the Railway Board, which cannot devote as much attention to railways throughout the country as is necessary. In fact, seeing the present composition of the Railway Board, I can say that very few of them are conversant with the conditions existing in South India. As far as possible the Railway Board must consist of persons and representatives who know things in far-off places. Such persons should be included in the Railway Board.

I am for decentralisation as in England. When there are about 20,000 miles of railways in question, but the whole system is not centralised. They have divided the entire Railways into six zones and each zone is under a separate Railway Board, of course, working under the Railway Ministry. They are responsible for the proper management, efficiency, up-keep and also the expansion of the railways and other matters. Kumari Vedakumari has pleaded for a different zone. I submit that the entire country must be divided into separate areas and

each area must be under a separate Railway Board and must be held fully responsible for the efficient up-keep, progress, expansion, and improving operational efficiency. Only then the railways will improve. Otherwise, a central agency in Delhi cannot be expected to supervise the entire working of railways throughout India, and the railway administration will not improve.

Every budget brings with it, its quota of increased burden on the people. This year's budget has brought it in the form of a surcharge of 5 nP on freight. This is a most unwise move in these days of inflation. Prices have already gone up high and this surcharge means prices of all essential commodities needed by the common man will go up. The railways have made sufficient profit and they have a surplus. So, there was no need to levy a surcharge. A surcharge is said to be a temporary imposition, but from previous experience I can say that all surcharges become merged in the regular tariff.

Secondly, we are going to switch over to metric system. Hereafter all the freight will be weighed in terms of quintals and kilograms. This may be a good opportunity for the railways to put up their freights, as was done when the *naya paisa* was introduced. There will be a back-door method of raising the freight charges. I hope when the changeover to the new system comes, they will not misuse the occasion and enhance the rates.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): We have never misused anything.

Shri Mohammed Imam: I do not find any advantage in this switch-over. On the other hand, it costs a good deal of money, as the railways have to alter the existing scales and weights into the new system.

I would like to say a word about the travelling ticket examiners who have approached us. At present only guards and drivers, are included in the category of 'running staff'. The travelling ticket examiners have to travel on the train day and night and work very hard, but still they are excluded from the 'running staff'. I submit their representations may be considered favourably.

I have spoken a little frankly and am sure next year, our legitimate aspirations and representations will be considered. As a matter of fact, I know the Deputy Minister Shri Ramaswamy is doing his best, but he cannot have his way. He once proclaimed with a fanfare that the Salem-Bangalore line would be taken up for construction very soon. But he has kept quiet and helpless. I hope our fond hopes will be fulfilled. I submit they must extend their sympathy more towards the under-developed areas, where such facilities are very much needed urgently.

पंडित द्वारा ना० तिबारी (केसरिया) :

उपाध्यक्ष महोदय ।

श्री सै० बै० रामस्वामी : भ्रंगेजी में बोलिये ।

पंडित द्वारा ना० तिबारी : भ्रंगेजी में;

भ्रंगेजी बोलना तो बहुत कम आता है ।

I see from the papers supplied to us that there is a slight improvement in the railway administration, but the improvements have been made mostly on the broad gauge lines. The metre gauge is still suffering, specially the NER. When NER was under company administration, improvement was much desired. Improvement is being made slowly, but in the last 12 years, they have not been able as yet to recoup the lag that was there in the company days. NER zone has been brought on a par with other zones in respect of freight, passenger fares, etc. So, why should it lag behind in the amenities and other things? I would request the Railway Minister to turn his attention from broad gauge to

metre gauge, specially in the NER.

I read in papers that operational efficiency has gone down. I am not going to quote figures; other speakers have done it. What efficiency there was in 1956-57 is not there today. There is a slight decrease even from the 1957-58 level. I do not know what has happened in 1958-60, because the papers have not been supplied to us. One of the reasons given for the dwindling of railway finances is more expenditure in proportion to income. We find that the income last year was more by about Rs. 9 crores and odd, whereas the expenditure had gone up by Rs. 11 crores and odd. If this trend is maintained, it may not take many years for the railways to become bankrupt. So, the Railway Minister must take care of the railway finances, so that the expenditure may not go up compared to the income.

One main point about increased expenditure is coal consumption. The reason given is that bad quality coal was used in railway engines. I do not know why this bad quality of coal was accepted. The railwaymen must see to it that the best quality coal is consumed so that their efficiency may increase.

Instead of referring to the general questions, I would like to refer to one or two small matters. The Pay Commission has, in some cases, increased the pay of the railway staff. But, their main grievance, as far as I have been able to gather, seems to be about the treatment by the superior officers in matters of promotion, fixation of wages etc. I have got papers with me to prove that proper attention and treatment is not given to the railway staff by their superiors, and I am going to hand over them to the Railway Minister for necessary action. I would suggest that if any complaint of a general nature is made about a particular class of railway staff, the higher officers should be asked to go into their grievances and settle matters right, because by personal contact many of the matters could be settled, where-

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as settlement by correspondence takes a long time.

Then I come to corruption. I know there is corruption in every department of the Government. It is most rampant in railways. It is heartening to find that during the last few months the railway administration have turned their attention to this aspect of the matter and they have been taking punitive steps to correct this. I find that railwaymen who have been found roaming about have been given notices. It is high time that the Railway Ministry decided not to listen to recommendations on behalf of the corrupt employees. Here I must say that Members of Parliament also should not easily make themselves available for giving recommendations. Here I would like to submit one thing. In the railways corruption is very rampant and it is nearly 99 per cent. So, if we have to root out corruption we have to take very stringent measures; serving notices on a few thousands of officers will not serve the purpose. Of course, if they make a clean breast of the whole thing and give an undertaking to serve the administration in a better way in future, we may consider their case sympathetically, not otherwise. Then, for taking action, according to me, it is not necessary to have specific charges; it is enough if you have a strong suspicion about the person concerned. I do not mind if a few innocent persons are victimised, or thrown out of service, if it will result in rooting out corruption. I am saying this because unless we take strong measures, it cannot be removed from our administration. Here we must remember that corruption is as much as 99 per cent in the railway administration.

Then I come to the question of level crossings. When the North-Eastern Railway used to be managed by the Company, they used to provide level crossings at very long distances. Now, with the growth of

population, many villages have come up in those places where there are no level crossings. So, it is time that we re-consider the matter of providing level-crossings and provide them at such distances as we find necessary. Perhaps, one obstacle in the way of constructing level-crossings would be contribution of money either by the State Governments or the public. But it is not the fault of the public or the State Governments that the Company provided level-crossings only at very long distances. In those days the Company was not responsive to public opinion and so the demands of the public were not heeded to. Today we have got a democratic administration, responsible to the people. So, we must give attention to the grievances of the people and provide level-crossings at those places where we find it necessary.

Then, though the railways have made improvements in many directions, there is still scope for improvement. Over-crowding had dwindled down to a certain extent. But some trains, especially local trains, sometimes go over-crowded and sometimes empty. To remedy that, efforts should be made to re-arrange the time-table keeping in view the requirements of the people at particular periods. If an attempt is made to prepare the time-table after making a survey of the requirements of the travelling public, I have no doubt that the present time-tables will undergo drastic changes. Then, in every railway there is only one mail train. I would suggest that more mail and express trains should be run so that people of those areas may get some facilities when they travel great distances.

I come from an area which is well-known for its transport bottleneck. Thanks to the construction of the Ganga bridge, action has been taken to solve it to a certain extent. But I do not know why the engineers, when the construction work

was undertaken, failed to foresee that there was going to be increased transport on that route in the future and so the bridge should be so broad as to be able to accommodate two lines, when necessity arose. As it is at present, double lines cannot be laid on the bridge. I have no doubt that in times to come the traffic will increase and there will again be a bottleneck. Already, North Bihar is suffering on account of traffic bottleneck. The capacity of the bridge has been given in the papers, and from that I find that it may be sufficient for the present. But, in future, when the traffic increases it will be quite insufficient.

Shri Achar: Let us think about the present, and not about the future.

Pandit D. N. Tiwari: We are at present planning for the future.

Shri Achar: What about the present people in other areas. You are thinking of the future.

Pandit D. N. Tiwari: I have made this point only after work on this bridge has been taken up. I did not make this point when there was no construction work.

I have no doubt that there is going to be a bottleneck in the bridge in the near future, as traffic increases because of our development work. I do not know who advised the Railway Ministry to have a single track on the Ganga bridge.

Coming to the railway employees, if you want them to give you good services, you have to satisfy them and meet at least their small requirements and comforts. I find that when people of one region have been posted in another region and there is a request for mutual transfer, that is not accepted by the railway administration. I do not know what harm to the administration will be caused if these mutual transfers are effected. If the railway employees are given some benefits, for example, serving in their home towns, they will cer-

tainly provide better service to the administration.

Catering on the railway lines has been nationalised or departmentalised at some extent, but the service is not very good, it is not what we desire it to be. There is no one to check whether the quantity prescribed is being supplied to the passengers or not. I had occasion to report this matter to the railway administration and the Railway Board. There are differing rates also. An attempt is now being made to have a uniform rate in all the regions, but in that attempt the rates are being increased although the quantity and the quality remain the same. Somebody must be responsible to see that proper quantities and qualities are supplied. These are very small things, but they irk the passengers. If proper quantity of food is not supplied to the passenger, he grumbles, he remains hungry. Steps should be taken to stop this wherever this is happening. You have rung the bell. One thing more, Sir.

Mr. Deputy-Speaker: Shall I have to ring the bell once more also?

Pandit D. N. Tiwari: Two minutes only. Sir. I will not detain the House.

There is going to be the Gandak bridge at Sonepur. It has taken too long to be constructed. I am told it is going on according to schedule, but I think if attempts had been made, it could have been constructed long before. There too the capacity of the bridge is not for broad gauge double line. It is going to be only metre gauge double line. In course of time, the whole track, I hear, will be changed into broad gauge. In that case, the present bridge will be insufficient to accommodate broad gauge double lines. There is still time to make improvements, and they should be made.

Shri N. R. Muniswamy (Vellore): Let me also join my hon. friends in

[**Shri N. R. Muniswamy**]

offering my appreciation of the efficient services that the railways and the railway servants at all levels have rendered in the context of the Second Five Year Plan.

Mr. Deputy-Speaker: Soon after the appreciation, criticism has been forthcoming. Is it going to be the same here?

Shri Braj Raj Singh (Firozabad): He is not offering his appreciation to the Ministers, but the workers.

Shri N. R. Muniswamy: I have heard with patience the speeches delivered here. There may be lapses and drawbacks in the administration here and there, but on the whole they deserve appreciation.

I would first refer to the organisation and composition of the Railway Board to which Shri Mohammed Imam also referred. Everybody is aware of the history of the Railway Board. It came into being in 1901 or so because of the recommendation made by Sir James Robertson who had been asked to go into the question and make a report. He suggested that there should be a Board with three members, one of them being the Chairman or the President as the case may be. Subsequently, several improvements and variations were introduced. In subsequent years the matter was examined by Sir James Mackay and Sir Ackworth, Shri Neogy and lastly by Pandit Kunzru. As I understand it, the Railway Board was set up initially to co-ordinate the work of the several railways running in the country and to have a uniform policy in regard to various matters like administration, economy, accounting, finance, commercial matters etc.

At present, there are five members on the Railway Board, but it appears there is no limitation on the number as in the case of Supreme Court or High Court Judges where we have 8 or 14 Judges. The Railway Board seems to be expanding. As and when

necessity arises we are adding one more member, though, for my part I do not know for what reason they are being added. Possibly their services cannot be dispensed with and can be better utilised in the Railway Board.

The railways have been divided into several zones, and there are demands by Members of Parliament for the creation of more zones, and we do not know how many more are going to be created. In this context I suggest that, though there need not be several Boards, the members of the Board should be men of all-embracing knowledge, covering financial, technical, engineering and other aspects. Each member should be as good as the other. Now they are under a Chairman who happens to be the Secretary, and the other members are not in that position. I suggest the Railway Minister be the Chairman of the Railway Board and that every member of the Board have the right of approach to the Minister direct.

Shri Jagjivan Ram: Every Member has got that right.

Shri T. B. Vittal Rao: Every member is a Secretary.

Shri N. R. Muniswamy: Let him hear me patiently and reply later.

At present there appears to be no limitation on the number of members of the Railway Board, and we also go no appointing Assistant and Deputy Directors. It is all confusing. It seems to be an empire by itself, and within that there appears to be another empire.

Shri S. V. Ramaswamy: There are only five members.

Mr. Deputy-Speaker: He is referring to the future. He says tomorrow it may be more.

Shri Harish Chandra Mathur (Pali): There are only five members. Each member deals with a particular subject. One is for transport, one is for engineering etc.

Shri N. R. Muniswamy: That I understand. There may be ten also in the context of the coming Plans, but let it be a compact body and let there be a limit fixed.

My point is that every member must be well-versed in every subject, and must be able to deal with everything as well as any other Member. And their representation should be on the territorial basis. They should all sit together under the chairmanship of the Railway Minister and evolve a common policy of administration.

15 hrs.

I would suggest that it is better to have some committee to go into the question of the composition, organisation and control of the Railway Administration. The Kunzru Committee had made certain recommendations in this behalf in 1948 or so. It is now thirteen or fourteen years since those recommendations were made. So, it is better to have one more committee to go into the question, so that the organisation, composition and the scope and functions of the Railway Board could be very well defined.

In this connection, I would submit that there can be a good deal of decentralisation. We are having so much work in the context of the Second Plan and the Third Plan which is in the offing, and I agree that more men are needed to cope with the increasing work. But instead of having greater and greater number of Members in the Railway Board, it is better to have a fixed number there, and delegate the powers, both financial and administrative, to the different zones. Otherwise, what will happen is that every file will have to travel from the board to the zone and vice versa, and this results in delay. If

the powers are delegated to the zonal heads, then the members of the Railway Board will be relieved of the pressure of work, and they can begin to devote their attention to more important aspects, such as economy, efficiency and so on. It will also enable the members of the Railway Board to tour the country and know the people's minds and their needs etc. I do not know whether they undertake such journeys at present. But I would suggest that they must tour the country as often as possible.

So far as the railway lines are concerned, as my hon. friend has pointed out, instead of there being two or three or even four lines in one and the same region, it is better to disperse the lines over different regions. At present, we are having double lines and treble lines; in fact, there may even be four lines. Besides, we are also having electrification. And we are investing huge sums of money in these things. Therefore, I would suggest that we must develop those areas where there are no railway lines at present, so that we can have the pride of saying that no part of India is there which has not been linked by a railway line. There has been an agitation here in this House that every part of the country must have at least one railway line. I quite agree. Under developed and undeveloped areas must have priority over the developed areas. That should be the policy. But I find that the developed areas are more vocal and more vociferous—I am sorry to use such expression—and they seem to get extra; this is also because probably they are able to exert greater pressure on the Administration either by themselves or through some others. That is how things have been going on all along. It is to remedy this kind of affairs also that I am suggesting a re-examination of the composition, scope and functions of the Railway Board.

I am not asking for the elimination of the Board as such, or that the nomenclature should be changed. In

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fact, there is an agitation that the nomenclature of the Board should be changed, and it should be made into some kind of a statutory board. But I am not suggesting anything like that. I am only suggesting that their work must be reduced, so that they can attend to bigger and more important matters.

I would like to say something about the economy aspect now. From the report of the Railway Board, we find that there has been an extra expenditure of about ten to eleven per cent, because of low grade coal having been supplied as against high grade coal. I do not know much about the quality of the coal. All the same, I find that the coal supplied to the railways is not of the quality which they wanted. The result is that the efficiency of performance of the engines etc. has gone down. It also results in much loss. For, I find that they throw away used coal and also unused coal wherever the engines are parked, whether in the shed or elsewhere. I do not know how it happens, but I have seen while travelling in the trains heaps of good coal lying on the wayside. I cannot understand how it could come to the roadside, unless it be that there has been some manouevre or some design to do some pilferage. I have seen these things myself, and, therefore, I need not cite anybody else in my support. I think this matter has to be looked into, with a view to avoiding unnecessary expenditure, so far as coal is concerned.

It has been suggested that if there is dieselisation or electrification, we can save a good deal of coal. But I know that it will cost a good deal more to have electrification or dieselisation. I do not know whether the Finance Minister, who is here, will be able to supply that amount of foreign exchange which will be required for the purchase of the engines or the electrical equipment etc. Therefore, I feel that if the railways

are a little bit careful in regard to the usage of coal, they can save a lot.

My next point is with regard to the punctuality of the trains. From the report, I find that there has been a slight improvement in the punctuality of trains. But, still, it is not up to our expectations. I only wish that the railways are a little more alert in regard to this matter. I remember that during 1930-35, the agent of the M. & S. M. Railway in those days used to come to the station just in time to see whether the Express arrived at the right time or not. And it always used to arrive at the stroke of the clock. We used to start at twelve o'clock from our place to attend court and be back in the evening by some other train, and the trains used to be very punctual. In those days, the railway people took some interest to see that the trains arrived at the right time.

Here, I must congratulate the officer concerned at Vijayawada. Even though the GT Express may arrive several hours late at Vijayawada, still, he sees to it that the train is not delayed there for longer than is necessary, and he always says 'You must be very quick; you should not take more than five minutes' and so on, with the result that from Vijayawada, the train reaches the destination in time. I want the people all over the railways to take some more interest in regard to this matter and see that the trains are run in time.

In the former days, the drivers used to be mainly Anglo-Indians. I do not say that other drivers are not so efficient but the Anglo-Indian drivers used to take pride in driving, and they used to take interest in quick driving, whereas, we find that our people do not take so much interest, and they say, never mind, we shall go slow. Our people do not take it to heart that they must drive better and more quickly, as the

Anglo-Indian drivers used to do in the past.

Mr. Deputy-Speaker: The hon. Member must try to conclude now. He should not worry about the clock. He should listen to the bell and not worry about the clock.

Shri N. R. Muniswamy: I am sorry. I thought I must have an eye on the clock also, as much as you do.

Mr. Deputy-Speaker: Then, the hon. Member is wrong; he has not been giving full attention to the bell.

Shri N. R. Muniswamy: I only wish that the Railway Administration would encourage in greater numbers Anglo-Indian drivers. I do not mean thereby that they should eschew the others, but since I find that the Anglo-Indian drivers are very good drivers, they may be put in charge of driving; moreover, they take to driving with some kind of pride and love, which others do not do.

As regards corruption, an hon. Member who spoke a little earlier said that corruption was there to the extent of 99 per cent.

Shri Yadav (Barabanki): 100 per cent.

Shri N. R. Muniswamy: I do not agree with him. I do not know to which part of the country he was referring, when he said that corruption was there to the extent of 99 per cent.

All the same, I would submit that there is some sort of *mamool*. You may characterise it in any way you like, you may call it corruption, the politician may call it something else, and somebody else may call it as something else, but, all the same, this *mamool* is there. It may be a few rupees or a few annas, and it is just thrown to these persons; it is not that they demand them. All the same, I agree that it is corruption. In fact, there are cases where the per-

sons are persuaded to do this kind of thing. It is not only the receiver but also the giver who has to be blamed for it. Sometimes, in order just to get out of some difficulty at the station, or to minimise some trouble at the station, the persons come and pay the *mamool* to the railway employees, it is corruption, and I would request that the Railway Administration must attend to these things and see that this kind of corruption also is put an end to.

So far as ticketless travellers are concerned, I find that a directive has been issued from the Railway Board that every ticket examiner has to book at least a certain number of cases, maybe, ten or fifteen every month. The result is that the ticket examiners quickly finish this business in one week. Their quota is fulfilled. So for the rest of the time, they do not do the job. When I ask them, they say 'We have got so many cases. Why should we do any work for the rest of the time. The quota is completed'. This means that they are doing the job only to a certain extent. I only wish that this mentality must be changed. The ticket collectors and others should also be given some extra facilities. They are not satisfied with their present conditions of work. There is extreme discontent. So they do not want to do the job. If it is a government job, everybody is indifferent; if it is one's private work, it is done much better. The co-operative spirit is not there. The feeling is: 'Let the other man do it. Why should I bother? Why should I not keep quite?'. This is not the way in which things should be done.

Mr. Deputy-Speaker: The hon. Member has already taken 17 minutes.

Shri N. R. Muniswamy: I shall finish in one minute.

So far as accidents are concerned, I wish that the Railway Minister convenes a conference, not a conference of the General Managers of the var-

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ious zones, but a conference to which the top officials of railways in other countries are also invited. The types of accidents which occur here are the same as occurring in other countries also. So we can invite them and ask their opinion to avoid such accidents. It is no use having our own way of doing things. We should benefit by the experience of the railway authorities in other countries also in dealing with accidents. Therefore, a conference of the kind I have suggested should be held to see how accidents can be avoided.

The last point is regarding damages or compensation paid in respect of goods in transit either due to pilferage or other reasons. I only wish that they should minimise it, instead of paying a little more. Let them try to avoid damages and let them minimise the expenditure on this score.

Shri Bimal Ghose (Barrackpore): I would like to make a few observations on three topics, railway finances, operational efficiency and problems arising out of fuel consumption. I find that these topics are more or less common with many other speakers. But to my mind, they are very important. There is also another very important matter, relating to staff matters, which will be dealt with by a colleague of mine.

With regard to railway finances the position today, unfortunately, does not look very satisfactory. I do not know what the Railway Minister has to say about the future. If the expenditure, as has been pointed out, mounts up in a larger proportion than the receipts, it cannot go on for a long time. Also, it is found that sometimes the estimate for receipts is a little bit optimistic. Let us take, for example, the estimates of 1960-61. The goods to be carried are put at 17 million tons (additional) over the quantity estimated to be carried during 1959-60. Now that seems to be

not possible for the railways to carry. I do not know whether even traffic of that order will originate. Even if it does, I do not think the railways will be in a position to carry that traffic. For instance, it was stated by Shri Frank Anthony that last year it was estimated that there would be an increase of 14 million tons whereas the actual increase was only 10 million tons. It also happens that so far as gross receipts are concerned, the actuals are lower than the revised and the revised lower than the estimates. So far as 1959-1960 is concerned, the revised and estimated figures of expenditure are the same; I do not know if the actuals will also be the same.

In former years—about five or six years ago—in the reviews that the Ministry gave us, we used to find that the railways used to mention whether they were able to carry all the traffic that was not being offered. It used to be stated that the railways were in a position to carry all the traffic that was being offered. I want to know what is the position today. Are the railways able to carry all the traffic being offered?

Shri Jagjivan Ram: Yes.

Shri Bimal Ghose: Then why is it that complaints are received that iron ores meant for export are not being moved properly? If the hon. Minister will deny it, I will produce documentary evidence in the shape of letters from traders to say that their ores are not moved in time, ores meant even for export.

Shri Jagjivan Ram: There are large quantities at the ports themselves.

Shri Bimal Ghose: Large quantities. That means that the railways are not able to move all the quantities that are offered. In the speech of the Minister, it is stated that the wagon position has improved, but traffic is not forthcoming and at cer-

tain periods wagons have to be stabled. I would like to have certain figures about the period during which wagons were stabled, and how many were stabled.

Then there is the question of slack season and busy season. The Railway Minister has legitimately said that it would be better to even out the load on the railways, and more traffic should be carried during the slack season, particularly coal and other heavy goods. Now, the question of dumps has been engaging the attention not only of Government but of many other people for a long time. Many commercial organisations also have made that suggestion. The point is that the small traders are not financially in a position to create dumps and have coal moved and kept there for a certain period of time. Why do not the railways take up this question? Let them move the coal during the slack season and have dumps in certain places so that it may be sold to consumers nearby in the busy season. This will avoid congestion during the busy season. If the railways think that the trade will do it, I can say the trade will not do it. Then what is the alternative? If the railways will not do a thing like that, we will go on accusing one another. But that does not lead to any solution.

So much about revenue and expenditure. Let us take the other indices. Take, for example, the ratio of surplus to capital-at-charge. That has declined. The railways will say that the capital-at-charge is increasing and so it will decline. But I ask: whether this is a commercial proposition. Will a commercial concern say that just because its investment or capital has increased, its profit will be less? If the investment increases, the profit will be more. In the same way, the ratio of surplus to gross sales—in the case of railways, gross receipts—should increase. But it is declining. No commercial concern runs in a way that its profit in relation to its sales declines.

It might be said that the railways are not a profit-making concern. I can understand that. Let us realise that it is not a profit-making concern. On that, I shall have to say something more later on. But in the last Convention Committee it was treated as a commercial concern which must yield a surplus. Then many things happen. The railways have to open up lines in places where it may not be commercially profitable, but is in the national interest to do so. If it is in the national interest, why should the railways bear the cost? If we treat it merely as a commercial concern, the railways will open new lines only in profitable areas. We do not want that to happen in the national interest. Therefore, the railways should be treated somewhat differently from a purely commercial concern.

There is one other thing. The capital-at-charge is increasing at a very rapid rate. I believe at the time of the last Convention the idea was that by the end of 1959-60 the capital-at-charge would be something like Rs. 1200 crores. I am sure it is much more than that by the end of 1959-60. One has to determine what should be the capital-at-charge for the railways and how much should be used as a loan. Moreover—I am saying this now, but I will have more to say about it a little later—all the government undertakings have a share capital and earn a dividend only if there is profit. In the case of railways, it is different. The dividend has to be paid. It is a sort of a loan at the convention rate. That is not putting the railways in the same category as other commercial enterprises of Government. For example, the Air India International is incurring losses year after year. There is heavy investment in that. But, we do not for that reason say that the Air India International should not, therefore, carry on its operations. I have tried to show that even on previous occasions the Railways were treated differently and the Railway Minister concurred in that.

[Shri Bimal Ghose]

I am not satisfied with the position of the Fund, the funds that have been set up like the Depreciation Reserve Fund, the Development Fund and the Revenue Reserve Fund. The Depreciation Reserve Fund has come to a very low figure; it is Rs. 17.75 crores and it started in 1955-56 with over Rs. 100 crores. It only goes to show that the amount necessary for purposes of renovation is more than is being set apart towards the Depreciation Reserve Fund. That is not good for a commercial concern. The Development Fund has vanished. It is in the red and there will be a borrowing of about over Rs. 33 crores by the end of 1960-61. The only Fund in which I find that there is a balance is the Revenue Reserve Fund.

What I want to ask is this. Railways have resources in the Revenue Reserve Fund of more than Rs. 53 crores whereas they are borrowing from Government for deficiency in the Development Fund. I do not know what the rates for the two are, what the borrowing rates for the Railways is and what rate the Railways get for the funds that they bank with the general revenues. If both are the same I have nothing to say. If both are not the same, then it seems to be unfair that whereas there are funds with the Railways particularly in the Revenue Reserve Fund they should, at the same time, be borrowing for their requirements in the Development Reserve Fund. I think the Railways should pay to the general revenues at least the interest they are getting; if the interests are not equal, they should be equalised.

The position of these Funds, as I said, is not satisfactory. For example, when the Revenue Reserve Fund was set up, the idea was to have, I believe, two years' dividend accumulated in the Fund. Even the Wedgwood Committee stated that it should be about 6½ per cent which comes to about Rs. 100 crores on the capital-at-charge today, I mean at the end of 1960-61.

Reserve Fund. I know the Rail Minister will answer that all the questions are going to be remitted the Railway Convention Committee and that is an end of it. But that is not fair in this sense the Rail Minister has a duty and that duty this. The Railway Convention Committee considers the question on basis of the statements and memorandum prepared by the Railway Ministry.

At the time of the last Convention the Railways thought that Rs. 53 crores would be sufficient for depreciation. That was an under-estimate. They thought that the capital charge would be only about Rs. 15 crores at the end almost of the Second Five Year Plan. It was also an underestimate. So, if estimates go wrong then the decision will also be vitiated. Therefore, I take this opportunity to urge upon the Railway Minister that he should be very careful this time and that he should not readily agree to anything that the Finance Minister may want him to do. As a matter of fact, it boils down finally to an agreement between the Railway Minister and the Finance Minister and Convention Committee just regarding that decision.

Shri Jagjivan Ram: You are not paying any tribute to the Convention Committee.

Shri Bimal Ghose: I had had some experience last time; and that is what actually happened at the time. Therefore, I am requesting the Rail Minister in his own interest that he should prepare his case very thoroughly.

The second point I want to take is about operational efficiency. I shall be covering more or less the same ground. There are certain indices which have improved and the Railways deserve congratulations for that. There are certain indices which have deteriorated; for example,

ly improved but it has deteriorated as was pointed out by an hon. Member in the other House. It is unfair that figures are given in certain publications, particularly in that very handy book 'Indian Railways', and the basis for the figures changes from year to year, and that is not pointed out. The figures for the speed of goods trains, in the latest book which we have received, is for all tractions, whereas the figures in the other years were for steam traction only. That makes a lot of difference.

Even the Railway Minister has stated in his speech that there has been an improvement in goods train speed taking the period up to October or November 1959. But that also leaves us with no basis of comparison because I do not have any figures as to what was the position in October 1958. So, I suggest that all the figures should be for the financial year. And, let us compare them on the financial year basis. Whenever it is good we shall agree it is; and whenever it is bad, we shall say it is bad. So, if there is no comparability of figures it is difficult to quote figures and prove anything. In the same way I think wagon miles per wagon day has deteriorated and that also has its effect on the net ton miles per wagon day.

I do not want to say much about these points about operational efficiency. We bring out every year points of complaint or cases where efficiency has deteriorated. The hon. Minister gives explanations that there has been flood, there have been breaches, there have been strikes in the Tatas or that there was a disturbance in the ports and, therefore, things have gone wrong. These explanations do not prove anything.

When things are better the Railway Minister does not give an explanation; he takes credit as he should. I quite understand that. But I want to ask him a straight question and the question is, 'Does he think that in the present position and with the present equipment, there is much scope for improvement in operational efficiency?'

That question has to be answered. On that I found two different opinions.

I read about a year ago some observations made by the World Bank Team which came here about three years ago or so in which it said that every effort should be made to improve the operating efficiency of the Railways for which there is apparently still considerable scope. This would lead to indicate that there is still much scope for improving the efficiency of the Railways. But I read in a recent journal an article written by an expert on Railways in which the following was stated. It was said that the present capacity and the present type of equipment of the Railways have already reached the point where the law of diminishing returns has begun to operate in certain spheres. Hereafter much advance in operational efficiency will not be possible except with a radical change in methods adopted, e.g., large scale electrification, diesellation and also doubling of track, modern system of signalling, introduction of tele-printers, electronic devices, push-button cabins, centralised traffic controls, etc.

The point I wanted to make is this, whether our Railway Minister feels that in the present position and with the present equipment there is much scope for improvement in operational efficiency. If there is not much scope he should say that plainly so we need not bring this topic every year. He should say whether any appreciable improvement will depend upon certain improvements being made in the railway equipment and so forth.

Finally, about fuel consumption, to which I have had occasion to refer last year, I do not want to repeat what I said last year. The only point I want to know is this. The Government had appointed an expert committee on coal consumption on the Railways. The hon. Minister has said that he has also accepted many of their recommendations. Only a few remain to be considered or accepted. I would ask him as to what has happened to two recom-

[Shri Bimal Ghose]

mendations. One was that good quality coal would not be available to the Railways. The railway's requirements during the Second Plan period were 16.5 million tons and in the Third Plan period, there will be a total output of 100 million tons and the railways might get about 26 million tons. Beyond that the railways should not depend on coal for their future requirements. So that, there is necessity for thinking out ways and means by which the problem of fuel consumption on the railways could be solved. They suggested, I believe, that coal washeries should be set up immediately so as to start functioning from 1960-61. What has been done about it? I believe the Fuel Research Institute suggested that there should be five coal washeries. Have the Government considered that suggestion? It appeared to be the opinion of that expert committee that without those five, the railway's requirements would not be met. Of the five, they said that three would be profitable and two might be unprofitable. Is there sufficient market for the disposal of middlings and rejects? For instance, the washed coal would be very costly. Secondly, the expansion upto 1965-66 will be the final expansion for steam traction. What is the railway thinking on this matter. If they have not taken any steps, how are they going to meet this question of fuel consumption? Otherwise, not only will the cost of fuel consumption go up but speed, efficiency and other things will also suffer; inferior coal will affect movement.

I would, finally, request the Railway Minister to give us statistics which are handy. For instance, I know that the position about replacement of rolling stock has considerably improved. In order to find out what improvement there has been, one has to go through four, five or six publications to get any idea. Why are they not given at one place? The Second Plan target was for over 2,100 engines, over 1,1,000 wagons and a certain number of

coaching stock. Upto the third year, where are the quantities we have acquired and what do we expect to acquire by the end of the Second Plan. These figures should be given. It is not fair to distribute these figures in different places. These fragments of information have got to be placed together. In the big red book, you will get an idea of the total requirements in the Second Plan period, and what has been acquired upto 1958-59, that is, for three years. Thereafter, there is nothing. In some other place, it is said that the engine position would be quite good, coaching position would not be less good but the wagon position might be difficult. So, it is my request to the hon. Minister that he should give us statistics in a more informative manner so that we can make fruitful comments.

Shri Kuttikrishnan Nair (Kozhikode): Sir, I rise to support the Railway Budget for 1960-61. Going through the speech and the Budget papers, there is a sense of satisfaction in us. Even after active participation in the nation building activities and showing due care for the welfare of the staff and passenger amenities and running additional trains, etc. the Railways had been able to maintain the commercial aspect also. It should be a lesson to some of the institutions that are being worked in the public sector of ours. This success is to a large extent due to the co-operation of the employees and the Railway Minister has been fortunate to get that co-operation. He gave some hope by his active participation in their difficulties and that is the main reason for the success of the Railway Administration. There might be difficulties here and there but on the whole it has been done on very efficient lines.

Speaking in the general discussion, I wish to speak a few words on behalf of the licensed porters. They are not regular employees. Their recruitment and employment conditions, wages, etc. are all decided by the department. They do the loading and unloading work on parcels on behalf of

the railways. The fares have increased; the freights have been increased but the rates given to them have been stagnant for a long time. It is high time that they were revised.

I have also to make a suggestion that qualified licensed porters may be absorbed while recruiting in the lower grades of the services. A percentage has to be fixed. Merely giving them an opportunity will not be sufficient. A percentage must be fixed for which these people must be selected to fill that percentage.

Coming to the regular workers of the railways, I will make a few suggestions about the workers who were penalised for patriotic activities before Independence. The Railway Board was fair to them. It issued notification and as a consequence in 1955 some of the patriotic workers were reinstated. It issued directives to the General Managers how to fix their pay. Some amenities were to be given to them. But that section has not got the full benefit of the direction. There is a proverb in our language which says that even if the Almighty God is pleased to grant the request of a devotee, the archaka sometimes stands in the way. That is what has happened in the case of these employees.

I have also to refer to some of the employees in the Deluxe trains. Their grade of pay is low.

Mr. Deputy-Speaker: The hon. Minister wants the particular Minister who is standing in the way to be identified.

Shri Kuttikrishnan Nair: The fact is there. We cannot shirk our responsibility. When rules are made, they must be implemented.

Regarding the employees in the Deluxe trains, the grades of pay in respect of certain categories are very poor. The rate of allowance is very little. They have not got the facilities of leave and rest arrangements. I request that the hon. Minister should kindly look into this matter.

I should next like to make a reference to the ministerial staff of the transportation branch in the Olavakkot division. When that division was formed in 1956, seniority in the division was recognised and when a head clerk was appointed it was accepted and the seniormost man in that division was appointed. But when the subsequent filling up of vacancies came, others were transferred to Olavakkot and the seniority of the staff there was overlooked. The satisfaction of the workers is to be absolutely ensured and it is absolutely necessary for running any establishment.

Coming to my State, Kerala State, I have to plead for a little more consideration. Our capital is at Trivandrum. It is situated at the southernmost corner of the State and for getting anything moved at the capital, one has to cover 400 miles. There is only one through train that takes the people from Ernakulam to Trivandrum. There are two trains taking off from Mangalore towards Ernakulam. But there is no connection. I request the hon. Minister to look into this aspect also.

About the rolling stock, I should like to say one thing. The coaches I think are first manufactured in India. But I would request the Minister to see that at least some newly built coaches—even if they be five years old at least—may be put on the line in Kerala, so that the people there may know the nature of advancement the railways have made. I am not exaggerating. There is no fan in the third class compartments in the trains there. One cannot witness such a situation anywhere else in India except when one travels by the trains in Kerala.

I have next to plead for the remodelling of the Calicut station. Apart from whitewashing and other small improvements, practically nothing has been spent on this station ever since its inception. Calicut is one of the biggest commercial centres in Kerala. From the point of view of

[Shri Kuttikrishnan Nair]

collection of sales tax, it was second only to Madras in the old composite set-up of the Madras State. During mail time, it is impossible to walk on the platform, because it is flooded with parcels. When the Minister comes, it is cleared and there will not be much congestion. But nothing has been done to improve that station. By investing a few lakhs of rupees—not crores—it could be remodelled. I was sorry that when the Railway Minister visited the place, I could not be there and show him the difficulties.

Then there is another thing. It is with regard to the need for an over-bridge. This request has been there for the last 40 years, in addition to the claim for remodelling the station. The town, as it is, is cut into two by the railway line. It might have developed after the railway line was laid, but the fact is that the whole town, which extends to a length of six or seven miles, is cut by the railway line. There are about nine level crossings, and at a time for about half an hour, whole traffic is held up at these crossings. There is not a single over-bridge.

Coming to other facilities on the west coast, I would plead for a connecting link between Mangalore and Hasan. For us, to come to Delhi, or to Bombay, we have at present to travel by a circuitous way. The connecting line between Mangalore and Hasan is a dire necessity as far as the west coast is concerned. I hope the hon. Minister will take it up in the Third Five Year Plan itself.

Shri Shankaralya (Mysore): Mr. Deputy-Speaker, Sir, railways as a national undertaking and as the main carriers of goods and passengers in the country have no doubt given a good account of themselves. Both as regards goods and passenger traffic, figures have been furnished to us and the rate of progress has been shown. They are improving though there is still room for improvement. I congratulate the Ministry on some of the

amenities and facilities that have been given recently and on the steps taken towards improving the passenger facilities, especially the introduction of sleeping bogies and new types of bogies and coaches for the passengers. I must also congratulate the Ministry for furnishing us with a booklet called A Review of the Performance of the Indian Government Railways during the Second Five Year Plan period in the background of the prevailing economic conditions. It gives us useful information and it is a good thing that it has been given to us.

In spite of all the progress that we have achieved and in the light of the information that has been furnished in this booklet, I would like to bring to the notice of the Ministry one feature, and I would like to ask whether they have been proceeding in the right direction and whether the anticipated progress will be maintained. Reference to selected commodity movements in relation to production has been made at page 13 of the booklet mentioned by me. The hon. Minister has been pleased to state that the bulk of the production, particularly in the basic industries and heavy industries, has been carried to the extent of 95 per cent by the railways. No doubt it is a good thing. 16 items have been mentioned in this connection. If we closely scrutinise the list, we would find that the controlled articles or the low-rated articles are carried to a greater extent by the railways. In respect of these articles, the railways have been preferred, but where the high-rated articles come in, that is, articles like cloth, sugar, sugarcane, cotton, salt and manufactured fabrics, we find that the railways have not been carrying enough quantities. There has been an admission to this effect in the booklet itself; it has been said that the railways have not been getting their due income in this regard owing to the fact that other modes of transport have been en-

croaching on the railways. This is a serious factor to be noticed. No doubt, the low-rated traffic is being carried by the railways, but the cream, that is, the articles which yield greater revenue, is being diverted and carried by other modes of transport.

If we take road transport and the competition of roads, and if we envisage further road competition in the near future, I wish to state that whereas the capital invested by the railways as against that of the roadways works up to 1:4, the capital is four times in the case of the railways—the ratio as regards the traffic carried by the railways and the roadways works up to 1:10. This is a serious matter. If the railways have the monopoly of carrying only the low-rated traffic, the income of the railways in this respect will be only diminishing hereafter.

Coming to the passenger traffic, though there has been a slight improvement in this regard, and though we can take into consideration the increase in population and the development of industries and commerce as also the increased travel-mindedness among the people, the progress is very little. Much of the revenue is taken away by the other modes of transport. Even though we have been given a rosy picture in these documents, still, I am very doubtful whether we will be able to maintain this and compete with the roads. When the Neogy Committee's report comes in, we may consider this aspect in detail. But this is a matter which has to be taken into consideration by the railways earnestly and they should not sleep over the mere fact that they have been showing some progress.

I must also congratulate the hon. Minister on the steps he has taken in organising the research designing standardisation organisation. This has been effected only on the mechanical side. Some mechanical improvements and design researches have been made. I would suggest

that in order to avoid delays, to take stock of all the competitions that the railway is likely to face in the near future, a similar organisation should be set up to study into the working of the railways and to organise in a planned manner the traffic development, the amenities to be provided, the means to be adopted for co-ordinating the working of the different railways, etc. Now there is no harmonious co-operation and co-ordination between the several zones. Each railway is responsible to itself and there is no perfect co-ordination with regard to wagon-loading, etc. Even though the Railway Board may be doing it, it is not discharging its duties properly. I suggest a similar organisation be set up to take immediate action as and when occasion arises.

The Southern Railway is too big. It is being run at a loss of Rs. 5 crores every year and I am sure it will never improve for a good length of time, because according to the explanation given, the cost on coal would be to the extent of Rs. 3 crores. This problem will be there always. The whole Indian Railway will be faced with the fuel problem. In another six years, with the contemplated expansion and the introduction of a number of new trains, the fuel problem will be there and in the Southern Railway also, it can never be overcome. What is the remedy? Compared to the company days, the operational efficiency has gone down considerably in the Southern Railway. It is too big and it has not been managed properly. It must be divided into two zones.

About this loss, I would ask the Ministry to consider seriously one thing. Southern India being a plateau, even if you introduce diesel engines, the same diesel engine which carries 1500 tons will not be able to carry even half that tonnage in the southern plateau. The solution lies in electrification. In the south, electricity is cheaper; we have got hydro-electric power at cheaper rates. Ins-

[Shri Shankaraiya]

stead of carrying coal and incurring a loss of Rs. 3 crores every year, if you capitalise this loss and convert it into electricity, it will be cheaper, even; if you have thermal stations. With the hydel power, lignite and thermal stations, it will work out cheaper than coal.

With the new invention of electric engines with alternate current, the capacity is supposed to increase up to 6,000 tons, compared to the capacity of 3,000 tons of the diesel engine. So, in the larger interests, the southern zone should be divided into two zones for purposes of operational efficiency and for the removal of the loss, electrification is the only method. I hope the Minister will seriously consider the matter.

They must also introduce rail cars to reduce the cost. This is absolutely necessary in the south particularly, because on account of the high gradient, not only is the fuel consumption high, but the percentage of parting of trains, i.e. the couplings giving way on account of heavy weight while moving in the gradient track, is also far greater than in any other zone.

I now wish to say something about the Satyamangalam railway and the Hassan-Mangalore line. I have got a different story to tell here. We have been pressing this railway for the last 50 years. Promises were made at the time of integration to implement it. A definite undertaking was given by Shri Gopalaswami Ayyangar on the floor of this House that it would be sanctioned and the work would be taken up in 1951. With regard to the Mangalore-Hassan railway, the hon. Minister was pleased to say that he had ordered surveying, the work would be taken up and he would come to the House for supplementary grants by the end of the last budget session or the next session. But till today it has not been realised and

I am not blaming the hon. Minister. I know he is sincere and he has done his best. My complaint is again the Planning Commission. I ask what right do they have to nullify or cancel or put off an undertaking given by the Central Government to the State Government at the time of integration? An assurance was given on the floor of this House and if such assurances are flouted, where is the remedy? Not only now, but it was given 10 years ago in 1951. I am in a loss to understand this. In the second Five Year Plan, we are spending nearly Rs. 1200 crores on nearly 700 to 800 miles of new lines, 700 to 800 miles of renewals, doubling, etc. These lines have been in demand for the last 50 years and undertakings have been given. I want to know whether it is still going to be flouted or it is going to be taken up.

The reason given to us is that priorities have been given for the movement of coal and iron for the new plants. Applying this reason have not Mysore and Karnataka areas been supplying iron? Are they not supplying manganese ore and earning foreign exchange? Should not that line be developed? Whereas the State Trading Corporation has sanctioned Rs. 2 crores for road development for the movement of these things, the railways are extremely slow. They have not spent a single pie to add an inch of line to what was there in the beginning. Mysore has been earning foreign exchange through coffee, cardamom, etc., but it has been neglected. The whole west coast is neglected, in spite of the assurances given. Not only Mysore but the whole of Andhra, Travancore, Cochin and other States have been neglected, and I can give you facts and figures to prove that. Whereas in West Bengal the route mileage for one thousand square miles is 69 per cent, in U.P. it is 47 per cent, Punjab 48 per cent, Mysore 22 per cent and

16 hrs.

Pandit D. N. Tiwari: What about Bihar?

Shri Shankaraiya: For Bombay it is 49 per cent.

Pandit D. N. Tiwari: What about Bihar.

Mr. Deputy-Speaker: The hon. Member should not give out figures that might be useful to other States.

Shri Shankaraiya: I have got figures for all the States. For Bihar it is 46 per cent. But for Mysore it is only 22 per cent, and Andhra 26 per cent. Mysore has been neglected for the last fifty years. So, without dilating much on this, let me say that this portion has been completely neglected all these years.

Then I want to bring to the notice of the Railway Minister one thing. We have been claiming that if the Sathyamangalam railway line is sanctioned, it will relieve the congestion on the other lines, e.g. Jolarpet-Erode line. But we find from page 31 of the Explanatory Memorandum that the doubling of the Jolarpet-Erode line is taken up. We had all along been claiming that if the Sathyamangalam line is taken up the whole traffic from northern India towards the western side could be carried through this line and the congestion in the other line removed. But, instead of taking up this line, they now want to double the line in a route where there is congestion. I also cannot understand the advisability or wisdom of doubling the line from Bezwada to Madras. Instead of doubling the line, if they divert the traffic from Kasipet to Secundrabad and have a direct route from Secundrabad through Erode right up to Coimbatore, it will reduce the congestion in Madras and Jolarpet. Instead of constructing this line, they are trying to double the existing line. I am not able to understand what the wisdom in it is. Suppose,

on account of the rains or adverse circumstances of the season the Madras-Bezwada line is breached at several points. Then the whole line will be blocked. Instead of that, if you convert the Kasipet, Secundrabad, Guntakkal-Bangalore line, it will give you an alternative route, which would relieve the congestion, and in times of emergency or crisis serve as an alternative route connecting Coimbatore with those areas through Erode. Apart from reducing the congestion at the Jolarpet-Erode section, it will assist the development of other areas and provide further facilities to passengers going to Erode, Coimbatore, Trivandrum and Cochin. So, I would earnestly request the Minister to consider this matter again.

Lastly, I would like to refer to one point, and that is the injustice that has been caused to the ex-State railwaymen of Mysore State. We have given petitions on this and they are pending for the last two years. We had some talks and, of course, a few were given some relief. But, on the main question, some Members of Parliament have given a written petition making certain charges against some particular officers, detailing the manner in which they have been done. Still, I regret to say, that no action has been taken on that. I hope the hon. Minister, who is conversant with all the facts, will look into the matter and see that justice is done.

Shri B. Das Gupta (Purulia): I will mainly deal with three important questions which vitally affect the railway administration, namely, corruption, safe travel and recommendations of the Pay Commission regarding railway servants. The hon. Railway Minister, in his budget speech, has observed:

"The problem of weeding out corruption, as the hon. Members will appreciate, is no small task, and is a reflection of the general standard of morality in the country. It is, therefore, a big national problem."

[Shri B. Das Gupta]

I cannot agree with this. I hold the view, and that is right, that if corruption has become a national problem, it has been made so by a corrupt leadership. Corruption is the reflection of the general standard of morality in the leadership of the country, big or small. Let the leaders behave better, others will follow. In the railways also let the high-ups shun corruption, and it will be a small task to minimise it, if total eradication is not possible.

I have classified the prevalent corruption in the railway in two classes: one, where the employee or the public is directly affected, and not the administration; another is where the administration is directly affected, in the sense one which affects the efficiency, finance, morale etc. of the administration. Here I would like to place before the House some facts with regard to the first class of corruption.

Let me, first of all, take the Class IV staff, who practically come from class IV citizens of our country, who form the main bulk of our population. I am referring specially to appointment to class IV staff in the South Eastern Railway. Previously, in the old days, officers had the power to appoint class IV staff. The Railway Board was compelled to stop this for there were corrupt practices indulged in by the officers. The Board by a circular, which was given effect to in 1956, gave directives to all railways to form committees in every department for the recruitment of class IV staff. A committee was to be formed with two officials and one local non-official member from the public. In Andhra district in South Eastern Railway, except in the Loco department, there is not a single committee in any department. Since 1956 hundreds of Class IV staff have been appointed in different departments by the officers concerned, and not in accordance with the direction of the Railway Board. I am sure that the Railway Board is not unaware of this

open violation of their directives. What steps have been taken against the departmental heads?

Then I come to the appointment of casual labour by the Engineering Department. These casual labour draw, on an average, thirty to forty rupees per month, but they have to pay five to ten rupees to the appointing bosses, who are high-ups, failing which they lose their jobs.

Then there is posting at paying stations. In some places it is done by a kind of auction, the highest bidder getting the prized place. Then, on the allotment of quarters, better type of quarters are meant for higher officers and senior staff. But a most junior staff can get that quarter if an adequate payment is made. I am prepared to substantiate all these if necessary.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): I shall be grateful to him if he does.

Shri B. Das Gupta: I have dealt with Class IV people who form the bulk of the nation. It is not they who have made corruption a national problem, it is those who boss over them. In the railways, beginning from the DCS to the Railway Board, who is not aware of this!

Now, to give a few instances of corruption affecting the administration and its various aspects. Lakhs and lakhs of rupees are spent in the name of small construction, reconstruction, remodelling, repairs etc., which do not require sanction from any authority above the district or divisional level. How cleverly this is managed! It is known to all. Construction, abolition of that construction and again reconstruction of the same, is another clever ruse.

A beautiful new station building in Adityapur Station in between Tata and Sini section was constructed by the end of 1957 and demolished by the

end of 1958 involving a few lakhs of rupees. What for was it done? To whose interest was it?

I am coming to another point, how the railways lose their revenue. Not lakhs, but crores of rupees can be added to the coffers of the railways if the detention of wagons in collieries is strictly checked and demurrage charges can be correctly realised. The records are beautifully kept, it is all O.K. with the records. The detention over and above the scheduled time in a colliery or by a coal merchant is usually shown in the railway station on the traffic account, and the department has one thousand and one pleas to defend it. Who is going to put a stop to this? None—because even the Chief Operating Superintendents sometimes overlook these.

The running train thefts and yard thefts from wagons containing valuable goods is another curse on the railways. The compensation claims paid by the railways in 1958-59 come to Rs. 3.13 crores, an enormous sum. The compensation claims accrue through the loss of goods in transit. Organised R.T.T., i.e., running train thefts, and yard thefts are the most important causes of these losses. The *modus operandi* is hard to believe yet it is a fact. In the South-Eastern Railway my experience is that there is a network of gangs with their respective areas of jurisdiction. If one gang fails to tamper with a wagon containing valuable goods within its jurisdiction, it sells the wagon to the next gang and so on, until the wagon is relieved of its contents.

Shri Shahnawaz Khan: How did he gain this valuable experience?

Shri B. Das Gupta: Yes, I have this valuable experience, and I can substantiate it. I can give facts and figures.

Shri Subiman Ghose (Burdwan): He has connection with the public.

Shri B. Das Gupta: It can happen, and happens, only with the unholy

alliance of the watch and ward, now R.P.F., police and the railway officers with the gangs. I can give the names of some of the gangs and the railway employees and others connected with this.

There are honest railway employees who are prepared to help to eradicate this with the necessary information and details and unassailable proofs, provided they are assured that they would not be punished or victimised by their superiors concerned. Are you going to give this assurance? I will send the railway employees to you who will give you unassailable proofs of these things.

I shall just give one instance. There was a case of one Class IV employee who had the audacity to report it, and he was given the sack. He sent his representation to the highest authorities concerned, but nothing has been done yet.

I now come to that type of corruption which directly affects the morality and efficiency of the administration and safe working of the railways. This can be called nepotism, favouritism, casteism, communalism, provincialism, whatever you like. In some places pecuniary considerations also play a weighty role.

This takes the form of promoting new and inexperienced hands to more responsible positions, which require not only adequate theoretical knowledge, but also sufficient practical experience over a long time, by superseding deserving seniors. This has lately created a flutter in the railway administration. I am now citing an instance, and to prove it I take the entire responsibility.

An ASM in the grade of Rs. 80 to Rs. 170 who has only completed eight months service has been called to appear at the selection for a post in the grade of Rs. 200 to Rs. 300, superseding all the senior staff of intermediary grade. His selection to this grade will, as a rule, post him to a

[Shri B. Das Gupta]

big and very busy station dealing with mails, expresses and heavy traffic. What will be the result? He is not experienced.

Mr. Deputy-Speaker: Has the hon. Member written to the Minister bringing this incident to his notice?

Shri B. Das Gupta: No. These facts I have not referred to him.

An Hon. Member: He is now referring to them.

Mr. Deputy-Speaker: The House cannot sit in judgement, no representation can be made here for the House to take up.

Shri S. M. Banerjee: He is giving it as an illustration.

Shri B. Das Gupta: I may submit that a week ago I toured some places and I had these facts. I am placing them.

Mr. Deputy-Speaker: That is all right. I do not object to their being placed here, but can full advantage be taken of the intention that the hon. Member has in mind, and will the Minister be prepared to answer the charges that he is levelling, or can the Minister get information so soon to be able to reply to them? If he had written already, perhaps the hon. Minister could have been ready with all the facts and replied to him stating the actual facts according to the railway administration. But now, if he goes on citing instances—I am not here objecting to the admissibility or otherwise of it—can full benefit be derived out of these complaints? That also should be taken into consideration.

Then, he should also keep an eye on the clock. If he goes into these instances, perhaps he may not have time for some very important points.

Shri Jagjivan Ram: You have made a very good suggestion. I will request

the hon. Member that if he has such individual cases, it will be advantageous for him and for the employee concerned if he writes to us, so that we can examine whether some injustice has been done in some cases or not. If he mentions them here, perhaps I will not be in a position to give a reply, because it will take some time to get the full details from the railway administration concerned.

Shri S. M. Banerjee: Suggestion for action.

Shri B. Das Gupta: It is a very good suggestion. I will accept it. I will refer these cases to the hon. Minister and expect that he will do something, but I am just describing this in order to prove how corruption plays its role in the railway administration and its consequences.

Mr. Deputy-Speaker: That is quite all right, but does he want to stop that corruption or reduce it or only to state it here?

Shri B. Das Gupta: I want to stop corruption. And I want to state the reasons why corruption is there.

Mr. Deputy-Speaker: It would be more advantageous to all concerned if these instances were brought to the notice of the hon. Minister so that he might go into them. Still, if the hon. Member does not get a satisfactory answer, then, certainly, he has got the right to bring it up here.

Shri B. Das Gupta: I shall write these things to the Minister.

But, in order to have a link in my speech, I shall just cite one or two other instances for the information of the Minister, and I promise that I shall give all the details to the Minister in time.

Shri Jagjivan Ram: If he is going to cite these instances here, it will not be possible to give reply to them now. It shall take time to collect information from the Railway concerned and

it will be perhaps after sometime, may be in the next session, that reply may be given.

Shri B. Das Gupta: I shall not state all the details, but I shall just casually mention them. I have to cite them, otherwise . . .

Mr. Deputy-Speaker: Otherwise, the continuity of his chain is broken?

Shri B. Das Gupta: Yes.

A loco-shunter superseding all his senior drivers, drivers with ten to fifteen years of service, is being promoted as B Grade driver and is likely to be entrusted with the responsibility of driving mail, express and passenger trains, with no experience of work on the open line. The lives of thousands of passengers are always likely to meet grave risks in a train driven by such a driver.

I shall now cite another instance. I am citing these instances, because these are all inter-connected with the safe running of trains.

Shri Jagjivan Ram: Again, if I may intervene, the hon. Member is generalising the thing instead of giving the particulars. If he simply says 'drivers with fifteen years' experience', it means that all the drivers with fifteen years' experience are being promoted. He will be doing justice to the House, to me and to the Railway Administration, if he gives the particulars and says that a driver at such and such a place with such and such experience has been promoted and so on. It will be better if the hon. Member quotes the instances with the entire particulars, so that I may be able to give an answer later on.

Shri B. Das Gupta: Again, a most junior TXR—if I am permitted to name him, I can do so, otherwise, I shall not mention the name, but I shall only point out the place—at Adra on South-Eastern Railway, has

been promoted to a higher grade, within eight years of service.

If the hon. Minister wants that I should name him, I am ready to do so.

Shri Jagjivan Ram: Yes.

Shri B. Das Gupta: **

For obvious reasons, I did not want to name these persons.

Mr. Deputy-Speaker: It should not be a negotiated contract between the hon. Member and the hon. Minister. I would not allow the hon. Member to mention any further names.

Shri B. Das Gupta: I express my regret.

Mr. Deputy-Speaker: I have advised the hon. Member already that he should not go into these details. He has done it so far, and I had not objected to that, but it would be no use making these general accusations. The hon. Member ought to put down these things in writing and send them on to the Minister and get a reply. Then, he can consult me, and I shall allow him a special opportunity to bring it to the notice of the House, if he does not get a satisfactory answer to that.

Shri B. Das Gupta: All right.

Mr. Deputy-Speaker: The hon. Minister has got the name for his benefit, but I shall order it to be expunged from the records.

Shri B. Das Gupta: He has got the name for his benefit, no doubt, but he has not yet got the description which I was going to give.

Mr. Deputy-Speaker: The hon. Member can say that; he can just convey the whole thing to the hon. Minister.

Shri B. Das Gupta: There was a TXR ** in Adra district, who has been

**Expunged as ordered by the Chair.

[**Shri B. Das Gupta**]

promoted, and I can say how he has been promoted.

Mr. Deputy-Speaker: I have advised the hon. Member that if he wants to have justice done in that particular case, then he may give the particular as well as the conditions to the Minister. If he does not want anything to be done, and simply he wants to state them here, I would not obstruct him, but let him not give the names.

Shri Tyagi (Dehra Dun): Parliament should not be made a forum for this.

Shri B. Das Gupta: Then with your permission, I want to state the particulars.

Mr. Deputy-Speaker: He has only two or three minutes left.

Shri B. Das Gupta: I am the first speaker from my Group.

An Hon. Member: The 'chain' has been pulled!

Mr. Deputy-Speaker: If the 'pulling' is unlawful, then alone he can complain. Otherwise, if it is a lawful interference, he has to take it.

Shri B. Das Gupta: As the first speaker from my Group, I am expected to have 25 minutes.

Mr. Deputy-Speaker: I will give him full 25 minutes. He has taken 23 minutes.

Shri B. Das Gupta: Then I can have another 10 minutes.

Mr. Deputy-Speaker: Is that the arithmetic of the hon. Member?

Shri B. Das Gupta: This is a very important question. I may be allowed some time more.

Mr. Deputy-Speaker: I am sorry I cannot allow him more than 25 minutes.

Shri B. Das Gupta: As I was saying, a most junior TXR, that is, Train Examiner in Rs. 100 to Rs. 185 grade has been promoted to Rs. 300—400 grade within 8 years of service superseding most efficient and experienced senior TXRs with 25 to 30 years service, violating all the principles governing staff promotion. He is giving 'fit' certificates for not only goods wagons but also coaching traffic. So the conditions may better be imagined than described.

There is an instance of a Guard with four or five years service superseding more than a thousand senior and experienced Guards and being promoted to DTI and higher positions.

Added to these, excessive overworking of running staff—I am not now giving a concrete instance but making a general observation—namely, Drivers and Guards, makes the running of trains—goods or passenger—always full of risk. This running staff in practice in most cases is forced to work over 24 hours, and in some cases, over 40 hours at a stretch, against the rules.

Shri Shahnawaz Khan: It is absolutely wrong.

Shri B. Das Gupta: I can give him instances, if he wants.

Shri Shahnawaz Khan: Yes, we shall be grateful for that. But it is absolutely wrong. It cannot happen.

Shri B. Das Gupta: I take the responsibility to substantiate it. There are cases.

Mr. Deputy-Speaker: What should the Chair do under the circumstances?

Shri B. Das Gupta: There are cases where Drivers and Guards have been punished against the rules, for stabbing a train after completion of over 15 hours continuous duty. In a booklet distributed to us by the Railway Ministry *A Review of Accidents on Indian Government Railways* it has been observed:

"Of the total number of 2015 train accidents in 1958-59, 1132 or about 56 per cent were caused by the failure of the railway staff".

I may assert that the wording should have been:

"failure of the railway bosses to administer justice to the railway staff".

In this connection, I should like to draw the attention of the Minister to the condition of the rolling stocks which are so deteriorated that by 1963-64, the rolling stocks of Indian Railways will require complete rehabilitation for lack of proper repairs in proper time.

Shri Jagjivan Ram: If the hon. Member goes through the statistics published instead of reading his brief, he will perhaps be better advised of the rolling stock position.

Shri Tangamani (Madurai): According to what he has said, the rolling stocks will become scrap in two years.

Shri B. Das Gupta: Regarding the Pay Commission's recommendations, it is gratifying to note that the hon. Minister has assured the railwaymen that the benefits which they were so long enjoying would not be curtailed. I congratulate him on that announcement.

Shri Jagjivan Ram: I have said only about passes and PTOs.

Shri B. Das Gupta: I am referring to his speech in the Rajya Sabha. The recommendation of the Pay Commission, specially with regard to the lower grade employees, is a piece of vindictive indictment, if I may be permitted to say so. I would draw the attention of the Railway Minister to the recommendations of the Pay Commission specially in regard to the Accounts Clerks of Grade II who do the same nature of duty as Grade I Clerks. The fact though admitted by

the Accounts Department by a secret circular has been misrepresented to the Pay Commission who in their turn have ignored to look into the real state of affairs. Justice will be done by the merger of Grade II and Grade I cadres of the All India Railway Accounts clerks by automatic abolition of the examination.

In conclusion I may be permitted to say that little or great if the injustices are allowed to be accumulated they ultimately drown them who are responsible for these, whether in the general administration or the Government or in the Railways. This is only a question of time.

Shri P. C. Borooh (Sibsagar): Mr. Deputy-Speaker, Sir, I have to congratulate the hon. Minister for the improvements he has made in the Railways, some of which are outstanding in character.

Just now some of the hon. Members were doubting, about the speed of the goods trains, whether actually any improvement has taken place. The hon. Minister, in his illuminating speech, the other day stated:

"The speeds of goods trains registered a general improvement on all the railways. Compared with the corresponding period of last year, the increase was about 8.8 per cent on the Broad Gauge and 4.9 per cent on the Metre Gauge."

In regard to punctuality of passenger trains, he said:

"The average performance in 1958-59 was slightly better. A noteworthy feature, however, is that the subsequent results have been distinctly better, and, in particular, during the summer months when the human endurance is taxed to the utmost and in the rainy months when other factors intervene, the performance has greatly improved."

Then again, in regard to self-sufficiency, he said with justifiable pride that:

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"We are now self-sufficient in respect of steam locomotives, with steady increase both in number produced and in the indigenous content. In fact, a stage has been reached when we can enter the export market. The standard of manufacture is high and our costs are competitive. Similarly in respect of wagons and coaches, we are self-sufficient, and here again we can build for export."

These are all very encouraging and go a long way towards building our nation and also to the credit of the hon. Minister for whom we have our congratulations.

Referring to the workings of 1958-59, we find, unfortunately, that there is a drop in operating efficiency. Passenger earnings have declined by 2.06 per cent; goods earnings fell short by Rs. 8.6 crores over the Budget anticipation and expenditure increased by about Rs. 3.6 crores, and the working surplus showed a shortfall from Rs. 13.38 crores to Rs. 8.93 crores. Over and above all these, there has been a continuous depletion of the Depreciation Reserve Fund since the beginning of the Second Plan.

The new Budget provides for a small increase in passenger earnings by Rs. 1.42 crores over the revised estimates, though the estimate of goods earnings is on the high side by Rs. 27 crores. There is a substantial increase in the ordinary working expenses by about Rs. 35 crores against a small revenue surplus of Rs. 4.5 crores. It will be evident from these that the general trend of earnings and performances is going to be, more or less, on the same lines as in the current year.

It is a know fact that our railway service compares poorly with that in other advanced countries. To make the railway a safe, speedy and comfortable form of transport is the most basic objective of our policy. Speedy improvements in carrying capacity and operational efficiency are the

vital needs of such a policy. Unfortunately, the present progress in this direction is slow. I do not deny the existence of manifold difficulties in the way, but we have got to overcome them quickly.

It is fact that during the last few years, there has been a lot of expansion in our railways. Though expansion is important, I think it should not be done at the cost of improvements and efficiency. It is too well-known, Sir, to stress that the operating efficiency of the railway system depends on adequate line capacity. Hence measures must be taken to increase line capacity in proportion to the expected increase in traffic.

We are taking quite a lot of foreign aid for the railways. One of the objects of taking foreign aid is to modernise the system. Unfortunately the progress seems to be slow in this direction also. We may in this connection profitably take a lesson from the railway modernisation plan of the United Kingdom. A fifteen year gigantic programme, involving an expenditure of £1,200 million was undertaken in January 1955. Within a short span of time, it has not only led to considerable operational efficiency but also to greater profitability. Encouraged by the results, the U. K. Transport Commission has made a reappraisal of the plan for the period 1959-63. More, and earlier, diesel and electric traction have been accepted as the objective of the revised programme. Thus the British railway system which was perennially running at a deficit, has now been able to make considerable working surplus and has also been able to compete successfully with other forms of transport, specially road transport.

So, Sir, it is high time that we should devote more attention to our programme of modernisation. The current programme of manufacturing diesel and electric locomotives in the private and public sectors respectively should be accelerated. But for this purpose it is also necessary to equip

our railwaymen on a planned basis. The Railway Ministry should therefore plan ahead, how to meet the future plan requirements of highly technical personnels.

Coming to the rail-road competition, it is very unfortunate that till now we have not been able to achieve the coordination that is necessary between these two departments. Modern trend in most parts of the present day world is for more and better road transport service. The late Dr. J. C. Ghose, then member of the Planning Commission in one of the Parliamentary Committees in 1956 referred to this trend and recommended for a high-powered commission to examine the question and make recommendation for the policy to be adopted in the Third Five Year Plan. It is, however, not known whether any such commission has been set up so far. The Indian Railways are, in a sense, sufficiently developed. The question is whether there is any further scope for large-scale development from the commercial point of view. Railways should serve as a life-line, while the road transport should serve as its branches. It will be suicidal to fight the road transport with the weapon of freight rate. Let us not fail to read the writings on the wall. It is time that the Ministries of Railways and Transport should come to a clear understanding on this issue.

The railway rates and profits in India have always been determined by the budgetary requirements of the Government. The railway rates have become a means of indirect taxation. We should not forget that the Railways are a commercial organisation, and hence its financial policy should be governed mainly by commercial considerations. The hon. Minister should do well to examine the effects of the enhanced freight rates introduced since October, 1958 on railway earnings and goods movement. It is also very important to investigate whether the shortfall in passenger earnings is mainly due to the sur-

charge levied on travelling by rail. Such an analysis is essential before making any adjustment in the budgetary provisions.

Regarding corruption, the less said the better. It is not only confined to the railways alone, but it has entered into every phase of our national life. So far as the railways are concerned, this evil has done a havoc. At least one-third of the railway's earnings goes to the pocket of the corrupt personnel. I do not know how other parts of the country.....

Shri Shah Nawaz Khan: Gross over-estimate.

Mr. Deputy-Speaker: He wants to know what system of accounting has been relied upon.

Shri P. C. Borooh: There are so many stalwarts here and I think our Government is also not so poor in the proper personnel who will be competent to find out the figures.

Mr. Deputy-Speaker: When it was said as "one-third", it was a surprise.

Shri P. C. Borooh: I said so in relation to my parts, and I do not know how other parts of the country are faring. In Assam, at least half the earning in the branch lines goes to the pockets of the corrupt persons. That is my assumption.

In this connection, I am also sorry to refer to the appalling irregularities revealed by the Audit Report for the year 1957-58. It is hoped that the hon. Minister has already taken suitable steps to prevent such irregularities happening again in the future.

Now, coming to the needs of my State, I shall confine my observations only to one point, and that is, the new extensions. I would leave the other aspects to the other hon. Members from my State who are probably anxious to speak, and I do not want to take much time of the House. This makes me refer to the hon. Minister's speech during the debate on the sup-

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plementary demand for grants last year when he said that "we will take up the question of opening new lines particularly in the undeveloped areas." The House will bear me out that my State—namely, Assam—is one of the most under-developed area in the country. Although strategically it had great importance, being a border State, bounded on all sides by foreign countries, except for a small stretch of 40 miles, its importance of late has grown much greater on account of the recent developments in the Himalayas to our north. It is one of the richest regions of our land, abounding in oil, tea, coal, jute and a variety of minerals some which are rare in the world. Nature is bountiful in Assam, and if properly developed, its produce will be able to feed the whole country. Although our present Railway Minister is very favourite with the people of Assam—and in fact his name is taken at every house in Assam on account of his outstanding services rendered for the cause of the state and which no Railway Minister had ever been able to do, viz., the creation of a new zone with headquarters in Assam, the establishment of a 11-crore railway workshop at Bongaigong and last but not the least, the construction of the ten-crore road-cum-rail bridge over the mighty Brahmaputra—yet, I could not but sound a note of regret for his not providing for any new extension of railway line for the state in the new budget.

Assam has an area of 85,000 sq. miles. In this vast area, the total railway mileage is only 1,097. My hon. friend Shri Shankaraiya was just saying about the mileage in his State. But the mileage in my State is perhaps the lowest. The total railway mileage in Assam is just 1,097 out of the 35,000 odd miles in the whole of India. I want to tell the House that even this length of 1,097 miles was constructed long before the country had attained its Independence, and not an inch of railway line has been constructed in the post Independence period. Disappoint-

ment reaches its climax when it is found that, of the eight railway zones, provision for either small or big bit of new extensions, has been made for each of the zones with the single exception of the far-flung North-east Frontier zone. May I, therefore, submit that the two vitally important new extension proposals, viz., Pandu-Garohills line and Tezpur-North Lakhimpur line, the crying needs of the people of Assam, be taken up and included, if not in this budget, at least in the third Five Year Plan. Innumerable representations not only from the public Press and platforms of Assam, but also from the Government of Assam, urging the Railway Minister to take up the lines must have flooded his Ministry.

The former, i.e., Pandu-Garohills line, will enable the hidden treasures of Garohills to be worked out for the good of the country and besides many other articles, will enable us to get 3 to 4 lakhs tons of first coal annually for our various industries and also for the railways. Only in this morning's papers, Sir, there was an S.O.S. demand from the Northern Railway that they have to suspend some passenger services for running short of cost. So far as the second line, the Tezpur-North Lakhimpur line, is concerned, it will cater to the needs of about 20,000 square-miles of railwayless, but loveliest area of Assam, strewn with smiling paddy fields, intersected by the luxuriantly put up tea gardens. With its flora and fauna, nature is really bountiful here. I hope our popular Railway Minister will not lose any more time to bring these two abundantly rich areas under the country's life-line of railway communication and allow its flowers not to blush unseen and its sweetness not to be wasted in the desert air.

Shri Balkrishna Wasnik (Bhandara—Reserved—Sch. Castes): Sir, I rise to congratulate the Railway Minister, particularly for not increasing the passenger fare, though this year, he has to spend about Rs. 13 crores more on the staff, because of the Pay Commis-

sion's recommendations. So many points are made year after year when the debate on this budget takes place in the House. He cannot reply to every point that is made by hon. Members. So, it will be in the fitness of things if the Ministry takes note of all those points and sends information to the concerned Members about the points they have made in their speeches in the House.

A lot has been said about corruption and I do not want to say more. But when I read the speech of the hon. Minister, I am rather sorry to find that he is not optimistic about weeding out corruption going on in the railways. I would request him to deal with this problem with a heavy hand. If he sets his mind on it, I think he can do a lot in weeding out corruption that is rampant in the railways. I do not want to say anything more about corruption, except give one or two instances in my own constituency. The incomes from Tumsar-Tirodi and Gondia-Nagbhir lines are shown as negligible. When we ask for more trains on these lines, the railway administration says that passengers on these lines are very few; there are not enough passengers and, therefore, no more trains could be run on these lines. But when one actually travels on that line, one finds that there is a heavy rush on that line and one does not find space even to sit. All the same, the railways show rather negligible income from these lines.

An Hon. Member: They may be travelling without tickets.

Shri Balkrishna Wasnik: The passengers are prepared to pay but the tickets are not given. If you go to the station booking office, no tickets are available. If you ask the booking clerk for a ticket, he says, "you sit in the train, the T.C. will give you the ticket, we have no ticket". When he enters the train and asks the T.C. for a ticket, the T.C. takes some money, keeps the money in his pocket and at the station where the passenger gets down he asks the porter or the person who collects the ticket to let him go.

This is going on for a long time and so the money paid by the passengers goes to the pocket of the railway employee and not to the coffers of the administration.

On the Gondia-Nagbhir line, one more train is badly needed. When we ask for the train, we are told that there are not sufficient passengers. I would request the railway administration to send inspection parties once or twice to look into this. Of course, inspection parties have gone there once or twice, and so I could not understand why they could not detect these things. I think even the inspection parties are not giving satisfactory reports. So, I would suggest that, if possible, some members from the public should also accompany the inspection parties so that nothing could take place in between the inspection parties and the employees.

Pandit D. N. Tiwary: You want the inspection parties to be accompanied....

Shri Balkrishna Wasnik: What?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): The hon. Member is helping you. What is it that he said?

Mr. Deputy-Speaker: The hon. Minister is helping him.

Shri Balkrishna Wasnik: Coming to accidents, if we look into the causes of accidents, it is stated that during 1958-59, 1,390 derailments took place, out of which 971 were due to the failure of the railway staff. In the same way, there were 108 collisions out of which 105 were due to the failure of railway staff. This is how the railway staff are working, when they are demanding more wages, more facilities and more promotions, and they are also giving us more accidents, more derailments and more collisions. So, I would request the trade union leaders who are working among the railway workers to look into these things and to tell our railway staff that they should rather be careful in their

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work. I have been looking into the figures of accidents. The word "accident" has a particular meaning. We cannot describe these things as accidents. I may say that these are unhappy mishaps due to criminal negligence on the part of the railway staff.

Then, on railway catering, it is stated that—

"The report received from the railway administration, as well as from the travelling public indicate that as a result of the introduction of departmental catering better and more wholesome food at reasonable prices are now available to the travelling public."

I am sorry, I cannot agree with this view. I have been to one or two places where railways are having departmental catering and the food that was served to me was such that even a dog would not eat that food. I returned that food and made a complaint, and after that the General Manager of the Central Railway wrote to me that some action was being taken. More than one year has passed, and I do not know what action has been taken. In the case of departmental catering in the trains also, sometimes we find that the food is not suitable for human consumption. Therefore, attention should be paid to this.

A lot has been said about passenger amenities. If you look into the figures, you will find that the major earnings to the railways are from the third class passengers. Total passenger earnings in 1957-58 were Rs. 1,19,10 lakhs out of which earnings from third class were Rs. 1,05,71 lakhs.

Shri P. N. Singh (Chandauli): That is in thousands.

Shri Balkrishna Wasnik: These are figures in lakhs.

Second class gave only Rs. 5,80 lakhs, first class gave only Rs. 6,60 lakhs, and

In 1958-59, the total earnings Rs. 1,16,74 lakhs out of which 1,02,21 lakhs were given by third passengers, only Rs. 5,97 lakhs second class, only Rs. 7,42 lakh first class and Rs. 1,14 lakhs by conditioned. So, the persons really pay are the third class passengers, but what facilities are prov for them?

If you enter a third class compartment, you find a lot of rubbish. sweeper does not go to the third coach, and if a third class passenger asks for a sweeper, he looks at with such an eye as if the third passenger has committed some off. He is not expected to enter the t class compartment and clean it. many things are there like this.

In the third class waiting rooms we find the same thing. So, I req the Railway Minister that more at tion should be paid to the facilitie third class passengers who really the bulk of the railway earnings.

I would say a few words al reservation for the Scheduled C in the railway services. As the tim very short, I would not make any o points. The hon. Minister has dor lot in increasing the in-take of S chuled Caste people in the railway vices. He is also giving reservatio the promotions, but I am told that petitions have been filed in as man six High Courts challenging this think some reference has also l made by the Railway Ministry to Home Ministry, but I do not k what has come out of it. The S chuled Castes have suffered for a long time, and it is but right that t should be given a chance in services.

17 hrs.

There are numerous complai Sometimes I write to the Minister the complaints or grievances removed. I have heard that there employees with six to eight year

If the hon. Minister checks the records, or sends persons to find out things, this can be remedied.

In conclusion, I would just add one thing about Nagpur. There are so many wagons lying idle without any kind of use, in the Nagpur yard. If we ask the Central Railway about these wagons, they say that they have been given to the South-Eastern Railway; and if we ask the South-Eastern Railway, they shelve the responsibility on to the Central Railway. I submit that this kind of thing should not take place.

Finally, I would say a word about the licensed porters. They are not considered as railway employees, and hardly any benefit is given to them. They work day and night, and they have the responsibility of carrying the passengers' luggages and other things. I would request the hon. Minister to evolve some scheme by which the

licensed porters would be considered as railway servants, and they will also be given the same facilities as the other railway servants are getting.

श्री प्र० ना० तिहू : उपाध्यक्ष महोदय, रेलवे बजट के सिलसिले में सन् १९५८-५९ के मुकम्मिल तत्त्वमीने को देखने के उपरान्त और साथ ही साथ सन् १९६०-६१ के तत्त्वमीनों को देखने से यह पता चलता है कि ७४ करोड़ रुपये से अधिक की आमदानी रेवेन्यु रिसीट्स में गवर्नरेंट को रेलवे रेलवे रेलवे से हुई है

उपाध्यक्ष महोदय : माननीय सदस्य कल को अपना भाषण जारी रखें।

17:02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, February 26, 1960/Phalgun 7, 1881 (Saka).
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ORAL ANSWERS TO QUESTIONS

2657-97

S.Q. No.	Subject	COLUMNS
373.	Export of gunny bags and hessian bales to China	2657-60
374.	Foot-wear for coal-miners	2661-62
375.	Enhancement of Employees' Provident Fund rates	2662-66
376.	Aid to Bhutan	2666-71
377.	Manufacture of sulphur	2671-74
380.	Racial discrimination in U. K.	2674-76
381.	Ladakh	2676-77
383.	Indo-Pakistan Border Disputes	2677-79
384.	Wage Board for Industries	2679-84
385.	Heavy Electricals Factory Bhopal	2684-87
386.	Rehabilitation Industries Corporation	2687-90
387.	Jute mill in Assam	2690-91
388.	Afro-Asian Conference on Tibet	2691-93
389.	Population engaged in agriculture	2693-94

S.N.Q.
No.

2. Chinese infiltration in Jammu and Kashmir 2694-97

WRITTEN ANSWERS TO QUESTIONS 2697-2741

S.Q.
No.

378.	Export of iron ore	2697-98
379.	Production of calcium carbide	2698-99
382.	Transfer of Indian Diplomats	2699-2700
390.	Smuggling of rice to Tibet	2700
391.	Transistor valves	2701
392.	Jersies for class IV staff	2701-02
393.	Visa Rules	2702
394.	National awards for safety	2702
395.	Cycle Factory in Mysore	2702-03
396.	Ejection of displaced persons in Assam	2703
397.	Wood pulp industry in Himachal Pradesh	2703-04
398.	Barter trade with U.S.A.	2704

WRITTEN ANSWERS TO QUESTIONS—contd.

S.Q.
No.

399.	Forged passports	2704-05
400.	Naga Rebels	2705-06
401.	Steel rolling machines	2706
402.	Trade with Saudi Arabia	2706-07
403.	Displaced persons from Jammu and Kashmir	2707-08
404.	Compulsory exports	2708
405.	Memorial lectures by All India Radio	2709
406.	Chinese Maps	2709-10
407.	State Trading Corporation	2710
408.	Iranian Trade Delegation	2710
409.	Indigenous materials for industries	2711
410.	Chinese musk deer hunters in N.E.F.A.	2711-12

U.S.Q.
No.

426.	Persons registered with Employment exchanges	2712-13
427.	Slum Clearance in Delhi	2713
428.	Contracts to Labour Co-operative Societies in Punjab	2713-14
429.	Plan Publicity in Delhi	2714
430.	Industrial development of Rajasthan	2714
431.	New Industrial Units in Orissa	2714
432.	Aid for technical training	2715
433.	Handloom Industry in Orissa	2715
434.	Industrial development of Orissa	2716
435.	Subsidised Industrial Housing Scheme	2716
436.	All India Working Class Family Budget Survey	2716-17
437.	Employees' State Insurance Scheme	2717
438.	Land reforms	2717-18
439.	Transfer of Civic services to D. Ps. Colonies in Delhi	2718
440.	Exporters of Coffee	2718
441.	Caustic Soda and Soda Ash	2718-19
442.	Amenities to Building Workers	2719

WRITTEN ANSWERS TO
QUESTIONS—contd.

COLUMNS

U.S.Q. No.	Subject	COLUMNS
443	Nickel Cadmium Batteries	2720-21
444.	Cuprous Oxide . . .	2721-22
445.	Selenium and Red Glass Bangles . . .	2722-23
446.	Import of Boron . . .	2723-24
447.	Ignition Boats . . .	2725
448.	Air space violation by Pakistan . . .	2725-26
449.	Manufacture of white Newsprint . . .	2726
450.	Small-scale Industries . . .	2726-27
451.	Cheap Radio sets . . .	2727-28
452.	Subsidised Industrial Housing Scheme . . .	2728
453.	Government advertisements . . .	2728
454.	Absenteeism among Coal miners . . .	2728-29
455.	Urban population . . .	2729
456.	Displaced persons in Bihar	2729-31
457.	Industrial production . . .	2731
458.	Import of watches . . .	2731-32
459.	Import of Wool and Salt from Tibet . . .	2732
460.	Training in Management and Operational Methods . . .	2732-33
461.	C.P.W.D. . . .	2733
462.	Recreation rooms for workers in Delhi . . .	2733
463.	Displaced Persons' claims . . .	2734
464.	Small Scale Handloom Industries in Punjab . . .	2734-35
465.	Sewing Machines . . .	2735-36
466.	Middle Income Group Housing Scheme in H. Pradesh . . .	2736
467.	Khadi 'Hundis' . . .	2736-37
468.	Settlement Organisation . . .	2737
469.	Large Scale Industries in Punjab . . .	2737-38
470.	Popularisation of Tea . . .	2738
471.	Soda Ash factory in Rajasthan . . .	2738-39
472.	Import of Tobacco . . .	2739
473.	Coffee Development Plan . . .	2739-40
474.	Government quarters in Timarpur, Delhi . . .	2740-41

PAPERS LAID ON THE
TABLE . . .

2741-43

- (1) A copy of each of the following rules framed under the proviso to Article 309 of the Constitution.
- (i) The Rules regulating direct recruitment to the Central Engineering Service, Class I, published in Notification No. G.S.R. 43 dated the 9th January, 1960.
- (ii) The Rules regulating direct recruitment to the Central Engineering Service, Class II, published in Notification No. G.S.R. 44 dated the 9th January, 1960.
- (iii) The Rules regulating direct recruitment to the Central Electrical Engineering Service, Class II, published in Notification No. G.S.R. 45 dated the 9th January, 1960.
- (2) A copy of each of the following Notifications under subsection (6) of Section 3 of the Essential Commodities Act, 1955.
 - (a) S.O. No. 2114 dated the 26th September, 1959.
 - (b) S.O. No. 2115 dated the 26th September, 1959 making certain further amendments to the Textiles (Production by Powerloom) Control Order, 1956 . . .
- (3) A copy of the Annual Report of the Hindustan Insecticides Limited along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor General thereon under subsection (1) of Section 639 of the Companies Act, 1956.
- (4) A copy of Notification No. G.S.R. 152, dated the 13th February, 1960 under subsection (4) of Section 43B of the Sea Customs Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, making certain further amendment to the Customs and Central Excise Duties Export Drawback (General) Rules, 1959.

COLUMNS

COLUMNS

REPORT OF COMMITTEE ON
ABSENCE OF MEMBERS
FROM THE Sittings OF
THE HOUSE PRESENTED.

Eighteenth Report was presented.

BILLS PASSED

2743

2743-48

RAILWAY BUDGET, GENE-
RAL DISCUSSION 2749-2858

General discussion on the budget
(Railways), 1960-61 commen-
ced. The discussion was not
concluded.

AGENDA FOR FRIDAY, FEB-
RUARY 26, 1960/Phalgun 7,
1881 (SAKA) -

Further General Discussion on
the Budget (Railways), 1960-61
and consideration of the Private
Members' Resolutions.

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