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Friday, February 26, 1960
Phalgun 7, 1881 (Saka)

LOK SABHA DEBATES

**Tenth Session
(Second Lok Sabha)**



**LOK SABHA SECRETARIAT
New Delhi**

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LOK SABHA

Friday, February 26, 1960/Phalguna 7,
1881 (Saka).

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Loss of Cash at G.P.O., Delhi

*412. **Shri Ram Krishan Gupta:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 164 on the 20th November, 1959 and state:

(a) whether the Police investigations regarding loss of cash at General Post Office, Delhi have since been concluded; and

(b) if so, the result thereof?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No Sir.

(b) Does not arise.

Shri Ram Krishan Gupta: In reply to the previous question, it was stated that the cause of the loss had not been located. May I know whether it has been ascertained up till now or not?

Dr. P. Subbarayan: The matter is under police investigation. They are trying to find out how this cash disappeared.

Shri Ram Krishan Gupta: May I know what was the result of the departmental investigation? Has any action been taken against any official so far?

381 (Ai) LS—1.

Dr. P. Subbarayan: Action will be taken after the police investigation is over.

Shri B. K. Gaikwad: May I know what was the amount of loss of cash at G.P.O., Delhi, and who was in charge when it occurred?

Dr. P. Subbarayan: One of the cashiers was in charge. He had locked up the box and given the key, as usual, to the Head Cashier, and when he came back the next morning, he found that cash to the extent of Rs. 6,500 was missing.

Shri Tangamani: How long will it take for the investigation to be completed, because it started three months ago?

Dr. P. Subbarayan: It depends on the police. We can only ask them to hasten the investigation.

Sugar Cane Planter

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*413. { Shri Subodh Hansda:
 Shri R. C. Majhi:
 Shri S. C. Samanta:
 Shri Raghunath Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether any steps have been taken by Government for the commercial development of new bullock-drawn sugar cane planter;

(b) if so, the nature of steps taken; and

(c) whether the production of this planter has started?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) The design has been patented. National Research Development Corporation of India, which has been entrusted with the commercial development of the implement, has received a number of offers from the interested firms.

(c) The production of the planter, on a commercial scale, is expected to be undertaken shortly.

Shri Subodh Hansda: May I know whether there is any advantage in the use of this planter over that of the conventional system of planting?

Shri A. M. Thomas: It is a well-known fact that under the conventional system, the planting is to be done with the help of manual labour. In foreign countries, this work has been completely mechanised with the drop and cutter planters. We are also trying to adopt the same method. The Indian Institute of Sugarcane Research, Lucknow, has evolved two devices. The first is the tractor-drawn planter and the other is the bullock-drawn planter.

Shri Subodh Hansda: May I know whether the cost of production of this planter has been assessed? If so, what is the cost of each planter?

Shri A. M. Thomas: The tractor-drawn planter will cost about Rs. 472. The estimate of the cost of the bullock-drawn planter is about Rs. 416.

Shri B. K. Gaikwad: May I know how many acres of sugarcane a bullock-drawn planter can plant per day?

Shri A. M. Thomas: Experiments conducted in 1956 indicate that by attaching the tractor, it is possible to plant 8 acres in a day of 8 working hours. It can reasonably be expected that on a large field, the outturn will be 10 acres per day. The cost is estimated to be Rs. 12.92 per acre. As for the bullock-drawn planter, experiments made in 1956 indicate that it would be possible to plant 2½ acres in a day of 8 working hours. The cost of cutting and planting would work

out to Rs. 12.20 per acre. It is estimated that the cost of planting by manual labour varies between Rs. 17.20 and Rs. 18.40 per acre. So there is definitely economy in the adoption of this practice.

Shri S. C. Samanta: May I know how the cost of the indigenous planter will compare with that of the foreign variety?

Shri A. M. Thomas: It is a well-known fact that in other countries, it has been completely mechanised with drop and cutter planters, whereas we have done it with manual labour. Our idea is to mechanise the process, but not completely. In the case of the bullock-drawn planter, it will be necessary to have three men working apart from the pair of bullocks. In the case of the tractor-drawn planter also, it will be necessary to have three men besides the tractor driver.

Shri Anthony Pillai: May I know how many workers will each planter displace per day?

Shri A. M. Thomas: I have given the comparative figures of the cost of operation. It will be Rs. 18.40 per acre in the case of manual labour. In the case of operation by the other process, it is about Rs. 12 per acre. So there will be a gain of Rs. 5—6 per acre.

Shri Anthony Pillai: My question was: how many workers would be displaced?

Mr. Speaker: He is not able to give it. Otherwise, he would have given it. The hon. Member may divide 18 by 1½ and arrive at the figure.

यमुना जलविद्युत परियोजना
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श्री भक्त दश्मनः
श्री प्रकाश बीर शास्त्री
श्री राम हुल्लु गुप्तः
श्री स० मो० बनर्जी :

श्री भक्त दश्मनः
श्री प्रकाश बीर शास्त्री
श्री राम हुल्लु गुप्तः
श्री स० मो० बनर्जी :

क्या सिवाई और विष्णु मंत्री
३० नवम्बर, १९६६ के ताराकित प्रश्न

संख्या ४०४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश सरकार ने इस बीच यमुना विद्युत जल परियोजना (क्रम १ और २) की पुनरीक्षित रिपोर्ट जांच के लिये केन्द्रीय जल तथा विद्युत आयोग को भेज दी है ;

(ख) यदि हां, तो उम पर आयोग ने क्या राय दी है ; और

(ग) परियोजना को यथाशीघ्र पूरा करने के लिये क्या विशेष कार्यवाही की जा रही है ?

सिंचाई और विद्युत उपर्याप्ति (श्री हाथी) : (क) जी नहीं ।

(ख) तथा (ग) : प्रश्न नहीं उठता ।

(a) No, Sir.

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

श्री भक्त दर्शन : क्या उत्तर प्रदेश सरकार ने कोई कारण बतलाया है कि यहां इस नये मंशोधित तस्वीरों को भेजने में देरी हो रही है और वह कब तक इसे भेजने की उम्मीद करती है ?

श्री हाथी : कारण तो यह बतलाया है कि रिवाइज कर रहे हैं । हमने उत्तर प्रदेश सरकार को फिर लिखा है और उस का जबाब आया है कि जल्दी से जल्दी वह भेजेगी ।

श्री भक्त दर्शन : क्या माननीय मंत्री जी को यह आशा है कि दूसरी पंचवर्षीय योजना के अन्त तक इस में काम शुरू हो जायेगा, और क्या इस सम्बन्ध में कुछ हिदायतें दी जा रही हैं ।

Shri Hathi: I think the work should commence before the end of the Second Plan. There is no doubt about it.

Shri Ram Krishan Gupta: May I know whether any further investiga-

tion for protecting the territory of Delhi from floods has been made?

Shri Hathi: There was a question on this a few days back. I have laid a statement on the Table indicating what are the steps we are taking to protect the Delhi area from floods.

Shri C. K. Nair: May I know what has happened to the scheme of tube-wells in the district of Karnal to augment the supply of water of the Western Jumna Canal to Delhi?

Shri Hathi: Tube-wells are being dealt with by the Ministry of Food and Agriculture, and not the Irrigation Ministry.

Shri Tyagi: May I know whether the scheme known as the Conch Dam under which the whole Sikh Shrine of Panta Saheb was proposed to be submerged in water, has now been given up for good?

Shri Hathi: It has been abandoned.

Commission on Agriculture

*415. { Shri Vidya Charan Shukla:
Shri Bibhuti Mishra:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 1549 on the 16th December, 1959 and state:

(a) at what stage is the proposal to appoint a Commission on Agriculture to examine, among other things, policies of Central Commodity Committees and other Central Research Institutions dealing with agriculture; and

(b) by what time a decision is expected to be taken in the matter?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) The matter is still under consideration.

(b) It is not possible to indicate any time limit.

Shri Vidya Charan Shukla: The Agricultural Administration Committee has recommended the setting up of

such a Commission. May I know why over a year has been allowed to lapse before taking a decision on this important matter?

Shri A. M. Thomas: The matter is under consideration, in pursuance of the recommendation of the Committee. Their recommendation was to the effect that every five years special committees should be constituted, consisting of eminent agricultural administrators, scientists and progressive farmers to examine the programmes and policies of the Central Commodity Committees and other Central institutions dealing with agriculture and so on. This matter was considered by the departmental committee held on 28th October, 1959. That committee was presided over by the Minister of Agriculture and it was decided that the precise terms of reference should be drafted carefully, keeping in view the problems connected with agriculture and the recommendations made by the Crops and Soil and Animal Husbandry wings of the Board of Agriculture and Animal Husbandry in India. The proposal is to have a commission appointed. As the House knows, there was a commission as long ago as 1928 and, after that, there had been no comprehensive investigation into the problems of agriculture. So, the proposal now is to have a second Agricultural Commission; and, for that, the terms of reference are being drafted.

Shri Vidya Charan Shukla: May I know if the terms of reference include the question of fixing a fair minimum price to be given to the agriculturist and the maximum price which would have to be paid by the consumers throughout the country?

Shri A. M. Thomas: A committee has been constituted with the Vice-President of the I.C.A.R. as Chairman to draft the terms of reference. After the terms of reference are received, we would have to circulate them among the State Governments and ascertain their views before we finally decide on the appointment of the Commission.

Shri Vidya Charan Shukla: I wanted to know if these two things are being considered.

Shri A. M. Thomas: Of course, these things will also come in with regard to that matter. The hon. Member knows that an advisory committee is sought to be constituted for that purpose.

Shri D. C. Sharma: May I know if all aspects of agriculture will be considered by this Commission? May I also know what is the need for this Commission if the committees have been discussing these problems here?

Shri A. M. Thomas: Of course there have been committees to consider the different phases of agriculture on various lines. But, now, the Commission of which I spoke sometime before is intended to make a comprehensive examination of the entire field of agriculture in its broad sense; and its terms of reference and personnel should be broad-based.

Seth Govind Das: May I know whether the question of appointing a Commission is under consideration or whether it has been decided to appoint the Commission and only the terms of reference are under consideration?

Shri A. M. Thomas: No decision has been taken; it has to be considered by the Cabinet before a final decision is taken.

Shri Achar: May I know if the several commodity committees will also consider this matter?

Shri A. M. Thomas: Now the idea is to consult the various State Governments.

Shri Braj Raj Singh: May I know when this Advisory Committee referred to by the Minister just now for fixing a ceiling price for grains is expected to be constituted?

Shri A. M. Thomas: It will take some more time; the personnel and other things are being considered.

Shri Ramanathan Chettiar: In view of the delay in considering the Nalagarh Committee's recommendations is there any necessity for setting up another Commission on Agriculture?

Shri A. M. Thomas: There has not been any delay. One of the criticisms that have been levelled at is that their recommendations have not been considered and implemented and they have been put in cold storage. But that is not the case. Specific recommendations of that Committee are being considered.

ओमतो सहोवरा बाँड़ रायः किसी महिला को भी इस कमीशन का भेद्वर बनाया जायेगा?

Shri A. M. Thomas: That will also be considered.

Gangmen run over by Toofan Express

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*416.	Shri Assar:
	Shri Mohan Swarup:
	Shri P. K. Deo:
	Shri Raghunath Singh:
	Shri H. N. Mukerjee:
	Shri Prabhat Kar:

Shri Aurobindo Ghosal:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that six gangmen, working on the rail track between Mathupur and Jesidih on the Eastern Railway, were run over and killed on the 31st December, 1959 by the engine of the Up Toofan Express;

(b) whether any inquiry has been made; and

(c) whether any compensation has been paid to the families of the gangmen so killed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Yes.

(c) An advance of Rs. 100 out of the Workmen's Compensation that may be due has been paid to the widow of each of the six deceased

gangmen. The full amount of Workmen's Compensation is being shortly deposited with the Commissioner for Workmen's Compensation.

Shri Assar: May I know who are responsible and what action has been taken against them?

Shri S. V. Ramaswamy: Nobody is responsible; it is just an accident.

Shri Rajendra Singh: I want to know under what circumstances these 6 gangmen were run over by the train.

Shri S. V. Ramaswamy: Under very tragic circumstances. Some work was going on and there were 13 gangmen working in 4 batches. There was one goods train down and simultaneously the 7 Up Toofan Express was also coming in the opposite direction. Warnings were given; signals were given; whistles were given. But yet due to the rattling noise, possibly they could not hear. The first two batches cleared off the track but the other two could not hear the signals because of the rattling noise. According to the rules they should have cleared off the tracks but they did not; and they were run over. It is very unfortunate.

Shri Tangamani: In view of the very unfortunate incident which resulted in the death of six persons, may we know whether Government will consider the payment of extra compensation in addition to what is due to them under the Workmen's Compensation Act?

Mr. Speaker: These are all suggestions for action. I am not going to allow this.

Shri Tangamani: There is a provision, Sir.

Mr. Speaker: The hon. Members are embarrassing Government. Leave this to Government under the rules. If every hon. Member goes on suggesting something, it may be possible or it may not be possible. If there is a provision let him wait and see.

Shri Tangamani: I want the Ministry to invoke the aid of the provisions which are already there.

Mr. Speaker: Order, order. It is Government who have to do this. Suggestions will not be allowed.

Shri B. K. Gaikwad: May I know the amount which has been paid or is going to be paid to each worker who died in this accident?

Shri S. V. Ramaswamy: The compensation papers have already been prepared. Two gangmen will be paid Rs. 3,500 each; two will be paid Rs. 2,400 each and 2 others Rs. 2,100 each.

Shri Rajendra Singh: I want to know whether, if these gangmen who have been killed have some dependents who are eligible for being given some job, the Ministry will consider giving jobs to such dependents.

The Minister of Railways (Shri Jagjivan Ram): It does not require any suggestion from the hon. Member. That is the practice on Railways.

Shri Tridib Kumar Chaudhuri: Has any ex-gratia payment been made to the relations?

Shri S. V. Ramaswamy: An advance payment of Rs. 100 has been made.

Shri Achar: In view of this unfortunate accident where there are double lines, may I know whether Government would take any steps to avoid such accidents in future because the rattling noise did not warn the gangmen sufficiently?

Shri Jagjivan Ram: There are procedures by which precautions are taken. But it is rather unfortunate that this time they did not observe the rules. The procedure is that when a warning is given they should clear out of the track completely. Instead of doing that they cleared out of one line and walked over to the other line and the train was coming from the opposite direction, and they were crushed. All the same, letters have

been sent to the General Managers to consider what further precautions we could take.

Paddy Production in West Bengal

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*418. { **Shri Tridib Kumar Chaudhuri:**
Shri Chintamoni Panigrahi:
Shri Aurebindo Ghosal:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received the final estimate, after the new harvests, of total production of paddy in West Bengal for 1959-60 and the deficit with which that State would be confronted this year; and

(b) what is the total amount of assistance in terms of foodgrains that the Government of West Bengal has asked for from the Central Government to meet this deficit?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). According to the estimates of the West Bengal Government, the production of rice this year is going to be about 41.48 lakh tons. Now that a Rice Zone of Orissa and West Bengal has been formed, West Bengal will also receive supplies of rice from Orissa. The net deficit of West Bengal for the year has not yet been calculated, but supplies are continuing to be made to the West Bengal Government from Central stocks. Wheat is being distributed in Calcutta directly to the retailers, mills etc. from Central depots and rice for Calcutta as also wheat for the district are being supplied to the West Bengal Government for distribution. The monthly requirements of West Bengal are being assessed in consultation with the State Government.

Shri Tridib Kumar Chaudhuri: May I know whether the attention of Government has been drawn to Press reports that the Union Food Minister had to express dissatisfaction over the estimate of paddy production in West Bengal given out by the different

Ministers from time to time? May I also know the correct position in this regard and whether the estimate now made is final and dependable and whether it has been checked up by the Central Government's own agency?

Shri A. M. Thomas: It is true that towards the end of December last the West Bengal Government made an estimate of production at about 46 lakh tons—46.8 lakh tons to be precise—but that was only a visual estimate. We drew the attention of the West Bengal Government to the disparity that existed—from 46.8 lakh tons it has come down to 40.8 lakh tons net availability. They have said that the final estimate is based on crop cutting experiments and that should be treated as reasonably accurate and the production for the year should be taken as 41.48 lakh tons.

Shri Tridib Kumar Chaudhuri: In view of the fact that these estimates of the West Bengal Government had varied from time to time in the past and in view also of the fact that the Central Government has its own statistical agencies for verifying and checking these things, may I know whether any thing has been done in that regard?

Shri A. M. Thomas: This estimate, if at all it errs, errs only on the safer side. It is based on crop-cutting surveys that are said to be the most scientific method because cent. per cent. verification is not possible. Since these are based on crop cutting experiments, we trust that this would be more or less a correct estimate.

Shri Chintamoni Panigrahi: The last year's deficit in West Bengal was estimated to be 12 lakh tons. What is this year's figure?

Shri A. M. Thomas: Some tentative estimates have been made on the basis of the net production and consumption requirements. The consumption requirements are based on 16.5 ounces per adult, which is much beyond the all India average. I have already stated in the main answer that no

final calculation has been made but their estimate is that it will be round about 12 lakh tons this year also. But I may say that they have taken credit from Orissa only to the extent of about 1.5 lakh tons of rice but that could not be correct because by this time more than 80,000 tons of rice had moved from Orissa to West Bengal. The movement from Orissa to Bengal will be much more than the quantity that has been estimated by the West Bengal Government.

Shri Tridib Kumar Chaudhuri: What are the expectations of the Government with regard to the total movement of rice from Orissa into West Bengal that would be possible in the course of this year before the next harvest?

Shri A. M. Thomas: I have already referred to the movement of about 80,000 tons. That has been moved by the middle of February. Besides, there have been small movements by trucks and some other conveyances. We have not made a definite assessment of the quantity that would be moved from Orissa to West Bengal.

Shri Tridib Kumar Chaudhuri: Has the attention of the Government been drawn to the statement made by the West Bengal Government and also the representatives of rice trade in West Bengal to the Food Minister of Orissa who was in Calcutta that they had received till that time out of 40,000 tons said to be despatched only 14,000 tons? On what basis is the hon. Minister now making a statement that 80,000 tons have been despatched? Have they reached West Bengal?

Shri A. M. Thomas: This quantity of 80,000 tons has been moved by rail alone. The railways have got accounts for them.

Shri Vidya Charan Shukla: Is it true that, against expectations, after the formation of the Orissa-West Bengal zone, the price of rice in West Bengal went up and if so may I know whether the Government had investi-

gated the causes of such rise? What are those causes?

Shri A. M. Thomas: It is true that prices in West Bengal declined before the formation of the zone and subsequently during the month of January they hardened. They are again showing a decline. Because of the formation of the zone the price in West Bengal can never rise because there is a definite source from Orissa. If at all, we can say that prices would have been much higher had it not been for the formation of the zone. However it be, the prices are showing a decline.

Shri A. C. Guha: The hon. Minister has given so many conflicting figures regarding the consumption, regarding requirements per head, regarding production and regarding the quantity that has already been despatched. He says 80,000 tons had been despatched but the West Bengal merchants say only 14,000 tons have been received. Would it be possible for the Minister to make a clear statement as regards the food policy and also the distribution of food in Bengal? That has been its problem all along.

Shri A. M. Thomas: The Government of India is not influenced by statements by merchants; it is influenced by other reliable statistics, which they can rely on. I have already said that the movement of 80,000 tons has been made by rail alone and there is no question of disputing that figure at all. There is no conflict at all. Previously tentative estimate was made; after crop cutting surveys, final estimate has been made. There is no conflict.

Shri A. C. Guha: Who received 80,000 tons? Has it been delivered to the Government or to some other distributing agencies? Where is that gone?

Shri A. M. Thomas: On private account, it was moved.

Japanese Collaboration in Fishing Industry

*419.

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 Shri Shree Narayan Das:
 Shri Radha Raman:
 Shri Rameshwar Tantia:
 Shrimati Mafida Ahmed:
 Shri P. K. Deo:
 Shri J. B. S. Bist:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether any official delegation has proceeded to Japan for the purpose of exploring possibilities of Japanese collaboration in developing fishing industries in India;

(b) if so, the composition of the delegation;

(c) whether the delegation has finished the work and has come back; and

(d) the result of their visit?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (c). A delegation is scheduled to leave for Japan on the 1st March, 1960 for exploring the possibilities of collaboration with Japanese Industrialists in establishing Fishing Companies in India.

(b) The composition of delegation is as under:

1. Shri Krishan Chand, Joint Secretary—Leader.
2. Shri V. V. Kalyani, Director of Fisheries, Mysore—Member.
3. Shri K. Chidambaram, Assistant Fisheries Development Adviser—Member Secretary.

(d) Does not arise.

Shri Shree Narayan Das: May I know whether such collaboration is being sought both in the private and the public sectors or in either of them?

Shri A. M. Thomas: The collaboration is sought from the Japanese fishing companies. They are, I believe, in the private sector.

Shri Shree Narayan Das: May I know whether the possibilities of collaboration in any specific type of industries are going to be explored or is it the general fishing industry?

Shri A. M. Thomas: We have come to the conclusion that there is substantial scope for increasing the fisheries resources through effective methods undertaken with the collaboration of the Japanese fishing companies. They have taken a pattern in Pakistan, Ceylon and Burma. We also want to explore the possibilities of adoption of those methods in India which they have adopted in other countries. Such collaboration would also facilitate the import of refrigerators, insulated railway vans, trawlers and other essential equipment needed to start a large-scale mechanisation programme.

Shri V. Eacharan: May I know how far the expansion of mechanised fishing proposal in the Second Plan has progressed?

Shri A. M. Thomas: Certainly, it has progressed considerably.

Mr. Speaker: Next question.

Shri Achar rose—

Mr. Speaker: Is hon. Member, Shri Achar, interested in fishing?

Shri Achar: Yes, Sir.

Electricity for Irrigation

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*421. { **Shri Subbiah Ambalam:**
 { **Shri Ajit Singh Sarhadi:**

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Centre has requested the State Governments to reduce the rate of electricity charges for irrigation pumping so that a quick pace of electrification may be assured; and

(b) if so, with what results?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) Replies have been received from some States to say that the rates are already lower than the rates for industrial supply and do not consider further reduction possible.

Shri Subbiah Ambalam: May I know whether there was any reduction in the rate of electricity in the State of Madras for the purpose of irrigation?

Shri Hathi: The Madras Electricity Board charges 4·8 annas for consumption for domestic lights and 1·2 annas for agricultural consumption.

Shri Subbiah Ambalam: May I know whether there is any possibility of reduction in the minimum guarantee of Rs. 50 per horse power for the purpose of irrigation?

Shri Hathi: This is a matter for the State Government. We have to get the information from the State Government.

Shri Subbiah Ambalam: May I know whether the State Government have approached the Centre for the reduction of this minimum guarantee?

Shri Hathi: I do not think.

Shri Ajit Singh Sarhadi: Has any uniform rate been fixed for the guidance of the States?

Shri Hathi: It has not been possible to fix any uniform rate. What the Centre suggested was that the rate for agriculture should be lower than that for the domestic supply.

Shri Thanu Pillai: May I know what is the rate for industries and what is the rate for agriculture in the Madras State?

Shri Hathi: 4·2 annas for general consumption; 1·5 annas for small scale industries and 1·2 annas for agricultural development.

Shri Thanu Pillai: Is it not a fact that electricity is being supplied at 2 nP per unit to certain companies and, if so, may I know whether that rate is higher or lower than the rate charged for agricultural purposes?

Shri Hathi: I have got their rates for consumption of electricity for domestic light and power, and for small scale industries and power. Perhaps the hon. Member is referring to some large scale industries for which bulk power may have been supplied. I do not know the detail. It may be that for bulk supply, they might have entered into agreements, but I have not got the figures in that regard.

Shri Rami Reddy: May I know the names of the States where the rate for agriculture is lower than that for industries?

Shri Hathi: From the information that I have received—we have got the information from almost all the States—I can say that the rates for agriculture are lower than the rates for general domestic consumption.

Some Hon. Members rose—

Mr. Speaker: Order, order. It is so in almost all the States.

Shri Hathi: I may make clear. From the figures of the States from which we have received information—there might be some States from which we have not received the figures—I find that the rates for agriculture are lower.

Shri Rami Reddy: May I know the position in Andhra?

Shri Hathi: May I lay a statement about it, Sir? I have got the information. Rather than replying in regard to each State, I could lay a statement here.

Mr. Speaker: Very well.

सेठ गोविन्द दास : क्या हर राज्य में उस पूरे राज्य के जो रेट हैं, वे एक में हैं, या अलग अलग स्थानों के रेट अलग अलग हैं?

श्री हाथी : अलग अलग जगह पर अलग अलग रेट होते हैं। मद्रास ही एक स्टेट है, जिस में एक यूनिफॉर्म रेट बना दिया गया है, स्माल स्केल इंडस्ट्रीज के लिये,

एश्रीकल्चर के लिये और डामेस्टिक सप्लाईज के लिये। लेकिन अभी दूसरे राज्यों में एक किस्म का रेट नहीं हुआ है।

सेठ गोविन्द दास : क्या इस बात का प्रयत्न किया जायगा कि कम से कम हर एक राज्य में रेट एक से हो जाये और एक स्थान के रेट और दूसरे स्थान के रेट में फर्क न हो?

श्री हाथी : उस के लिए कुछ समय लगेगा, क्योंकि जब तक एक प्रेड न हो जाये, तब तक जहां कास्ट आफ प्रोडक्शन ज्यादा हो, वहां पावर अभी तक ज्यादा रेट पर देनी होती है, लेकिन इस बारे में हम कोशिश कर रहे हैं।

श्री ब्रजराज सिंह : क्या यह सच है कि उत्तर प्रदेश में साहू-जैन कैमिकलज को वहां के फ्रिंद डैम से बिजली दी जाये वेसे प्रति यूनिट के हिसाब से दी जा रही है और लेती के काम के लिये दी जाने वाली बिजली का भाव तेज है?

अध्यक्ष महोदय : उन्होंने पहले ही कहा है।

The Minister has already referred to the rates obtaining in Madras, for bulk supply.

Shri Hathi: The hon. Member is asking about Uttar Pradesh.

Mr. Speaker: I am not going to allow questions regarding each State. Generally, distinctions exist in the matter of supply of power to heavy industries as against light industries, agriculture, etc. I cannot allow question to be asked on all the 14 States individually.

Shri Braj Raj Singh: Sir, may I seek your protection? While the Electricity Act was being amended, at the Joint Committee, an assurance was given by the Minister that they would see that electricity is supplied at a cheaper rate for agricultural pur-

poses than for industries, all over India. In that connection this question has been asked.

Mr. Speaker: For agriculture?

Shri Braj Raj Singh: Yes, Sir. There was an assurance given by the Minister.

Mr. Speaker: Then, instead of putting the question in regard to Uttar Pradesh, the hon. Member might have asked as to how in spite of an assurance, such and such a thing has happened. In any case, it is very provincial.

Shri Braj Raj Singh: Sir, I only wanted to give the example of Rihand.

Mr. Speaker: A general question may be put, asking whether the rates for agriculture are lower than those for industries, and if not, why.

Shri Hathi: Naturally, various Members had suggested that the rates for agriculture should be cheaper and the Minister did say that he would try to see that the rates for agriculture were cheaper. In accordance with it, the Central Government wrote to the States saying that power should be supplied at cheaper rates for agricultural purposes, and we find that it is being supplied at cheaper rates for agricultural purposes than for ordinary domestic purposes or small scale industries.

So far as bulk supply for industries is concerned, that is generally by agreement, and it is a matter for the State Governments. We cannot compel them to see that for agricultural purpose also the rate must be lowered, because, they have to study the cost of transmission, the economy, etc.

Shri Braj Raj Singh: My only difficulty was this. In the name of bulk supply, all the electricity is being consumed. I might quote the example of Rihand. The power supplied to the industries there is sufficient to electrify all the villages in Eastern Uttar Pradesh.

Mr. Speaker: Next question.

Sugar Factories

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*422. { **Shri Pangarkar:**
Shri Jadhav:

Will the Minister of Food and Agriculture be pleased to state:

- (a) the number of sugar factories to be set up during the remaining period of the Second Five Year Plan;
- (b) the number out of them to be established on co-operative basis; and
- (c) the locations thereof?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) 13.

(b) 10.

(c) A Statement giving the required information is laid on the Table of the Lok Sabha.

STATEMENT

MADRAS

1. Rachakuppam, Vellore Taluk, District North Arcot.
2. Udumalpet, District Coimbatore.
3. Padalam, Madurantakam Taluk, District Chingleput.

UTTAR PRADESH

4. Baghpat, District Meerut.
5. Kichha/Haidwani, District Nainital.
6. Sarsawa, District Saharanpur.

ANDHRA PRADESH

7. Tehsil Kovvur, District West Godavari.
8. Teh. Chodavaram, District Visakhapatnam.
9. Teh. Srikakulam, District Srikakulam.
10. Payakoraopeta, District Visakhapatnam.

MYSORE

11. Sankeshwar, Hukperi Taluk, District Belgaum.

12. Rethare Budruk, Taluk Karad, District North Satara.

13. Malsiras, District Sholapur.

The factories at Serial Nos. 1 to 4, 6, and 8 to 12 will be established on co-operative basis.

Shri Pangarkar: May I know whether any estimate has been made in regard to the foreign exchange components required for setting up these factories?

Shri A. M. Thomas: As the hon. House knows, it has been stated on so many occasions that now we are trying to fabricate the machinery within the country itself. So, the foreign exchange components would be comparatively small.

Shri Pangarkar: May I know the present production of sugar in the co-operative sector?

Shri A. M. Thomas: I have not got the specific figures in that respect, but I have already mentioned that ten out of the 13 new factories would be in the co-operative sector. Our idea is to give preference to the co-operative sector in licensing additional units.

Seth Govind Das: Are any sugar factories in the second Five Year Plan period going to be established in Madhya Pradesh, particularly in Hoshangabad district?

Shri A. M. Thomas: During the second Five Year Plan period, no additional unit is sought to be established in Madhya Pradesh.

Seth Govind Das: Has any proposal to set up a factory in Madhya Pradesh been received? I want to know whether any proposal for setting up a factory in the third Plan, in Madhya Pradesh, has been received.

Shri A. M. Thomas: For the third Plan, two applications have been received from Madhya Pradesh.

Shrimati Sucheta Kripalani: Have the Government taken any steps to find out how many of the existing co-operatives are genuine co-operatives

and not private limited concerns camouflaged as co-operative societies?

Shri A. M. Thomas: It may not be quite correct an inference. In fact, most of the members of the co-operative factories are the sugarcane growers so that the inference that has been drawn by my hon. friend may not be quite correct.

Shri Rajendra Singh: There was a proposal to set up a co-operative sugar mill in Saharsa district in Bihar during the second Five Year Plan. What is the latest position in this regard?

Shri A. M. Thomas: During the remaining period of the second Plan, no factory is going to be set up in Bihar.

Shri B. K. Gaikwad: May I know whether the Government are aware that the agriculturists of Nasik district have applied to the Government for permission to start a sugar factory in Nasik district?

Shri A. M. Thomas: That is under consideration.

Shri N. R. Muniswamy: May I know whether it is not a fact that owing to the laxity of getting import licences for machinery and plants for the co-operative societies, the price of sugar has risen considerably during the last two years?

Shri A. M. Thomas: The price, of course, depends upon the quantity that is produced in this country, but it cannot be directly correlated to the import of machinery.

Shri Tangamani: May I know whether the three factories to be set up in Madras State—Pachakuppam, Udumalpet and Padalam—will be set up in the second Plan period or in the third Plan period?

Shri A. M. Thomas: I have said that they will be set up before the end of the second Five Year Plan: one at Pachakuppam in North Arcot district, the second at Udumalpet in Coimbatore district and the third at Padalam in Chingleput district.

Shri Tangamani: Whether they will be set up during the....

Mr. Speaker: He has said that they will be set up before the end of the second Plan.

Shri Kodiyen: I understand that the applications received from several States have not been considered. May I know what was the basis for selecting the places for locating these sugar factories?

Shri A. M. Thomas: The availability of sugarcane, mainly.

Recruitment of Indian Seamen

423. ⁺ **Shri Assar:**
Shri H. N. Mukerjee:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that in recent months some ships owned by foreign interests have ceased recruitment of crew in Indian ports and have transferred such recruitment to Pakistan and elsewhere;

(b) whether it is a fact that as a result thereof several thousand jobs have been denied to Indian seamen and a large loss has accrued to the country's foreign exchange earnings; and

(c) if so, the steps being taken in this regard?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the Table of the Lok Sabha.

STATEMENT

The position is that a large number of foreign ships have been laid off owing to a general depression in shipping trade. The laying up of ships has naturally resulted in decrease in the number of jobs for Indian seamen. It has also been noticed that some of the foreign shipping companies have changed over recruitment of crew to the country to which they belong and

some others have started recruiting Malayan, Chinese and Singapore crew and also crew from Pakistani ports. The decrease in the number of jobs for the Indian seamen has naturally resulted in the loss of foreign exchange earnings. Attempts are being made to persuade the foreign ship-owners to continue recruitment of seamen for their ships from Indian ports.

Shri Assar: May I know what will be the number of men thrown out of employment due to this policy?

Shri Raj Bahadur: The total number of jobs lost is about 7,800 since January, 1958.

Shri Assar: Have our Government made any attempt to find out the causes of non-recruitment of Indian seamen?

Shri Raj Bahadur: It has been estimated that as many as 172 ships are not recruiting now. Out of these, 68 ships have been laid off because of scrapping or slump in trade but 62 new ships have started recruiting. So, the total loss is on 42 ships on the balance.

Shri Tangamani: How many of our seamen are at present employed in foreign shipping companies? Is it a fact that some companies have stopped recruiting Pakistani seamen in Calcutta?

Shri Raj Bahadur: It is about 60,000. The jobs available are about 34,000. We seem to have lost about 7,800.

Mr. Speaker: He asked something about the Pakistani seamen.

Shri Raj Bahadur: They have either diverted for recruitment to their own countries or started recruiting Pakistani, Malayan, Chinese and Singapore sea-men. As many as 27 ships, which formerly recruited Indian seamen at Indian ports are now recruiting Pakistani seamen; 20 ships are recruiting Malayan, Singapore and Chinese crew and 15 Greek crew.

Shri Tyagi: What is the overall percentage of seamen who are foreign nationals on our ships?

Shri Raj Bahadur: We are talking of our seamen on foreign ships. I just said there are 60,000 men. Of course, out of these who do get employment, there are a number of Pakistani seamen also in Calcutta and Bombay.

Shri Tyagi: I want to know whether on our ships there are any foreign nationals and if so, what is their percentage?

Shri Raj Bahadur: So far as I am aware, in the category of ratings, etc., they are mostly Indians. I do not know whether any of our ships have foreign seamen.

Shri A. C. Guha: In Calcutta port, what percentage of foreign nationals are recruited and what percentage of Indian nationals are recruited?

Shri Raj Bahadur: If the hon. Member is referring to Pakistani seamen, there are about 6,000 to 7,000 more seamen from Pakistan—may be more; I am speaking from memory—and the rest are all Indians.

Shri A. C. Guha: I want to have the annual recruitment percentage of Indian nationals and Pakistani nationals from Calcutta port.

Shri Raj Bahadur: It may not be possible to give the percentage, because all the seamen take their chance of recruitment in a queue. They come by turns and there is a regular employment office which keeps a vigilance about the recruitment opportunities available to seamen.

Shri A. C. Guha: Is it that Government do not keep any record of the percentage of Indian and foreign nationals recruited in Indian ports?

Shri Raj Bahadur: The percentage would be the percentage between the total number of Pakistani seamen and Indian seamen. I have given roughly the estimated number of Pakistani seamen. The percentage can be calculated.

Shri Tridib Kumar Chaudhuri: Apart from the slump in trade, scrapping of ships, etc., what are the reasons which impelled the foreign companies to

divert recruitment from Indian ports to Pakistani or Malayan ports?

Shri Raj Bahadur: Foreign ships come for recruitment to Indian ports principally because they have so far found Indian seamen to be good, cheap and willing to do all types of work. Unfortunately, so far they have allowed themselves to be subjected to a treatment which was not congenial or in consonance with our sense of national self-respect. Our seamen have now acquired that sense of national self-respect. Sometimes, that may be mistaken for indiscipline. There have been certain cases of indiscipline also reported to us. We have told the union of seamen in categorical terms that they should keep up to the best standard of discipline and also best standards of service.

Free Passage to Students

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*424. { **Shri Kunhan:**
 { **Shri Raghunath Singh:**

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Hellenic Lines Limited, New York, a shipping firm, has offered free passage both ways to ten Indian students yearly; and

(b) if so, the action taken to avail of the offer?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The offer has been communicated to the Ministries of Education and Scientific Research and Cultural Affairs.

Shri Kunhan: May I know the details of the offer?

Shri Raj Bahadur: The details are, that when President Eisenhower visited India, in one of his addresses, namely, that before the Delhi University, he gave a suggestion that an interchange of students between the two countries will definitely bring about desirable results. As a result of that appeal, the Hellenic Lines Limited, New York,

have come forward with this offer of free passage to 10 students every year from an Indian port to USA and vice versa.

Shri Kodiyan: What is the value of this offer in terms of money, will it be first class or second class and what facilities are to be provided to the students?

Shri Raj Bahadur: It would depend on the rate of fares obtaining at a particular time.

सेठ गोविन्द वास : जहां तक विद्यायियों को द्यांटने का सबाल है, यह काम केन्द्रीय सरकार करेगी या भिन्न-भिन्न राज्यों से या विद्विद्यालयों से उनके सम्बन्ध में कोई सिफारिशें आयेंगी? इस सम्बन्ध में उन विद्यायियों की क्या योग्यताएँ हैं, इस बात का ध्यान रखा जायेगा या किहीं और बातों का विचार किया जायेगा?

श्री राज बहादुर : जो प्रस्ताव इस विशेष शिपिंग कम्पनी ने रखा है उसके अनुसार एक अनिवार्य शर्त यह रखी है कि उनका चुनाव या जो सिलेक्शन होगा वह सैट्रल मिनिस्ट्री आफ एजुकेशन या मिनिस्ट्री आफ साइटिफिक रिसर्च एण्ड कल्चरल एक्युरेस के द्वारा होगा।

सेठ गोविन्द वास : इस सम्बन्ध में मैं यह जानना चाहता या कि उसके सम्बन्ध में क्या विश्विद्यालयों और राज्य सरकारों से भी सिफारिशें मंगाई जायेंगी या स्वयं केन्द्रीय सरकार इसको करेगी?

श्री राज बहादुर : इसके बारे में हमने मिनिस्ट्री आफ एजुकेशन को सूचित कर दिया है। आफर आए हुए बहुत दिन नहीं हुए हैं। दिसम्बर में प्रेसीडेंट साहब यहां आए थे। जनवरी के महीने में आफर आई है। अभी बात-चीत चल रही है।

Shri Thirumala Rao: Is there any indication in the offer whether the students will be taken for sight-seeing for a short period or they will go for prosecuting higher studies?

Shri Raj Bahadur: People who go for sight-seeing are called tourists, not students.

श्रीमती सहोवरा बाई राय : यह जो विद्यायियों को बाहर भेजा जायेगा, इनमें लड़कियां भी होंगी?

श्री राज बहादुर : जी हां, मैं समझता हूं एजुकेशन मिनिस्ट्री इस का भी ध्यान रखेगी।

प्रध्यक्ष महोदय : प्राप्ति लड़कियां तो होंगी।

Strike by I.A.C., Calcutta

Shri N. R. Muniswamy:
Shri S. A. Mehdi:
Shrimati Mafida Ahmed:
Dr. Ram Subhag Singh:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the surface transport staff of Indian Airlines Corporation went on a strike in Calcutta recently;

(b) if so, the reasons for the same; and

(c) its effect on the services?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b) The reason given for the strike by the workers was that inconvenience was being caused to motor transport drivers in the process of shifting the Indian Airlines Corporation garage from the premises at Lee Road near Woodburn Park to 13 Ballygunge Circular Road.

(c) As a result of the strike, 14 passenger services and 3 charter flights were delayed.

Shri N. R. Muniswamy: May I know the reason for this discontentment and whether steps have been taken to see that they are well paid?

Shri Mohiuddin: Sir, the reason for this strike was the claim by the drivers that inconvenience was being caused to them in the process of shift-

ing the garage from one place to the other. I think that was a very flimsy ground on which to go on strike.

Shri Rajendra Singh: May I know if any disciplinary action has been taken or is being taken against the striking workers?

Shri Mohiuddin: No, Sir; the strike was settled very quickly. It was only for 3 days and the Central Union apologised for the strike. They said that the local union people should not have done it and it was amicably settled.

Najafgarh Sewage Trench

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Shri Shree Narayan Das:
Shri Radha Raman:
*429. Shri Ramji Verma:
Shri Amjad Ali:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that work on Najafgarh Sewage Trench has not been completed and further progress is at a standstill causing accidents to villagers who pass through it day in and day out;

(b) if so, what action Government are taking to complete this work; and

(c) whether any accidents, fatal or otherwise, have actually occurred as a result of this trench and if so, what was their number and nature?

The Minister of Health (Shri Karmarkar): (a) and (b). The work on Najafgarh Sewage Trench is expected to be completed by the end of June, 1960. The progress of the work is now satisfactory. Adequate precautions are being taken by C.P.W.D. to avert accidents.

(c) No fatal accident has been reported. It is however learnt that a doctor accidentally slipped into one of the trenches dug for this sewage.

I should like to add that he slipped in one of the trenches because he went against the signboard "Danger".

Shri Shree Narayan Das: What were the reasons for the non-completion of the work in hand?

Shri Karmarkar: Firstly, after the layout of the sewer line was given to the contractors, the Drainage Engineer of the Municipal Corporation of Delhi intimated that he would like to shift the sewer on the other side of the Najafgarh Road. Then the work was suspended. On the 2nd August, 1957 he agreed with the earlier suggestion that the work be re-commenced and he proposed that the invert level of the sewer should be depressed by 4.26 ft. As the lowering of the datum involved work under difficult conditions of flowing sand, it was anticipated that it would involve extra cost and time and the matter was referred by the CPWD to the erstwhile Joint Water and Sewage Board for their consideration. The Board finally decided in October 1957 that the datum should be depressed by 4.26 ft. The contractors represented against this on 14th January 1958 and asked for the enhancement of the rates. The CPWD recommended the enhancement to the Government of India, who went to the Law Ministry for their opinion. Law Ministry was of the opinion that no additional payment was due, but ultimately they agreed to additional payment and rates were sanctioned to the contractors in June 1959. Then comes the seventh stage, when the contractors who were awarded the work on Sectors II and III were removed from the approved list of contractors immediately after the contract was awarded to them. Then comes the eighth stage.

Mr. Speaker: How many more are there?

Shri Karmarkar: I want to be frank and give all the details, because I anticipate the supplementaries.

Mr. Speaker: How many more are there?

Shri Karmarkar: Eighth and last one. Eighthly, the work on Sector II was awarded to another contractor on

30th October 1959, and the work of Sector III was also awarded to another firm on 1st December 1959. There are other reasons also but, then, I should like to be brief. Finally, as I said, it is hoped that the work will be completed by about June 1960.

Shri Shree Narayan Das: May I know whether the doctor who fell in the trench has been awarded any compensation?

Shri Karmarkar: He could not have, because he went against the signboard, which was an indiscretion.

Shri C. K. Nair: May I know whether any final date has been fixed for the completion of this sewage work?

Shri Karmarkar: My hon. friend knows Delhi much better than I do. All the same, I may tell him that the work is expected to be completed by the end of June 1960—expectations.

Shri C. K. Nair: January 1960?

Shri Karmarkar: June 1960; January 1960 is already over.

Krishna Barrage in Andhra Pradesh

*430. **Shri Rami Reddy:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the completion of the Krishna Barrage in Andhra Pradesh has been held up for want of steel for the shutters;

(b) the steps taken for meeting the shortage of steel; and

(c) the area affected by the non-completion of the Project and since how long?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Although there had been delay in getting the necessary steel for the gates, it has since been possible to get nearly all the required quantity of steel now. The project will not now be held up on that account.

(b) Does not arise.

381 (Ai) LS—2.

(c) The information is being collected.

Shri Rami Reddy: May I know whether it is not a fact that the progress of this project has been far ahead of schedule and the completion of it has been held up only for want of steel for the shutters?

Shri Hathi: That is what I stated. Originally, there was delay in getting the required steel.

Drainage Scheme for Agartala

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*431. / **Shri Dasaratha Deb:**
 \ **Shri Bangshi Thakur:**

Will the Minister of Health be pleased to state:

(a) whether any drainage scheme has been finally approved for Agartala Town; and

(b) if so, when it is expected to be executed?

The Minister of Health (Shri Karmarkar): (a) and (b) Approval for the first phase of Agartala Drainage Scheme estimated to cost Rs. 22.87 lakhs will be issued shortly.

Shri Dasaratha Deb: May I know when the work is likely to be started in Agartala? What was the reason for delaying the finalisation of the scheme for the last four years?

Shri Karmarkar: The first delay was, I suppose, because they wanted to decide whether it should be a storm water drainage or underground drainage. Frankly, I have not with me the reason for the delay, if there is any delay. The scheme was approved on the 24th December 1959. I shall find out whether there has been any delay and, if so, why and how much.

Mr. Speaker: The other question was when will it be completed?

Shri Karmarkar: I should like to have notice about that. Because, so far as I can see, it is being considered and sanctioned, looking to the stage of the scheme.

Shri Braj Raj Singh: They are not probably switching over to the Australian pattern.

Shri Karmarkar: Let me first reply, then you can have your say. Judging from the amount budgeted for, I think a substantial part of the scheme will be completed this year and next year. That is what I gather from the budget estimates.

Shri Bangshi Thakur: May I know whether it is a fact that the Agartala Municipality has refused to take about Rs. 12 lakhs given by the Government as grant for constructing, repairing and clearing the drains at Agartala?

Shri Karmarkar: The Agartala water supply scheme estimated . . .

Shri Bangshi Thakur: Not water supply scheme; I am referring to the drainage, for which Rs. 12 lakhs were sanctioned by the Government, though it has been refused by the Agartala Municipality.

Shri Karmarkar: The final estimate for the second phase of the Agartala drainage scheme is Rs. 11.87 lakhs. The first phase of the scheme, estimated to cost Rs. 22.87 lakhs as I said in my main reply, will be taken up in consultation with the Ministry concerned. I could not follow the other question.

Shri Bangshi Thakur: The Government has already agreed to give Rs. 12 lakhs to the Agartala Municipality, but they have refused that grant.

Mr. Speaker: Has he been able to follow the question?

Shri Karmarkar: I have tried to follow. What I have followed is that the Municipality have refused something and he asks me why.

Shri Bangshi Thakur: Why was it refused?

Shri Karmarkar: I have no answer at the moment.

Shri Dasaratha Deb: May I know whether this drainage would be underground or over the surface?

Shri Karmarkar: The present scheme is for storm water drainage.

Chittaranjan Locomotive Works

***433. Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) what was the foreign exchange element in the manufacture of a locomotive in Chittaranjan Locomotive Works, in 1956 and 1959 respectively;

(b) the number of man-hours required during the same period for one locomotive; and

(c) what is the price of a locomotive now?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The average foreign exchange element per loco was as under:

1956—Rs. 1,39,000

1959—Rs. 70,000

(b) The average man-hours required per loco were as under:

1956-57—26,800

1959-60—29,200

(upto Oct. 59)

(c) The present average cost per locomotive is as under:

Excluding Dividend—Rs. 4,09,000

Including Dividend—Rs. 4,57,000

Shri T. B. Vittal Rao: The hon. Minister has stated that whereas the man-hour per locomotive in 1956-57 was 26,800 it is 29,200 in 1959-60. What is the reason for the increase in man-hours?

Shri S. V. Ramaswamy: Formerly, we used to import boilers and other materials. Now we are manufacturing them ourselves. Also, we have changed the method from integral casting to fabricating construction, and this involves more labour. That is why the man-hour has gone up.

Shri T. B. Vittal Rao: We are told that we are going to enter the export market. How does our price of locomotives compare with that of tradi-

tional exporters like Japan and West Germany?

Shri S. V. Ramaswamy: Our prices are very favourable.

Shrimati Sucheta Kripalani: What percentage of the cost of production is accounted for by overhead charges?

Shri S. V. Ramaswamy: I would require notice for that.

Shrimati Sucheta Kripalani: How does our price compare with that of TELCO locomotives?

Shri S. V. Ramaswamy: TELCO are manufacturing metre-gauge and we are manufacturing broad-gauge. So the prices cannot be compared.

Shri T. B. Vittal Rao: To which countries are we thinking of exporting locomotives?

Shri S. V. Ramaswamy: To any country which would like to import our engines?

Mr. Speaker: Of course, the hon. Minister cannot thrust the engine on an unwilling country. The hon. Member only wants to know what our chances are. For example, there is no chance of exporting locomotives to Great Britain.

The Minister of Railways (Shri Jagjivan Ram): We are thinking of some of the countries in the East and the Middle East.

Shri Anthony Pillai: What is the price of locomotives today? How does it compare with the price three years ago? Is it cheaper because of labour efficiency?

Mr. Speaker: How do the present prices compare with the prices three years ago?

Shri S. V. Ramaswamy: Prices have come down.

Inter-State River Waters Dispute between Madras and Kerala

*434. **Shri N. R. Muniswamy:** Will the Minister of Irrigation and Power

be pleased to refer to the reply given to Starred Question No. 928 on the 29th August, 1959 and state:

(a) whether the inter-State river dispute on the exploitation of Parambikulam water, between Kerala and Madras has since been settled;

(b) if so, the nature of the agreement;

(c) whether the construction of a reservoir on the Madras side to store the Sholayar waters had been completed; and

(d) if not, the reasons therefor?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) certain differences with regard to the distribution of Sholayar waters between the two States are yet to be settled.

Shri N. R. Muniswamy: How long will it take for the settlement of this dispute?

Shri Hathi: A meeting was held only on the 8th February, 1960. Many of the points have been settled at the technical level but they have not yet been confirmed by the State Governments. I think it should not take much time.

Shri N. R. Muniswamy: Can we have an idea of the dispute because it is still in the stage of negotiation? What are the real points of difference between these two States?

Shri Hathi: In the project report that the Madras Government had prepared there were certain points with regard to the storage of water, the use of water, the total amount of water, the period when it should be stored, the periods when it should be released etc. All these are points which had to be discussed.

SHORT NOTICE QUESTION

Telephone Trunk Call Rates

S.N.Q. 3. **Shri Tyagi:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that only a week before the opening of the Budget Session of the Parliament his ministry had effected drastic changes in the schedule of telephone trunk call rates;

(b) if so, what changes have been effected, and what is the estimate of additional revenue out of these changes; and

(c) whether it is also a fact that the half rates charged hitherto during the night hours have been changed into full rates on Sundays and from 50 per cent. raised to 70 per cent. on other days?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Telephone Trunk Call Rates have not been changed; the quantum of concession available on Trunk Call Rates has been modified from 1st February, 1960. The change did not involve any prior approval of Parliament. Under Section 7 of the Indian Telegraph Act, the Government has been empowered to make rules by notification in the Gazette fixing rates for telegraph and telephone facilities. According to clause 5 of Section 7 as introduced by the Indian Telegraph Amendment Act 47 of 1957, "all rules made under the section shall be laid for not less than thirty days before each House of Parliament as soon as possible after they are made and shall be subject to such modifications as Parliament may make during the session in which they are so laid or the session immediately following". The rules amending the concession rate periods were published in the Gazette of 23-1-1960 and were placed before the Lok Sabha on 10-2-60. The provisions of the Act have thus been strictly complied with.

(b) (i) A statement giving the Concessional Tariffs and periods before and after 1st February, 1960 is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 89].

(ii) No appreciable change in revenue is expected.

(c) Yes. Details of changes are in the statement laid vide part (b) (i) above.

Shri Tyagi: From the statement I find that six hours after 12 o'clock in the night were hitherto charged at one-third of the normal rates. Now these six hours have been reduced to two hours and the rate for these two hours would be not 33-1/3 per cent. but 40 per cent. Also, five hours of half rate have been increased to six hours but the rate has been increased from 50 per cent. to 70 per cent.

Mr. Speaker: What is his question? The hon. Minister says that this has been effected. Now what is it that he wants to ask? Does he want to know that if the rates have not given any more return why there has been any change?

Shri Tyagi: My question will follow. Thirteen hours during which 100 per cent. charge was made have been increased to 16 hours. Now for 16 hours 100 per cent. charge will be made. After that, I do not understand as to how the hon. Minister claims that in spite of the increase of rates and in spite of the period of higher rates, which has now been increased, there would not be revenue increase.

Dr. P. Subbarayan: These alterations have been made in order to quicken the calls that come through. Because of the heavy booking during these concessional periods, not even one-third of the booking that has been made goes through. Now we find, after examination and after the thing has been at work, that the rate of calls that materialise has increased considerably and the rate that does not materialise has also decreased. Therefore it is for the convenience of

the public that this has been done. Besides the staff in the peak period, that is, during the morning hours, has not been able to carry out these measures as the staff was not enough and it will mean an increase in the pay roll. That is the reason why this has been done, that is, in order to lighten the burden on the staff and for the convenience of the public so that they get their calls through more quickly.

Shri Tyagi: Again there is some difficulty in following the hon. Minister's statement. Six hours, during which the concessional rate was one-third, have now been squeezed to two hours. From the ordinary common-sense my conclusion is that all those calls which used to spread over six hours will now be concentrated to two hours and these are the crucial hours as the hon. Minister says.

Dr. P. Subbarayan: The hon. Member is mistaken in his presumption. This is being done in order to allow the ordinary social calls to be made during this period whereas these concessional rates were being used by businessmen thus crowding out the social callers.

Shri Tyagi: How are the businessmen prevented from putting in their calls within these concessional two hours?

Dr. P. Subbarayan: Because of the simple reason that when they find that their calls go through more quickly (*Some Hon. Members: How?*) they take advantage of the 70 per cent. period which has been raised to three hours both in the morning and in the evenings.

Shri Tyagi: Has the hon. Minister assessed the percentage of calls and the change effected during this period of 15 to 20 days?

Dr. P. Subbarayan: This is too short a time to assess that, but, from what I have heard, the thing is working more satisfactorily and people are getting their calls through more quickly than they did before.

Seth Govind Das: According to the statement, which has been placed before us, certain rates are changed even within one hour, that is, for one hour there is one rate and for another hour there is another rate. Is it not going to be a very complicated matter as far as both the staff and the public are concerned?

Dr. P. Subbarayan: No, Sir. The staff find it more easy to work than they did before.

Shri Tangamani rose—

Mr. Speaker: I will proceed to another matter. We are going to have some discussion on the Posts and Telegraphs. At that time hon. Members may take up this more leisurely.

Shri Tangamani: I want to know whether any protest has been received.

Mr. Speaker: Not yet. This itself is a protest.

Shri Tangamani: May I know whether this change was effected as a result of representation from any interest? If so, what was the nature of the representation?

Dr. P. Subbarayan: No, Sir. This change was effected because there were constant complaints about calls not going through as quickly as they wanted. We are trying this so that people may be more satisfied with their calls materialising in time.

Seth Govind Das: May I know one more thing? The hon. Minister.....

Mr. Speaker: Papers to be laid on the Table.

WRITTEN ANSWERS TO QUESTIONS

Fruit Production

***411. Shrimati Ilia Palchoudhuri:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of India's attention has been drawn to the American technique as exhibited

at the Amriti Mela at the World Agriculture Fair—in dealing with oriental fruit flies;

(b) whether it is proposed to adopt it to help growers of apples, bananas, papayas and other fruits in this country; and

(c) if so, the steps taken or proposed to be taken in this regard?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) and (c). Before the technique for the control of fruit flies is actually adopted in the field, a good deal of laboratory work on the sterilization dose, effect of sterilization on the mating habit and longevity of flies is necessary. The Indian Agricultural Research Institute is already conducting research in this regard. The Government of India will no doubt consider trying this method for the eradication of fruit flies. Its large scale adoption would, however, depend upon the cost involved.

Rickshaw Pullers' Co-operatives

*417. **Shri Ramji Verma:** Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether it is a fact that a scheme to promote rickshaw pullers' co-operative societies in big cities has been drawn up; and

(b) if so, the main features of the scheme?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) A draft scheme for the organisation of rickshaw pullers' co-operative societies has been drawn up and circulated to all the State Governments etc. and they have been requested to make such changes in it as may be required in the light of local conditions, prepare a pilot scheme for the organisation of one or two societies in each State and forward such schemes to this Ministry for approval.

(b) Under the draft scheme, each society will have as its members cycle-rickshaw drivers, auto-rickshaw drivers, and a few sympathisers. Hand pulled rickshaws are excluded from the scope of the draft scheme for the present. The number of cycle-rickshaw drivers and sympathiser members will be reduced gradually so that ultimately there will be only auto-rickshaw drivers as members. The cycle-rickshaws or the auto-rickshaws, as the case may be, will be owned by the society and given to members on such rent as may be fixed by the general body. The attempt will be to realise from the driver members the cost of cycle-rickshaws in one to one and a half years and of auto-rickshaws in 2½ to 3 years. The central co-operative financing agencies will be persuaded to provide by way of loans, the funds that may be needed by the societies initially. To the extent that State Governments have to give such financial assistance, the Central Government will provide them with interest bearing loans. No subsidy will be given to the societies.

A copy of the letter No. 13-33/59-Coop.I/U.C. dated the 13th October, 1959, addressed to all the State Governments together with a copy of the scheme is placed on the Table of the House. [See Appendix I, annexure No. 90]

Import of French Fertilizers

*420. **Shri Rameshwar Tantia:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government have decided to import French Fertilizers through the United States Government; and

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

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Yes, Sir. An allocation of about 1,005 million Francs (equivalent to \$2.05 million) has been made available to India under the Third Country Currency Programme of the U.S. Govern-

ment. A tender for the supply of the following quantities of fertilisers was issued in January, 1960:—

1. Nitro-phosphate ..	500 tons.
2. *Calcium Ammonium Nitrate and/or ..	48,642 tons.
3. *Urea ..	23,034 tons.

The quantities of fertilisers indicated are the maximum quantities of each of the fertilisers which can be purchased with the allocation. The exact quantities of fertilisers to be purchased of each type are to be determined on the basis of their respective prices.

The requisite tenders have been received and are being examined. Necessary awards are expected to be made shortly.

Nepal Airlines Service

*425. **Shri Aurobindo Ghosal:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Nepal Airlines Service has started operating in India;

(b) if so, when; and

(c) what are their scheduled routes in India?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (c). The Royal Nepal Airlines Corporation commenced operating on the Kathmandu-Nepalganj-Delhi and the Kathmandu/Patna routes from 16th January, 1960 and on the Kathmandu-Biratnagar-Calcutta routes from 19th January, 1960.

लांडसारी

*४२६. श्री विभिन्न विषय : क्या लांडसारी मंत्री की यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गवर्नर से लांडसारी मात्र प्रतिशत से अधिक नहीं बन रही है;

(ख) यदि हां, तो क्या केन्द्रीय सरकार ने लांडसारी की मात्रा (recovery) बढ़ाने के लिए कुछ विशेषज्ञों को अनुसन्धान करने के लिए कहा है; और

(ग) यदि हां, तो इन अनुसन्धानों का क्या परिणाम निकला ?

कृषि उपमंत्री (श्री मोहिंदूर कृष्णपाल):

(क) लांडसारी बनाने के पुराने तरीके में लांडसारी चीनी की मात्रा (recovery) लगभग ४ से ५ प्रतिशत होती है, जून कढ़ाओं के तरीके (open pan process) में लगभग ६ प्रतिशत और मन्फीटेशन तरीके (sulphitation process) के द्वारा लगभग ६-७ से ७ प्रतिशत होती है।

(ख) और (ग). जी हां। अनुसन्धानों के फलस्वरूप, एक सुधार द्वारा तरीका विकसित किया गया है और लगभग ७-८ प्रतिशत मात्रा प्राप्त करने का प्रदेशन करना सम्भव हो गया है। सुधार के कार्य और बेस्ट (waste) को कम करने के लिए और अनुसन्धान किये जा रहे हैं।

Bomb Explosion on Amritsar and Pathankot Railway Line

*428. **Shri Daljit Singh:** Will the Minister of Railways be pleased to state the progress made since December, 1959 in determining the elements connected with the bomb explosion on the Railway line between Amritsar and Pathankot on the 29th November, 1959?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The case is still under investigation by police.

Forests in Andamans

*432. { **Dr. Ram Subhag Singh:**

Sardar A. S. Saigal:

Will the Minister of Food and Agri-

culture be pleased to state:

(a) whether it is a fact that physical verification of the forests of Andamans has not been done for the last three years;

(b) if so, the reasons therefor; and

(c) when Government propose to have the next physical verification of the Andamans forests?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (c). Physical verification of the forests in the Andamans has not been attempted. If the hon. Member is referring to verification of timber and stores, such verification has been carried out annually during the last 3 years to the extent possible.

Supply of Wheat to West Bengal

*435. { Shri S. M. Banerjee:
Shri Aurobindo Ghosal:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Central Government had sent huge quantity of wheat to West Bengal Government in November, 1959 at Rs. 15 per maund for distribution among the flood-stricken areas;

(b) whether this wheat was sold in the open market;

(c) whether this wheat was found to be unfit for human consumption;

(d) whether any enquiry was held; and

(e) if so, the finding of this enquiry?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (e). Government of India are supplying wheat to the West Bengal Government at Rs. 14 per maund for distribution in the districts through modified rationing and other forms of distribution.

No separate allotment for flood-stricken areas was made in November,

1959 and it is understood from the West Bengal Government that no wheat supplied by the Centre was either unfit for human consumption or sold in the open market.

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

चीनी उपादन

*436. श्री लुशबद्ध राय : क्या लाल तथा हृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५६-६० में गत्रा पेरने के भौसम में १० फरवरी तक देश में कितनी चीनी तैयार की गई; और

(ख) १ नवम्बर, १९५८ में १० फरवरी १९५६ तक कितनी चीनी तैयार हुई?

लाल तथा हृषि उपायंत्री (श्री ग्रा० म० यामस) : (क) १३-५३ लाल टन पहली नवम्बर, १९५६ से १५ फरवरी, १९५० तद।

(ख) १०-१४ लाल टन—पहली नवम्बर, १९५८ में १५ फरवरी, १९५६ तक।

Silting of Bhakra Reservoir

*437. Shri P. C. Borooh: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that a Joint Board will be formed comprising of Himachal Pradesh and Punjab Governments to check the silting of the Bhakra reservoir; and

(b) if so, the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes. At a meeting held between the representatives of the Punjab Government and the Himachal Pradesh Administration on the 12th February, 1960, it was suggested that an inter-State Soil Conservation Co-ordination Board be set up.

(b) The membership of the Board has been proposed as follows:—

Punjab:

- (1) Planning Commissioner—Chairman.
- (2) Secretary, Agriculture.
- (3) Chief Conservator of Forests.
- (4) Director of Agriculture.

Himachal Pradesh:

- (1) Development Commissioner—Vice-Chairman.
- (2) Chief Conservator of Forests.
- (3) Director of Agriculture.

Bhakra Dam:

The General Manager, Bhakra Dam and after the discontinuance of the post of the General Manager, a representative of the Bhakra Dam organisation.

The Board would plan and review soil conservation activities and programmes of Punjab and Himachal Pradesh in the catchments of rivers Sutlej and Beas. The catchment area of river Ravi is proposed to be kept out of its purview for the time being. The Board would have a full time Secretary.

The Bhakra Control Board considered these suggestions at its last meeting and decided to leave further action on these proposals to be taken by the Government of Punjab and the Himachal Pradesh Administration.

Revised Trunk Call Rates

***438. Shri Damani:** Will the Minister of Transport and Communications be pleased to state the revenues that Government are expecting from revision in the rates of trunk calls?

The Minister of Transport and Communications (Dr. P. Subbarayan): Trunk Call Rates have not been revised, only the periods and extent of concession have been changed.

No significant change in the revenue is expected.

Short Wagon Supply for Food Movement

***439. Shri Chintamoni Panigrahi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that food movement from Orissa to West Bengal has been held up due to inadequate allotment of wagons by the S.E. Railway authorities;

(b) whether the two State Governments of Orissa and West Bengal have brought this matter to the notice of the Railway authorities;

(c) whether the representative of the S.E. Railway authorities was invited to a joint conference of the officials of the two State Governments recently held in Calcutta; and

(d) if so, what is the actual position in this regard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No. In fact the total movement of rice and paddy ex-Orissa to West Bengal from 28th December, 1959 to 18th February, 1960 was 4,724 wagons which is approximately 94,480 tons.

(b) The Railway authorities have been requested by the State Governments to step up the movement further.

(c) The representative of the South Eastern Railway was not asked to attend the recent joint conference of the officials of the State Governments of West Bengal and Orissa at Calcutta but close liaison is being maintained by the Railways with the Principal Liaison Officer of the West Bengal Government. The Railway representative also attends the weekly Transport Advisory Committee's meetings held by the Chief Minister of West Bengal every Tuesday where the question is discussed.

(d) The traffic is being cleared expeditiously.

दिल्ली में चिड़िया घर

*४४०. \int श्री भवत दर्शन :
श्री दी० चं० शर्मा :

क्या खाद्य तथा कृषि मंत्री २० नवम्बर १९५६ के तारांकित प्रश्न संख्या १६७ के उत्तर के सम्बन्ध में यह बनाने की कृपा करेंगे कि दिल्ली में चिड़िया घर के निर्माण में इस बीच क्या प्रगति हुई है?

कृषि मंत्री (डा० प० शा० देशमुख) :

लोक सभा में २० नवम्बर १९५६ को तारांकित प्रश्न नं० १६७ के उत्तर देने के बाद दिल्ली के चिड़िया घर के बनाने में निम्न तरक्की हुई है:—

(१) नीचे निम्न कार्य पूरे हो चुके हैं:—

(क) भारतीय तैरने वाले पक्षियों के लिए एक तालाब।

(ख) आम्टूलिया और भारतीय पशुओं के रहने के स्थानों में पानी की नालियाँ।

(ग) विकसित अंत्र में मोरियां और रास्ते।

(घ) तीसरी सड़क का बनाना।

(२) निम्न तथे कार्य भारम्भ किये गये हैं:—

(क) दो तेंदुआ (Leopard) के रहने के स्थान।

(ख) हाथी का स्थान (पांच प्लेटफार्म पूरे हो चुके हैं)।

(ग) गिरफ्तार और कुड़स के लिये रहने के स्थान।

(घ) जेबरे, नूस और शुतर-मर्गों के लिये रहने के स्थान।

(ङ) प्रशासन ब्लाक का दूलरा भाग।

(च) माइकलों को रखने का स्थान।

(झ) मुविधाओं वाले चार ब्लेशन।

(ज) खाद्य भंडार और रमाई ब्लाक।

State Trading in Foodgrains

*४४१. \int श्री Ram Krishan Gupta:
पंदित D. N. Tiwari:
श्री Raghunath Singh:
श्री Madhusudan Rao:
श्री A. K. Gopalan:
श्री Narayanan Kutty
Menon:
श्री Ajit Singh Sarhadi:
श्री Ram Garib:
श्री Prakash Vir Shastri:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to a Supplementary Question of Starred Question No. 158 on the 20th November, 1959 and state:

(a) whether Government have revised the scheme of State Trading in food-grains in the light of the difficulties the States have experienced; and

(b) if so, the details thereof?

कृषि मंत्री (श्री A. M. Thomas): (a) and (b). No, the scheme of State Trading has not been revised but purchases of foodgrains by the Governments of certain States have been given up. Purchases of rice and wheat in most of the surplus or marginally surplus States are continuing.

Canal Water Dues from Pakistan

*४४२. \int श्री Vidya Charan
Shukla:
श्री Ram Krishan Gupta:
श्री Raghunath Singh:
श्री D. C. Sharma:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 57 on the 17th November, 1959 and state whether any progress has since been made in the matter of realization of the "disputed" as well as balance of "undisputed" charges from Pakistan?

The Deputy Minister of Irrigation and Power (Shri Hathi): No further payments of "disputed" or "undisputed" charges on account of canal water supplies have been received from Pakistan. The matter is still under correspondence between the two Governments.

Package Programme

*443. { Shrimati Ila Palchoudhuri:
Shri Rami Reddy:
Kumari M. Vedakumari:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No 435 on the 30th November, 1959 and state:

(a) whether consideration of the Pilot Project for intensifying agricultural production has since been completed; and

(b) if so, with what result?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Not yet.

(b) Does not arise.

Retrenchment of employees of the Town Planning Organisation

*444. { Shri Ramji Verma:
Shri Prakash Vir Shastri:
Shri Yadav:
Shri Jagdish Awasthi:
Shri Braj Raj Singh:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that a number of employees of the Town Planning Organisation have been served with notices for termination of their employment in the near future;

(b) if so, the reasons therefor;

(c) whether the Government of India have made any arrangements for their absorption in other Government Offices;

(d) how many of them will be absorbed in other Government Offices; and

(e) whether these retrenched employees will be given priority by the Employment Exchanges or the Employment Directorate while nominating them for employment in Government or private offices?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) The staff in the Town Planning Organisation was appointed for preparing the Master Plan for Delhi. This work has been almost completed and the staff now surplus to the requirements of the Organisation has been served with notices of termination of their employment.

(c) The particulars of the staff likely to be retrenched have been forwarded by the Town Planning Organisation to the Directorate General of Resettlement and Employment. Some surplus staff will also be absorbed in the Central Regional and Urban Planning Organisation.

(d) A statement showing the staff proposed to be appointed in the Central Regional and Urban Planning Organisation is laid on the Table of the Lok Sabha. [See Appendix I, annexure No. 91.] It is not possible to say as to how many of the remaining staff will be absorbed in other Government offices in the near future.

(e) Necessary priority will be accorded in accordance with the existing instructions on the subject.

Counterfeit Tickets

*445. **Shri Mohan Swarup:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Railway Police raided a printing press namely 'Saraswati Press' at Moradabad on the 29th January, 1960 and seized blank ticket books and excess fare ticket books;

(b) whether it is a fact that there is a regular racket in the counterfeit tickets at reduced prices; and

(c) whether it is also a fact that the paper used for fake ticket-books is the same as for the genuine books?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir. The Railway Police conducted a raid on 'Jain Press' on 25-1-1960. They have also subsequently seized from another place some bogus blank paper ticket-books.

(b) While there have been some cases, there is no evidence of a regular racket in counterfeit tickets.

(c) Yes, similar paper had been used.

Road Maps

***446. Shri P. C. Borooh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Central and State Governments have initiated a scheme for preparing comprehensive road maps for each district for the purpose of drawing up an integrated plan of road development for each State and for the country as a whole;

(b) if so, when the scheme is likely to be fully executed and the maps published; and

(c) the position accorded to the development of rural roads in the scheme?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) Work on the preparation of the proposed District Road Maps is already in progress in most of the States and is expected to be completed by the end of the current Plan period. The maps are intended for official use.

(c) The purpose of the maps is to provide a long-range pattern of road development to be undertaken in each district so as to ensure the co-ordinated and planned development of rural roads by the various agencies concerned.

Free Trade Zone at Kandla Port

***447. { Shri Ram Krishan Gupta: Shri Rameshwar Tantia:**

Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 54 on the 17th November, 1959 and to state at what stage is the proposal for setting up a free trade zone at Kandla Port?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The proposal is still under consideration.

Central Board of Forestry

***448 { Shrimati Ila Palchoudhuri: Shri Rameshwar Tantia:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Government of India have accepted the recommendations of the Central Board of Forestry in connection with setting up of a Central Board for the rational allocation of timber;

(b) whether the Central Board has been constituted; and

(c) if so, its constitution and exact functions?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Yes, Sir.

(c) A statement giving the constitution and functions of the Board is placed on the Table of the Lok Sabha. [See Appendix I, annexure No. 92].

Signals at Dum Dum Junction

475. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the start signal No. 3 of Dum Dum Junction, North Cabin, Sealdah Division Eastern Railway indicates routes to the drivers for three different lines simultaneously, viz. Bongaon line, Dankuni line, and Chord line;

(b) if so, whether the driver is misled and cannot understand the specific line he is approaching;

(c) how many trains were put on wrong lines in the years 1957, 1958 and 1959; and

(d) what action Government propose to take to remove the difficulty?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No. The Starter Signal only permits a driver to proceed upto the Last Stop Signal, which is different for each of these three directions.

(b) There has been no case in which any driver was misled by this signal, as it does not give advance information of the line on which a driver will be entering.

(c) There has been no case during 1957, 1958 and 1959, when a train was put on a wrong line.

(d) In connection with the proposed provision of Route Relay Interlocking in connection with the Railway Electrification Project, the signalling arrangements at this station would be modified. Then a driver will get advance information at the Starter, as to the line on which he will be proceeding, in addition to the facility of having the Last Stop Signal for the individual line.

Telephone Connections in Bankura (West Bengal)

476. Shri Subiman Ghose: Will the Minister of Transport and Communications be pleased to state:

(a) how many applications are pending in Bankura town (West Bengal) for telephone connections up-till now;

(b) what is the date of first application and the date of the last application; and

(c) when the connections are expected to be given and to how many applicants?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) 59 upto 31-1-1960.

(b) The date of first application is 17-11-1956. The date of latest application is 20-1-1960.

(c) The connections are held up for want of essential material mainly iron wire, the supply position of which is very unsatisfactory. Connections will be provided to all the applicants depending on the availability of the essential stores.

Research in Potato, Wheat and Maize

477. Shri Inder J. Malhotra: Will the Minister of Food and Agriculture be pleased to state:

(a) the nature of research investigations undertaken by the Mycology Division of the Indian Agricultural Research Institute, New Delhi during the last ten years with regard to potato, wheat and maize;

(b) the results of these investigations; and

(c) the recommendations made to the farmers in the country?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). A statement is placed on the Table. [See Appendix I, annexure No. 93].

Agricultural Development of Delhi

478. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state the total amount spent by the Central Government on the agricultural development of Delhi during the First and the Second Five Year Plans so far separately?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): First Plan period—Rs. 91:11 lakhs; Second Plan period—Rs. 91.89 lakhs. (upto December, 1959).

Soil Erosion in Delhi

479. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) the names of places where work to check soil erosion has been done so far in Delhi during 1959-60; and

(b) the amount of money spent thereon?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) (i) The Shamlat Lands of villages Maidangarhi, Tughlakabad, Rajokheri, Satbarhi and Masudpur in the Aravali Hills, South of Delhi;

(ii) near Satbarhi and Chandan Hulli villages of the Mehrauli Block; and

(iii) the banks of river Yamuna.

(b) Rs. 44,704 (From 1-4-1959 to 31-1-1960).

Ticket Checkers and Collectors on Western Railway

480. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of ticket collectors and ticket checkers operating on the Western Railway during 1957, 1958 and 1959;

(b) the number of ticketless travellers apprehended by them during these years;

(c) the amount of fines realised and the number of prosecutions launched and convictions obtained;

(d) the difficulties experienced by checking Staff especially in regard to students; and

(e) the steps taken to remove these difficulties?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (e). A statement giving the requisite information is placed on the Table. [See Appendix I, annexure No. 94].

Unauthorised Vendors and Hawkers on N. Railway

481. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some unauthorised vendors and hawkers

operate on the Pathankot-Joginder Nagar section of Northern Railway; and

(b) if so, the action taken or proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, sometimes; some unauthorised vendors or hawkers operate without permission and in contravention of the rules.

(b) The measures generally taken to deal with unlicensed vendors and hawkers and given in the statement placed on the Table are taken over this section also. [See Appendix I, annexure No. 95.]

Linseeds

482. Shri Manabendra Shah: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Indian Council of Agricultural Research and the Central Oil-Seeds Committee have evolved improved varieties of linseeds; and

(b) whether it has been found that application of nitrogen through ammonium sulphate nitrate gives the maximum yield?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Yes.

P.L. 480

483. Shri Manabendra Shah: Will the Minister of Food and Agriculture be pleased to state the quantity of wheat imported so far under the agreement signed with the Government of the United States for importing three million tons of wheat under P.L. 480?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): About 5,83,000 tons of wheat have been imported up to 15-2-1960 under the P.L. 480 Agreement signed on 13-11-1959.

Port at Haldia

484. { **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri R. C. Majhi:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the services of hydraulic expert and a dredging expert through U.N.T.A. as advised by Mr. Posthuma, were made available during 1959 in connection with the subsidiary port at Haldia;

(b) if not, what are the reasons therefor;

(c) whether the progress of work to establish the subsidiary port is being hampered by this fact; and

(d) when they are expected to come and join?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) They were promised in 1959 and given in 1960.

(b) The location and selection of suitable candidates with the requisite experience and qualifications took some time.

(c) The Port Commissioners have already made arrangements to the extent possible for the collection of the data required for taking a firm decision regarding the Haldia Port project.

(d) The dredging expert Mr. Szawornowski arrived in January 1960. The other expert, on hydraulics and coastal engineering, Mr. McDowell, is expected to arrive in April, 1960.

Delhi-Moscow Radio Teleprinter Link

485. **Shrimati Ila Palchoudhuri:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the benefits which will accrue from the recently established direct Radio Teleprinter link between New Delhi and Moscow for the exchange of meteorological information; and

(b) the expenditure incurred on this link?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Additional Meteorological data consisting of observations taken at the surface at about 250 stations and in the upper air (i.e. upto nearly 17 kilometres above sea level) at about 130 stations and covering the area of the U.S.S.R. and neighbouring Europe will be received at New Delhi six times a day from Moscow.

Weather charts prepared with the aid of these data will enable the I.A.F. Meteorological Office at New Delhi (Palam) to issue necessary weather forecasts to the Air India International and the Aeroflot air services between New Delhi and Moscow.

India will be one of the five centres in the whole northern hemisphere to collect a picture of the weather system in it and thus aid the hemisphere in obtaining weather forecasts for long distance high level jet aircraft over India and from India to distant locations.

(b) An expenditure of about Rs. 2,30,000 will be incurred annually on lease charges and maintenance of the link.

Ajmeri Gate Slum Clearance

486. **Shri Ram Krishan Gupta:** Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 56 on the 17th November, 1959 and state:

(a) whether the new plan for the Ajmeri Gate slum clearance has since been finalised; and

(b) if so, the details thereof?

The Minister of Health (Shri Karimkar): (a) Not yet.

(b) Does not arise.

Kharif Campaign

487. Shri Abdul Salam: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Kharif campaign of food production has been a partial failure in some States; and

(b) if so, what are the physical achievements, State-wise, in relation to the targets set under the campaign?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The required information will be available from the States by end of May, 1960 and will be placed on the Table of the Sabha.

Over-bridge at Kozhikode

488. Shri A. K. Gopalan: Will the Minister of Railways be pleased to state the position regarding the proposal to construct a road over-bridge at Kozhikode Railway Station?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Acceptance of the Road Authorities to the revised plans for the proposed road over-bridge in place of existing level crossing on Mohamad Abdurahiman Road in Calicut, is awaited.

Research Designs and Standards Organisation

489. Shri Vajpayee:
Shri Muhammed Elias:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1564 on the 16th December, 1959, and state:

(a) whether the proposal to shift the Mechanical Wing of the Research, Designs and Standards Organisation to Simla has since been finalised; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Details are being worked out in consultation with Ministry of Works, Housing & Supply.

Press Messages from Durgapur

490. Shri C. K. Bhattacharya: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that preference was given to press messages in Hindi on the occasion of inauguration of the blast furnace at Durgapur by the President on 29th December, 1959;

(b) if so, whether as a result of this, messages booked in the afternoon for non-Hindi papers in Calcutta reached those papers next day about 30 hours after the booking;

(c) whether the messages meant for Bengali newspapers stood last in the order of priority; and

(d) if so, whether there is a rule that messages should be sent according to the order of booking at the office?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) No.

(b) Does not arise.

(c) and (d). All the telegrams were transmitted according to the class of precedence and time of booking as provided under the rules.

Development of Orchards in Bombay

491. Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state the amount of Central assistance given to Bombay State for developing orchards during the Second Plan period so far?

The Minister of Agriculture (Dr. P. S. Deshmukh): The following amounts of loans and grants have been given by the Centre to Bombay State for

developing orchards during the Second Plan period so far:—

	Grant for Staff etc.	Loan
	Rs.	Rs.
(i) 1956-57	17,600	
(ii) 1957-58	23,200	
(iii) 1958-59	30,520	..
(iv) 1959-60	33,940 [†]	15,50,000 [†]
	1,05,260	15,50,000

[†]Amount allocated by the Working Group on Agriculture. The amount actually utilised by the State Government is not yet known.

[‡]Estimated amount of grant from the Central Government.

National Parks

492. Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state the number of national parks developed in India during the Second Five Year Plan period so far?

The Minister of Agriculture (Dr. P. S. Deshmukh): According to available information, nine National Parks have been developed so far as shown below:—

1. Bombay—Three (Sinhgad, Elephanta and Sayajibag).
2. Madhya Pradesh—Two (Kanha and Shivpuri).
3. West Bengal—One (Jalpaiguri).
4. Bihar—Two (Hazaribagh and Palamau).
5. Orissa—One (Mayurbhanj).

Reservation for M.Ps. in Trains

493. Shri B. K. Gaikwad: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that several members of the Lok Sabha and Rajya Sabha did not get seats in the first class compartment this time when

they returned to their places after the last session was over;

(b) whether it is a fact that some members of Parliament had applied for reservation a week before and even then they were put on the waiting list; and

(c) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). Reservation of accommodation by trains is accepted upto 10 days in advance from the general public and upto 30 days in advance from the Members of Parliament when the journey is undertaken in connection with Parliamentary business, on the principle of "First come, First served".

The winter session of Parliament in 1959 ended on 24th December. During the period 22-12-1959 to 31-12-1959, 269 berths in first class were reserved from Delhi Main and New Delhi stations for Members of Parliament and 67 Members could not be provided with accommodation on the dates for which they had asked for reservation. Of these, 19 Members had asked for reservation 7 days or more in advance.

Whenever there is heavy rush of passenger traffic, the Railways make every endeavour to attach extra carriages. But there is a limit to such action set by the permissible load of trains and availability of suitable coaching stock. During the period 22-12-1959 to 31-12-1959 the Railway did attach first class carriages to certain trains. Despite doing so, however, due to heavy rush of passenger traffic, some passengers were left over for the waiting list.

Reservation in Howrah-Delhi and Delhi-Howrah Mails

494. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) the number of first class passengers availing berth reservation from both sides in 1 Up Howrah-Delhi Mail and 2 Down Delhi-Howrah Mail in 1959, month-wise;

(b) how many of them are the employees of Railways, Central Government and State Governments; and

(c) the number of passengers who remained in waiting list on each side (Howrah and Delhi) in 1959, month-wise?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). A statement is placed on the Table. [See Appendix I, annexure No. 96].

गत्रे का उत्पादन

४१५. श्री विमुति मिश्र : क्या बाध्य तथा हृषि मंत्री यह बताने की कृपा करेंगे कि केन्द्रीय सरकार ने गत्रे का उत्पादन बढ़ाने के लिये गश्ता उत्पादकों को क्या सुविधायें दी हैं ?

हृषि उपमंत्री (श्री भो० ब० कृष्णप्पा): ऐसी गश्ता विकास की योजनाओं को व्योक्ति प्रति एकड़ अधिक उपज बढ़ाने और उत्सर्जन मिठास के तत्व (Sucros cont nt) को अधिक करने के विचार से बनाई गई हैं, बहायता देने के लिये केन्द्रीय सरकार राज्य सरकारों के नत्यों किये गये स्वीकृत पेटरन (Pattern) के अनुसार वित्तीय सहायता देती है। [वैलिये पृष्ठ १, अ० १८ अंत ग ६७]। इन योजनाओं में निम्न बातें शामिल हैं :—

- (१) सुधरे हुए प्रारोग्य बीजों का वितरण;
- (२) ठीक प्रकार से खाद देना और अन्य सुधरे हुए हृषि साधनों को अपनाना;
- (३) कीटों और बीमारियों से फसलों को बचाना;
- (४) खाद और कम्पोस्ट देने का आनंदोलन; और
- (५) चीनी मिलों के क्षेत्रों में पकड़ी सड़कें बनाना।

इन योजनाओं के लिये श्री गई या भविष्य में दी जाने वाली सहायता का अंतरा निम्न प्रकार है :—

पहली योजना की अवधि	कुल व्यय केन्द्रीय हिस्सा	करोड़ रुपये करोड़ रु०
(१६४८-४६ से १६५५-५६)	.	४०३२ ००७२

Cow Slaughter

४९६. श्री झुलन सिंह: Will the Minister of Food and Agriculture be pleased to state which of the States in the country have so far banned cow slaughter in their respective areas either by legislation or otherwise?

(Shri M. V. Krishnappa): Slaughter of cows is banned by law partially or fully in all States except Orissa, Andhra Pradesh and Kerala. Necessary legislation is reported to be under consideration in Orissa and Andhra Pradesh.

Review of Family Planning

४९७. श्री हेम राज: Will the Minister of Health be pleased to state:

(a) whether the committee appointed to review the work of Family Planning during the Second Five Year Plan has submitted its report; and

(b) if so, what are the recommendations for the remaining year of the Plan and its targets for the Third Five Year Plan?

The Minister of Health (Shri Karmarkar): (a) The report has not so far been received by the Government.

(b) Does not arise.

Post Offices in Rented Buildings in Punjab

४९८. श्री अजित सिंह सरहदी: Will the Minister of Transport and Communications be pleased to state:

(a) how many post offices in Ludhiana District of Punjab are housed

ed in private buildings at present; and

(b) the steps being taken to house them in Government buildings?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) 33.

(b) Construction of Departmental buildings is taken up when suitable rented buildings are not available. Most of the post offices housed in rented buildings are suitable for post office work.

A departmental building is nearly complete for Ludhiana Kutchery S.O. Sanction for construction of departmental building for Jagraon P.O. has been issued.

Corruption cases on Railways

499. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the number of corruption cases pending on the Western and Central Railways as on the 31st January, 1960; and

(b) the nature of cases pending?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 711.

(b) The cases are of varied nature such as:—

(i) Acceptance of illegal gratification.

(ii) Securing employment under false pretence or by concealing antecedents.

(iii) Doint money lending business.

(iv) Utilizing Railway labour for private work.

(v) Sub-letting of quarters.

(vi) Misuse of Passes and P.T.O.'s.

(vii) Permitting ticketless travel.

(viii) Charging false salaries of staff.

(ix) Charging false T.A.

(x) Non-recovery of demurrage and wharfage charges.

(xi) Misappropriation of Rail-way material.

(xii) Forging of Officers' signatures on overtime bills, etc. etc.

(xiii) Wrong measurements and wrong classification of earth work or wood etc. resulting in excess payments to contractors.

दिल्ली में सहकारी समितियाँ

५००. श्री नवल प्रभाकर : क्या सामूदायिक विकास और सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५६ में दिल्ली में कितने व्यक्तियों ने नई सहकारी समितियाँ बनाने के लिए आवेदन किया;

(ल) ये समितियाँ किस प्रकार की थीं; और

(ग) इनमें से कितनी पंजीकृत की वर्दि ?

सामूदायिक विकास और सहकार उपमंत्री (श्री ब० स० मूर्ति) : (क) व१ दिसम्बर, १९५६ को समाप्त होने वाले वर्ष में नई सहकारी समितियाँ बनाने के लिये २६४ आवेदन पत्र प्राप्त हुए। कुल व्यक्तियों की संख्या, जिन्होंने इन समितियों के लिए आवेदन किया, ज्ञात नहीं है क्योंकि कुछ आवेदन पत्र भेजने वालों ने वापिस ले लिए थे और कुछ मूल रूप में ही नुटियों के कारण उनको लौटा दिए गए थे। फिर भी ३१ दिसम्बर, १९५६ तक पंजीकृत हुई २१८ समितियों के अन्तर्गत आने वाले व्यक्तियों की संख्या ४६१६ है।

(ल) और (ग). जिन समितियों के लिए आवेदन पत्र प्राप्त हुए थे और जो ३१

दिसम्बर, १९५९ तक पंजीकृत हो चुकी थीं, उनका व्योरा निम्नलिखित है :

समितियों के प्रकार	पंजीकरण पंजीकृत के लिए समितियों प्राप्त की आवेदन संख्या पत्रों की संख्या	
(१) मितव्य तथा उधार समितियां	५७	४६
(२) बहुधंधी समितियां	७	७
(३) गृह निर्माण सहकारी समितियां	५३	४७
(४) श्रीदांगिक सहकारी समितियां	५८	४१
(५) सहकारी भंडार	३६	३५
(६) परिवहन सहकारी समितियां	२५	१५
(७) श्रम तथा निर्माण समितियां	५	५
(८) संयुक्त कृषि समितियां	८	८
(९) शाक उत्पादन समितियां	४	४
(१०) संघ	१	१
(११) पर्यावरण संघ	२	२
(१२) मितव्य तथा बचत समिति	१	१
(१३) मुर्गी पालन सहकारी समिति	१	१
(१४) सुअर पालन सहकारी समिति	१	१
(१५) दवा दारू सहाय्य समिति	१	—
(१६) कल्याण समिति	१	१
योग :	२६४	२१८

Rabi Production Campaign

501. Shri Inder J. Malhotra: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 286 on the 25th November, 1959 and state:

(a) what further progress has been made in "Rabi Production Campaign" launched by Government;

(b) whether Indian Agricultural Research Institute also participated in the campaign; and

(c) if so, what was its contribution?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Most of the State Governments have not furnished progress reports so far. However, a statement indicating the progress made on the basis of the available information is placed on the Table. [See Appendix I, annexure No. 98].

(b) Yes.

(c) Ten teams of helpers formed from the Research Staff of the Indian Agricultural Research Institute have been carrying out intensively a Rabi Production Campaign in the Kanjhwala Block (consisting of 54 villages) of Delhi during the current Rabi season. Improved wheat variety demonstrations were laid out at the sowing time. A Rat Eradication Campaign was also conducted in January, 1960 with the cooperation of the Extension Workers and the farmers. Advisory work on irrigation, application of fertilizers, weed control, etc. is in progress.

V. M. Hospital, Agartala

502. Shri Dasaratha Deb: Will the Minister of Health be pleased to state:

(a) the total number of cancer patients treated at V.M. Hospital, Agartala during the period 1955-56 and 1959-60;

(b) whether the number is increasing; and

(c) what financial aid is given for transfer of these cases outside the territory for treatment?

The Minister of Health (Shri Karmarkar): (a) 36 cases of cancer were reported at the V.M. Hospital between 1955-56 and 1959-60. Since no facilities for cancer treatment are available at this hospital, no treatment could be given to the patients. Eight cases were referred for treatment outside the territory. The other cases did not report back in the hospital after the diagnosis of their disease.

(b) Yes.

(c) Transport charges are given to patients from the Chief Commissioner's Discretionary Fund.

Telephone Advisory Committee, Allahabad

503. Shri S. L. Sakseena: Will the Minister of Transport and Communications be pleased to state:

(a) when was the last meeting of the Telephone Advisory Committee held in Allahabad;

(b) whether no meeting has been held for the last nine months; and

(c) how many new telephone connections have been sanctioned and installed as recommended by this Telephone Advisory Committee in Allahabad city since 1st January, 1959?

The Minister of Transport and Communications (Dr. P Subbarayan): (a) 11-4-1959.

(b) None since 11-4-1959.

(c) 100 telephones have been sanctioned of which 19 applicants subsequently refused to take the connections. The remaining 81 connections have been given.

Coaches

504. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the number of first class, second class and third class coaches manufactured in various factories during 1959-60;

(b) the number of coaches imported during the same period; and

(c) the number of coaches allotted to each Railway during this period?

The Deputy Minister of Railways (Shri Shaanawaz Khan): (a) and (c) A statement is placed on the Table. [See Appendix I, annexure No. 99].

(b) There was no import of coaching stock during the period from April, 1959 to the end of December, 1959.

Movement of Rice from Orissa to West Bengal

505. Shri Hem Barua: Will the Minister of Food and Agriculture be pleased to state the quantity of rice so far moved out of Orissa to West Bengal from the date of the formation of Eastern Food Zone?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): As the movement is taking place on trade account, precise information about the quantity so far moved is not available. It is, however, estimated that the quantity of rice and paddy moved from Orissa up to the middle of February should be about 80,000 tons.

Passenger and Goods Traffic at Pathankot

506. Shri Hem Raj: Will the Minister of Railways be pleased to state:

(a) the number of passengers booked from Pathankot and the intermediate up stations on the Kangra Valley section of the Northern Railway on the up trains and from Jogindranagar and down stations to Pathankot during the year 1959;

(b) the quantity of load booked from Pathankot to up stations on Kangra Valley section during 1959;

(c) the number of passengers booked from Pathankot on Kangra Valley section during the years 1956, 1957 and 1958 both on up trains and down trains; and

(d) the quantity of load booked from Pathankot on Kangra Valley sec-

tion to up stations during 1956, 1957 and 1958?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 4,50,273 and 4,25,372 respectively.

(b) 345 wagons.

(c) 60764, 66018 and 81210 passengers were booked from Pathankot by up trains for stations on the Kangra Valley section during 1956, 1957 and 1958 respectively. There are no down trains originating from Pathankot.

(d) 426, 265 and 466 wagons respectively.

Quantities of Sugarcane crushed by Industries

507. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of sugarcane crushed by the sugar mills, khandsari industry and the gur industry during the 1959-60 crushing season so far; and

(b) the quantity of sugarcane crushed by these industries separately during the crushing seasons 1957-58 and 1958-59?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b).

Season (Nov. to Oct.)	Can- crushed by sugar industry (lakh tons)	Estimated quanti- ty of cane cru- shed for the ma- nufacture of Gur and Khandsari (lakh tons)	Gur	Khand- sari.
1957-58 . . .	197.48	345.00	37.50	
1958-59 . . .	194.91	367.00	38.46	
1959-60 (upto 31-1-60)	120.40	N.A.	N.A.	

N.A.—Not available.

Wireless Equipment in Trains

508. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to equip the trains with wireless sets so as to facilitate frequent contact between the engines and guard coach; and

(b) if so, at what stage the proposal is?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). No, Sir. The provision of wireless sets in the leading and banking engines of long goods trains is still in an experimental stage.

Leprosy Control Units in Mysore

509. Shri Siddiah: Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 53 on 10th February, 1960 and state;

(a) the number of leprosy control units and rehabilitation centres which will be opened in Mysore State during the Second Plan period; and

(b) the basis on which the centres are selected?

The Minister of Health (Shri Karimkar): (a) During the Second Plan period, there is no centrally assisted scheme for the establishment of Rehabilitation Centres.

Seven subsidiary centres (control units) were allotted to Mysore State during the period 1956-57 to 1959-60 and all the units have been established. There is a proposal to allot one more subsidiary centre to Mysore State during 1960-61.

(b) Subsidiary centres are opened in places where leprosy is a problem and where the endemicity rate is not less than 0.5 per cent.

12.09 hrs.

PAPERS LAID ON THE TABLE

AMENDMENTS TO MINING LEASES
(MODIFICATION OF TERMS) RULES

The Parliamentary Secretary to the Minister of Steel, Mines and Fuel (Shri Gajendra Prasad Sinha): Sir, on behalf of Shri K. D. Malaviya, I beg to lay on the Table, under sub-section (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1957, a copy of Notification No. G.S.R. 157 dated the 13th February, 1960 making certain further amendments to the Mining Leases (Modification of Terms) Rules, 1956. [Placed in Library. See No. LT-1929/60].

ANNUAL REPORTS OF EASTERN SHIPPING CORPORATION LTD. AND WESTERN SHIPPING CORPORATION LTD.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to lay on the Table, under sub-section (i) of section 639 of the Companies Act, 1956, a copy of each of the following Reports:

- (i) Annual Report of the Eastern Shipping Corporation 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-1931/60].
- (ii) Annual Report of the Western Shipping Corporation 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-1930/60].

NOTIFICATIONS ISSUED UNDER ESSENTIAL COMMODITIES ACT

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): 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:

- (i) G.S.R. No. 173 dated the 15th February, 1960 making certain further amendments to the Rice (Uttar Pradesh) Price Control Order, 1959.
- (ii) G.S.R. No. 195 dated the 20th February, 1960 containing the Rice (Punjab) Price Control Order, 1960.
- (iii) G.S.R. No. 200 dated the 19th February, 1960 making certain further amendments to the Rice (Uttar Pradesh) Price Control Order, 1959. [Placed in Library. See No. LT-1932/60].

MESSAGE FROM THE PRESIDENT

Mr. Speaker: I have received the following Message from the President. When a Message from the President is read out, it is usual for hon. Members to stand in their seats.

I have to inform the House that I have received the following message from the President dated the 24th February, 1960:

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address I delivered to both the Houses of Parliament assembled together on the 8th February, 1960."

Members may kindly resume their seats.

Shri Braj Raj Singh (Firozabad): Are you introducing a new system, or was it being practised before?

Mr. Speaker: If we have not been standing, it is a lapse. When the Queen was ruling us, we were standing. The President is one of our own choice. I think it requires that we show some honour to the President.

Shri Braj Raj Singh: It is odd, Sir.

Mr. Speaker: Order, order. During the Question Hour the hon. Deputy Minister, Shri A. M. Thomas was referring to a commission on agriculture to go into the subject in a detailed manner, and he was referring to an earlier Commission, the Royal Commission appointed in 1928. He wants to distinguish a commission from a committee. I wanted to suggest to him that such commissions might be called the President's Commission. We can give it an air of importance. As they have the Queen's Commission or the Royal Commission, let us have the President's Commission as opposed to Government's committees.

Govinda Reddy be nominated to the said Joint Committee to fill that vacancy."

(2) 'In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Orphanages and other Charitable Homes (Supervision and Control) Bill, 1960, by Shri Kailash Bihari Lall, which has been passed by the Rajya Sabha at its sitting held on the 19th February, 1960.'

BILL PASSED BY RAJYA SABHA LAID ON THE TABLE

Secretary: Sir, I lay on the Table of the House the Orphanages and other Charitable Homes (Supervision and Control) Bill, 1960, by Shri Kailash Bihari Lall, as passed by Rajya Sabha.

JOINT COMMITTEE ON OFFICES OF PROFIT

FIRST REPORT

Shri C. R. Pattabhi Raman (Kumbakonam): I beg to present the First Report of the Joint Committee on Offices of Profit.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IM- PORTANCE

SITUATION CREATED BY INVASION OF WILD RATS IN TRIPURA

Shri Dasaratha Deb (Tripura): Under Rule 197, I beg to call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:

"The serious famine situation created by the invasion of wild

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do appoint one member to the Joint Committee of the Houses on the Companies (Amendment) Bill, 1959, in the vacancy caused by the death of Shri H. D. Rajah and resolves that Shri Mulka

rats in the tribal areas of Tripura".

The Minister of Home Affairs (Shri G. B. Pant): Jhum crops in Dharm Nagar, Kailashahar, Kamalpur and Khowai Sub-divisions of Tripura were invaded by wild rats during the last harvest season. The incidence of damage caused was greater in Chau manu valley including parts of Sakhan range (in Kailashahar Sub-division) and Damchhera (in Dharm Nagar Sub-division) than in the two other sub-divisions. Out of 23,155 acres of land under Jhum cultivation, about 6,544 acres (i.e. nearly 28%) were affected.

2. Tripura is deficit in food-grains as a whole and about 20,000 tons of rice are supplied by the Government of India every year to supplement the local produce. As a standing arrangement, adequate stocks are maintained by the Administration to meet the requirements of the territory for a period of 2 to 3 months. The quantity held in stock on the 31st January, 1960, was 9,488 tons.

3. The average market price of rice in the affected areas during the fortnight ending the 31st January, 1960 was reported to be Rs. 17.19 per maund. The corresponding average market price during the same period last year was Rs. 22 per maund. The issue (retail) price of rice when distributed through fair price shops is Rs. 18 per maund. Though there has been some rise in the average market price since the commencement of the harvest season, the present price is still below the issue price and far below the price prevailing last year. The Tripura Administration is, however, watching the situation carefully and in case the price of rice goes up further, fair price shops will be opened in the affected areas. As already stated, adequate stocks of rice are available with the Administration.

Substantial funds have been placed at the disposal of the Administration for relief measures in Tripura. All possible steps are being taken to pro-

vide relief and to meet the situation wherever it is needed. To prevent further damage to crops, rat-hunting squads have been organised, rat poison distributed and the use of rat traps encouraged. Medical teams have been located at Chaumanu and Taisama. Relief works have been already opened at four places in the Chaumanu valley in the Kailashahar sub-division and also at two places in Kamalpur sub-division and similar works are being started according to necessity in other affected areas also.

12.16 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Shri Dasaratha Deb rose—

Mr. Deputy-Speaker: No question is to be put after the statement.

Shri Dasaratha Deb: It is not a question, Sir.

In view of the fact that these tribal areas are hilly areas and they are completely dependant on jhum cultivation and there is no scope for work, may I know whether Government is going to take any steps to provide work in those areas so that they can earn something, because even though the price of rice is low, the people are not able to purchase it, they have not got the money to purchase it?

Shri G. B. Pant: Some relief works have already been started, and as I have stated, more will be started according to local needs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that Government Business for the week commencing 29th February, will consist of—

(1) Further discussion of the Railway Budget for 1960-61;

[Shri Satya Narayan Sinha]

12.20 hrs.

(2) Discussion and voting of—

Demands for Grants (Railways) for 1960-61; and

Supplementary Demands for Grants (Railways) for 1959-60.

(3) Further consideration and passing of the Delhi Land Holdings (Ceiling) Bill, 1959, as reported by Joint Committee;

(4) Consideration and passing of—

Manipur Land Revenue and Land Reforms Bill, as reported by the Joint Committee.

Tripura Land Revenue and Land Reforms Bill, as reported by the Joint Committee.

(5) Discussion on the statement on the Dandakaranya Development Authority laid on the Table of the House on the 27th November, 1959, by the Minister of Rehabilitation and Minority Affairs on a motion to be moved by Shri Diwan Chand Sharma and others at 3 P.M. on 3rd March, 1960.

As Members are already aware, the General Budget for 1960-61 will be presented on 29th February at 5 P.M.

12.19 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Deputy-Speaker: We will now continue the general discussion on the Railway Budget.

Out of 14 hours allotted, 4 hours and 39 minutes have been taken up leaving 9 hours and 21 minutes.

Shri Prabhu Narayan Singh may continue his speech.

Shri Prabhu Narayan Singh (Chandaili): उपाध्यक्ष महोदय, रेलवे बजट पर कल बहस शुरू करते हुए मैंने इस बात को रखा था कि सन् १९५७-५८ के मुकामिल तत्वमीने के मुकाबिले में जो १९६०-६१ का तत्वमीना है उससे ७४ करोड़ ३० लाख रुपये की अधिक प्रामदनी दिखाई पड़ती है। लेकिन इसी के साथ साथ हम इस बात को भी देखते हैं कि जहां रेलवेज की प्रामदनी बढ़ रही है वहां पर रेलवेज का सर्वांगी भी दिन प्रति दिन बढ़ता चला जा रहा है। ऐसी दशा में हम यह महसूस करते हैं कि रेलवेज की वित्तीय स्थिति जितनी प्रच्छी होनी चाहिए उतनी प्रच्छी हालत में नहीं है। हम यह भी देखते हैं कि जो डेप्रीसिएशन रिजर्व फंड द्वितीय पंचवर्षीय योजना के शुरू होने के पहले ६८ करोड़ या वह साल के खत्म होते होते १८ करोड़ पर चला जायगा और इस के साथ साथ हम इस बात को भी देखते हैं कि जो कर्जे की हालत है वह कर्जे की हालत रेलवेज पर बढ़ रही है। माननीय रेलवे मंत्री ने अपने बजट भाषण में इस बात को बताया है कि विश्व बैंक से ८ करोड़ ५० लाख डालर का कर्जा सन् ५६ में लिया गया और उसी के साथ साथ ५ करोड़ डालर के और कर्जे की बात चली थी। साथ ही साथ अमरीका की विकास वृक्षण निधि से ३ करोड़ डालर लेने की बात तय हो चुकी है। हम यह भी देखते हैं कि सामान्य राजस्व से भी कर्जा जो ५६-६० के साल में ८ करोड़ लेने का सवाल था वह अगले साल के खत्म होते होते करीब करीब १४ या १५ करोड़ के जायगा। ऐसी हालत में मैं यह महसूस करता हूँ कि रेलवेज पर कर्जे का बोझ बढ़ रहा है। जब हम इस बात को देखते हैं कि एक तरफ तो रेलवेज पर कर्जे का बोझ बढ़ रहा है और साथ ही साथ इस बात को भी देखते हैं कि रेलवेज का सर्वांगी बढ़ रहा है तो हम यह महसूस करते हैं कि जो तृतीय पंचवर्षीय योजना रेलवेज की सामने प्राप्तें हस्त में रेलवेज की एकोनामी पर बहुत बड़ा

स्ट्रेन होगा हम इस बात को देखते हैं कि रेलवे उद्योग के सिलसिले में जो कुछ भी हम सदन में कहा गया और माननीय मंत्री की जो तारीफ हम सम्बन्ध में की गई वह अपनी जगह पर थोड़ी बहुत ठीक है। उपरात हुई है। इस में कोई इशारा नहीं कि रेलवेज में प्रथमा रेलवेज के माल को तैयार करने में लोको-मोटिव्स तैयार करने में और रेलवेज के बो द्वासारी तरह के माल हैं उनको तैयार करने में रेलवेज की तरफ से काफी इनीशिएटिव लिया गया है लेकिन इसी के साथ साथ हम यह भी महसूस करते हैं कि हमारी जो रेलवेज इंडस्ट्री है उसे अभी बहुत कुछ करना बाकी है। हमारे सामने भाष के इंजनों का सवाल है। कोयले का खर्च इतना अधिक है कि यदि हम मौडनांइजेशन की तरफ नहीं जायेंगे तो कोयले पर होने वाला खर्च इतना अधिक होगा कि हम आवरणाल एकोनामी को ठीक नहीं कर सकते हैं और इसलिए एलकिन्फिकेशन का सवाल हमारे सामने बहुत महत्वपूर्ण प्रश्न है। स्पीड के लिए भी और आवरणाल एकोनामी के लिए भी मौडनांइजेशन का प्रश्न हमारे सामने है। यह ठीक है कि मौडनांइजेशन के बारे में हम शुरूआत करने जा रहे हैं। जहां तक बिजली से चलने वाले इंजनों के निर्माण का सम्बन्ध है उसकी अभी शुरूआत हम करने जा रहे हैं। जहां तक बिजली से चलने वाले इंजनों के लिए लाइनें बिछाने का सवाल है या उसके दूसरे सामानों का सवाल है उन सब के बास्ते हम को बाहर के विदेशों के ही भालों पर निर्भर करना पड़ेगा। जिस स्टेज पर आज दुनिया के दूसरे तरब्कीपसन्द मुल्क पहुंच चुके हैं वहां से हम को शुरूआत करनी है। इसलिए रेलवेज के सामने और गवर्नेंट के सामने हम रेलवे विभाग को ले कर के एक बहुत बड़े डेवलपमेंट का सवाल है। साथ ही उपाध्यक्ष महोदय, हम इस बात को भी देखते हैं कि एक तरफ वो जब सन् १८५३ में पहली रेलवे लाइन बनी, हमारे हिन्दुस्तान में जी० आई० पी० बेस्ट, कम्पनी द्वारा जब यह पहली रेलवे

लाइन बम्बई से थाना तक केवल १६ मील की यह लाइन बनी थी, उसके आगे चलकर सन् १६४६ में जब कि देश को आजादी मिली तो इस देश में ३४, ३५ हजार मील रेलवे लाइनें बिछी हुई थीं। इसका मतलब यह है कि १४ वर्ष में ३५ हजार मील लम्बी रेलों की पटरियां इस देश में बिछाई गईं। इस तरह से यदि हम देखें तो प्रदाय यह आता है कि एक साल में ३७०-७२ मील लम्बी पटरियां हमारे देश में उस समय बिछी जब कि अंग्रेजों का राज्य या इंगिटिव सामाज्यवाद के समय। एक साल के अन्दर ३७२ मील लम्बी रेल की पटरियां बिछती थीं। कहने का मतलब यह है कि एक दिन में एक मील रेलवे लाइन अंग्रेजों के जमाने में बिछाई गई थी। लेकिन जब हम माननीय रेलवे मंत्री की स्पीच में देखते हैं तो पाते हैं कि पंचसाला योजना के चौथे साल के खत्म होते होते ६०० मील लम्बी लाइनें बिछ जायेगी। अर्थात् ढाई दिन में केवल एक मील रेलवे लाइन बिछेगी। जब हम विकासवादी प्रथ-व्यवस्था की बात करते हैं और जब हम यह कहते हैं कि हमें बहुत काफी विकास करना है और दुनिया के तरब्की प्राप्त मुल्कों की बराबरी में खड़े होना है तो मैं पूछता चाहता हूं कि यह ढाई दिन में एक मील रेलवे लाइन बिछाना कहां तक हमें विकास पथ की ओर अप्रसर करता है? वर्तमान प्रगति के ऊपर ही यदि रेलवे मंत्रालय संतोष कर लेता है तो मैं कहना चाहता हूं कि यह उचित नहीं होगा। इसलिए मुझे इस बात को कहा है कि देश में जो स्थिति है उस को देखते हुए रेलवे विभाग को बहुत कुछ करना है और साथ ही साथ तीसरी पंचवर्षीय योजना काल में जो एकोनामिक स्ट्रेन रेलवे मंत्रालय पर पड़ेगा उसको ध्यान में रखते हुए अभी से उस के सम्बन्ध में ठीक तरह की प्रकाशिति होनी चाहिए।

इसी के साथ साथ हम इस बात को देखते हैं कि आपसेनाम एफिशिएंसी की बाब

[श्री प्र० ना० सिंह]

बहुत काफी यहां पर की गई। श्रीपरेशनल एफिशिएंसी के सिलसिले में चार बातें मुख्य रूप से मैं रखना चाहता हूं। एक तो स्पीड की बात। दूसरी बात स्पीड के साथ गाड़ियों के ठीक समय पर पहुंचने का सवाल। तीसरी चीज़ इसी के साथ वैगन्स और कोचेज का अधिक से अधिक इस्तेमाल, अधिक से अधिक लोडिंग, अधिक से अधिक प्रोसेस में उसके इस्तेमाल का सवाल और चौथी बात एक्सीडेंट का सवाल। इन चारों बातों को श्रीपरेशनल एफिशिएंसी में मैं लेना चाहता हूं। जहां तक ठीक समय पर गाड़ियों के पहुंचने का सवाल है मैं माननीय मंत्री तथा हमारे जो इस समय रेलवे बोर्ड के लोग, अनरल मैनेजर्स या और दूसरे लोग जिन के कि उपर आज इंडस्ट्री को चलाने की जिम्मेदारी है, इस सदन के द्वारा उनके सामने यह बात रखना चाहता हूं कि यह समय से पहुंचने का जो प्रश्न है तो जो टाइम लिमिट पहले फिर्स्ट था और जिस टाइम लिमिट पर पहले गाड़ियाँ चलती थीं क्या आज एक स्टेशन से दूसरे स्टेशन तक उसी टाइम लिमिट में पहुंचने की कोशिश की जाती है? यदि ४१, ४२ और ४३ के आंकड़े देखे जायें तो आप पायेंगे कि जो टाइम लिमिट एक स्टेशन से दूसरे स्टेशन की होता था वह तब से आज बढ़ा दिया गया है और यदि उस पहले वाले टाइम लिमिट को बढ़ा कर यह कहा जाय कि हम रेलगाड़ियों को एक स्टेशन से दूसरे स्टेशन ठीक समय से पहुंचा देते हैं तो मैं कहांगा कि यह तो एक बनावटी तरीके से (आर्टिफिशिएल तरीके) से ट्रेन की पंक्तुएलिट वाली बात होगी। माननीय रेलवे मंत्री ने अपने रेलवे बजट के भाषण में यह ट्रेनों के ठीक समय पर पहुंचने की परसेंटेज में जो बढ़ोतरी दिलाई है वह असल में बढ़ोतरी नहीं है बल्कि वह बनावटी है क्योंकि पहले वाली टाइम लिमिट में इजाफा हो गया है। इसी के साथ साथ स्पीड के सवाल को ले लीजिये। पहले जो पैसेंजर और एक्सप्रेस रेलगाड़ियों की स्पीड भी उस में

और आज की स्पीड में क्या फर्क दृष्टा है? टाइम लिमिट के फैक्टर जरूरी चीज़ हैं। जो पहले वाला टाइम लिमिट था और जो अब है उस को लेते हुए हम एक पंक्तुएलिट की बात कर रहे हैं। अब इस बारे में जो मुझे योझी बहुत बातें मालूम हुईं उस से मुझे यह लगता है कि जो समय बढ़ाया गया है पंक्तुएलिट को कीप अप करने के लिए, उसको बजह से जो पंक्तुएलिट बनी है उसको मैं बाकई पंक्तुएलिट नहीं मान सकता जब तक कि टाइम फैक्टर को ठीक जैसे पहले था वैसा न रखें।

इसी के साथ साथ वैगन लोडिंग का सवाल है। यह ठीक है कि माननीय रेलवे मंत्री ने अपनी रेलवे बजट की स्पीच में इस बात को बतलाया है कि जो वैगन्स की मांग थी और उस मांग का जो बकाया या १६५६ के माह अक्टूबर के अन्त तक उस में कमी हुई, यह सही बात उन्होंने कही है और इस बाये में कोई दो राय नहीं हैं।

एक बात और भी मैं रेलवे मंत्रालय के सामने रखना चाहता हूं और वह यह है कि जहां तक वैगंस का सवाल है, इस बात को भी देखें कि क्या वैगन्स पहले जिस तरह से रिपेयर होते थे जिस तरीके से पहले वैगनों की मरम्मत होती थी क्या उसी तरीके से आज भी वैगनों की मरम्मत हो रही है? पहले ६ महीने में एक रोज के लिए वैगन सिक लाइन में जाता था। ठीक तरीके से उसकी मरम्मत होती थी। लेकिन इस समय आई यह है कि यार्ड में ही उसकी घटें, दो घंटे, तीन घंटे में मरम्मत की जाये। तो इस तरह से पहले के मुकाबले में आज रखरखाव की स्थिति में गिरावट आ गयी है। रेलवे बोर्ड ने केवल चार फीसदी का मार्जिन दिया है। मैं समझता हूं कि इस मामले को भी देखने की जरूरत है।

एक्सीडेंट्स के मामले में एक एक्सीडेंट एक्सायरी कमेटी बैठी थी जिसके बैयरमैन-

माननीय डिप्टी रेलवे मिनिस्टर श्री शाहनवाज साहब थे । उस कमेटी की रिपोर्ट से मालूम होता है कि श्री शाहनवाज और उस कमेटी के दोस्तों की जो राय थी उससे रेलवे बोर्ड की राय मुख्तालिफ़ है । ट्रेन एजामिनर्स के बारे में उस रिपोर्ट में पैरा १३८ में यह कहा गया है :

"The anxiety to achieve an ever-increasing movement is so great that when a train examiner tries to discharge his responsibilities, he is made to feel guilty."

उस में यह बात साफ तौर से कही गयी है कि वैगन्स के मामले में जो ट्रेन एजामिनर्स को दोष देने की बात है उस सम्बन्ध में यह भी देखना चाहिए कि एडमिनिस्ट्रेशन की तरफ से उन पर यह बोझ ढाला जाता है कि इस काम को जल्दी से जल्दी खत्म किया जाये । इसका नतीजा यह है कि एक्सीडेंट अपनी जगह पर कायम हैं । वैगन्स का ठीक इन्तिजाम नहीं होता । ऐसी हालत में नतीजा यह होगा कि एक्सीडेंट बढ़ेंगे । हमारे सामने जो एक्सीडेंट्स की रिपोर्ट है उस में एक्सीडेंट्स में बहुत ज्यादा कमी नहीं दिखायी देती । सन् १९५७, ५८ और ५९ के जो फिराहें उन में बहुत ज्यादा अन्तर नहीं दिखायी देता । मैं कहना चाहता हूँ कि सन् १९५६ में जो एक्सीडेंट हुए उन में से ५२ पर सेंट इंजिनों और रोलिंग स्टाक की गड़बड़ी के कारण हुए । उनकी मरम्मत के लिए जो इक्विपमेंट मिलना चाहिए वह नहीं मिलता, और उसकी कमी के कारण ये ५२ पर सेंट एक्सीडेंट होते हैं । लेकिन रेलवे बोर्ड ने इसकी जिम्मेदारी रेलवे कर्मचारियों पर ढाली है । यह सही है कि रेलवे कर्मचारियों को शाधिक जिम्मेदारी से काम करना चाहिए । लेकिन साथ ही यह भी देखना चाहिए कि उन को वैगन्स को कोचेज को और ट्रेन को ठीक तरह से एजामिन करने की भी सुविधा मिले । उनकी इस सिलसिले में जो दिक्कतें हैं उनको दूर किया जाना चाहिए । इस सिलसिले में एक्सीडेंट

एन्क्वायरी कमेटी की रिपोर्ट के पैरा १५५ में यह बात कही गयी है :

"One important fact which has been mentioned by practically all Chief Mechanical Engineers concerns the pay scale of train examiners. The work of train examiners, it was stated, is of a highly technical nature and has to be performed under very difficult conditions. The skill expected from these men is of no lower standard than fitter chargemen in loco sheds, and yet their grade was very much lower."

इसके बाद कमेटी का एक आबजरवेशन है । वह इस प्रकार है :

"The force with which all Chief Mechanical Engineers have referred to this point compels attention. We recommend that a careful investigation of the problem should be made and a suitable modification in the grade of train examiners allowed so that this class of staff may not smart under a sense of injustice and may not suffer from a feeling of frustration".

साथ ही उसने अपनी रिपोर्ट के पैरा १४० में यह भी कहा है :

"We hope that we have been able to bring out this salient fact that train examination is a very much neglected part of railway work today. This state of affairs is very disturbing from the point of view of incidence of accidents and needs urgently being put right".

तो यह रेलवे की एक्सीडेंट एन्क्वायरी कमेटी का कहना है । लेकिन जब रेलवे बोर्ड के लोग यहां में पे कमीशन के सामने गये तो उन्होंने कहा कि यह बहुत एलीमेंटरी कार्य है इसके लिए कोई विशेष योग्यता का सवाल नहीं है । तो आप देखें कि एक तरफ तो डिप्टी मिनिस्टर

[श्री प्र० ना० सिंह]

और कमेटी की एक राय है और दूसरी तरफ रेलवे बोर्ड की उससे भिन्न राय है। यह बात बेरी समझ में नहीं प्राप्ती। मैं चाहता हूँ कि रेलवे मंत्री जी देखें कि यह अन्तर क्यों है।

इसी के साथ साथ मैं उस प्रश्न को भी उठाना चाहता हूँ जिसको कि माननीय रेलवे मंत्री जी ने भी उठाया है। उन्होंने अपने बजट भाषण में कहा है कि रेलवे के कर्मचारियों को प्रशासन में, संगठन में, हिस्सा बटाने का बाबत भी उनके सामने है। मैं जानता हूँ कि हमारे रेलवे मंत्री जी जिस परिवार से आते हैं वह हमेशा से पीढ़ित वर्ग का रहा है। ऐसी हालत में अगर यह प्रश्न उनके सामने है तो उचित ही है। लेकिन मैं कहना चाहता हूँ कि यह सिद्धान्त का प्रश्न है। मैं जानता चाहता हूँ कि राष्ट्रीयकरण की जो हमारे देश में बुनियाद पढ़ रही है, उस राष्ट्रीयकरण की परिभाषा क्या है। क्या उसकी परिभाषा यह है कि जिस तरह से पहले अफसरशाही के द्वारा काम चलाया जाता था उसी तरह से चलाया जायेगा या अन्य काम करने वालों को भी प्रशासन में हिस्सा दिया जायेगा। जिस हृद तक किसी उद्योग का राष्ट्रीयकरण हो उस हृद तक उस में जो काम करने वाले हैं उनको प्रशासन के कार्य में हिस्सा मिलना चाहिए। यह नहीं होना चाहिए कि राष्ट्रीयकरण होने के बाद पूँजी पति के स्थान पर केवल सरकार आ जाये। मैं समझता हूँ कि इस बात पर ध्यान देने की आवश्यकता है। राष्ट्रीयकरण का सीधा सीधा मतलब समाजीकरण होना चाहिए और इसी ओर जो को हम देखना चाहते हैं। वह कौन सा दिन आयेगा जब कि हमारे रेलवे में काम करने वाले कोर्सेन, बलासी, ड्राइवर आदि ऊचे से ऊचे पदों पर जा सकेंगे। अभी तो आप एक अफसर को ४००० रुपये मासिक देकर अफसरशाही द्वारा रेलवे का काम चलवाते हैं। यह तरीका बहस होना चाहिए। मैं रेलवे मंत्री महोदय से

कहना चाहता हूँ कि कर्मचारियों को प्रशासन में हिस्सा देने का एक बहुत बड़ा सवाल है। इसी तरह से भव्याचार का सवाल है और दूसरे सवाल है। और इनका हल तभी निकल सकता है जब कि कर्मचारियों को रेलवे के कामों में अधिक से अधिक हिस्सा दिया जाये। हम यह महसूस करते हैं कि इन संदर्भात्मक प्रश्नों को जिस तरह से उठाया जाना चाहिए उस तरह से नहीं उठाया जाता। माननीय रेलवे मंत्री जी को स्वभावतः इस प्रश्न में दिलचस्पी है और वह इस पर सोच विचार कर रहे हैं। लेकिन इस प्रश्न को विचारते १२ वर्ष का समय हो गया। मैं कहना चाहता हूँ कि आज भी रेलवे का मजदूर अफसरशाही के नीचे दबा हुआ है। मैं चाहता हूँ कि अब मन्त्रालय इस अफसरशाही को खत्म करे और कर्मचारियों को प्रशासन में हिस्सा देताकि वे लोग भी समझें कि उनको प्रशासन में हिस्सा दिया जाता है और उनके साथी प्रशासन में हिस्सा ले रहे हैं। इस तरह से करने पर रेलवे की कार्यकुशलता बढ़ती चली जायेगी।

इसी के साथ साथ रेलवे कर्मचारियों के लिए जो पे कमिशन ने सिफारिशों की है उनने बारे में कुछ कहना चाहता हूँ। आज रेलवे का मजदूर समझता है कि उसकी बचत अगर हो सकती है तो रेलवे मंत्री के द्वारा ही हो सकती है। लेकिन मंत्री जी ने रेलवे के मजदूरों के पक्ष को केबिनेट के सामने ही नहीं रखा। एक शिकायत तो यह है कि रेलवे कर्मचारियों का एक जलूस यहां आया लेकिन उसकी बात नहीं सुनी गयी। उचित तो यह था कि स्वयं रेलवे मंत्री उनकी बातों को जाकर सुनते। लेकिन अभी तक यह परम्परा नहीं चलायी गयी है यद्यपि हम बार बार इसकी मांग कर रहे हैं। इसी के साथ मैं चाहता हूँ कि जो आपने उनको बोड़ा बहुत दिया है उसको उनकी दूसरी महोदय से

कम न किया जाए। मैं कहना चाहता हूँ कि आज वह स्थिति है जो कि सन् १६४६ में थी जब कि रेलवे मैन्स फेरेशन ने स्ट्राइक की नोटिस थी थी। मैं चाहता हूँ कि जो आपने एक हाथ से दिया है उसको दूसरे हाथ से उनके कनसेशन्स को कम करके न छीनिये। मैं माननीय रेल मंत्री से इस बात को प्लायांटिडली कहना चाहता हूँ कि कोई भी सोशलिस्ट स्टेट प्रपने वर्कसं को थी हुई एमिनिटीज को छोन नहीं सकती है। जो स्टेट एक वर्कसं स्टेट और सोशलिस्टिक पैटर्न की स्टेट होने का दावा करती है, वह कभी भी ऐसा नहीं कर सकती है। मैं रेलवे मंत्री जी के सामने यह रखना चाहता हूँ कि अब रेलवे कर्मचारियों की अर्डं लीव ३३ दिनों से घटा कर ३०, २७, २१ दिन कर दी गई है, केंजुग्रल लीव १५ दिन से १२ दिन कर दी गई है, पब्लिक हलीडेंज २३ दिन से घटा कर १६ दिन कर दी गई है और महीने में शनिवार की चार आधी छुट्टियों के स्थान पर सिर्फ़ एक पूरे शनिवार की छट्टी कर दी गई है। इस प्रकार रेलवे के मजदूरों पर वर्क लोड बढ़ा है और उन की एमिनिटीज छीन ली गई है। मैं यह पूछता हूँ कि जिस की एमिनिटीज छीनी गई हैं, क्या उसको इस बात की शिकायत करने का अधिकार भी नहीं है। अपने को सोशलिस्ट कहने के बावजूद भी इन एमिनिटीज को छीना गया है।

रेलवे मंत्री (श्री जगजीवन राम) : सोशलिस्ट स्टेट में काम नहीं किया जाता है।

श्री प्र० ना० सिंह : काम किया जाता है, लेकिन एमिनिटीज को भी नहीं छीना जाता है। रेलवे कर्मचारियों से सरकार कहती है कि ज्यादा काम करो। वह ठीक बात है। एक्सेन्सी बढ़ाने की बात भी ठीक है। लेकिन जो थी हुई एमिनिटीज छीनी जाती हैं, काम के घंटे बढ़ाए जाते हैं, वह एक सोशलिस्ट स्टेट में नहीं होता

है। वह तो एक दुर्जुमा कैपिटलिस्ट स्टेट में होता है। वर्कसं के काम के घंटों को बढ़ाना, उनकी एमिनिटीज को छीनना और उन पर वर्क लोड को बढ़ाना एक सोशलिस्ट स्टेट का काम नहीं हुआ करता है। अगर माननीय रेल मंत्री जी को यह बात समझ में नहीं आती, तो शायद सोशलिज्म की उन की डेफीनीशन दूसरी हो, लेकिन सोशलिज्म की डेफीनीशन यह है कि वर्कसं की आसायश को छीनने की कोशिश न की जाये।

उन लोगों की फ़ी मेडिकल एड को भी बन्द कर दिया गया है।

श्री जगजीवन राम : कहां बन्द कर दिया है?

श्री प्र० ना० सिंह : अगर सैकंड पे कमीशन की रीकमेंडेशन के बाद गवर्नरेंट ने विचार नहीं किया, तो उन की फ़ी मेडिकल एड बन्द हो जायगी और कांट्रीब्यूटरी हैल्प) स्कीम लागू हो जायगी। (Interruptions)

उपाध्यक्ष महोदय : सोशलिस्ट स्टेट में एक बक्त में तो एक आदमी ही बोलेगा।

श्री प्र० ना० सिंह : जहां तक हाउस रेंट का सवाल है, उस में भी इजाफ़ा हो गया है और कोर्य बलास एम्पलाइज को फ़ी हाउस के बजाय अब रेंट देना पड़ेगा। पास और पी०टी०ओ० भी कम कर दिया गया है।

श्री जगजीवन राम : कहां कम कर दिया है? माननीय सदस्य गलत-बयानी करते हैं।

श्री राजेन्द्र सिंह (छपरा) : जो फैसला सरकार को देना चाहिये, वह उस ने नहीं दिया है।

श्री प्र० ना० सिंह : अगर माननीय मंत्री जी यह एलान कर दें कि हम कम नहीं करते

[श्री प्र० ना० सिंह]

जा रहे हैं, तो हम को बड़ी खुशी होगी। हम को खतरा है कि सैकेंड पे कमीशन की रिपोर्ट के बाद उन तमाम चीजों को कर दिया जायगा।

श्री जगजीवन राम: माननीय सदस्य तो कहते हैं कि "कर दिया।"

श्री प्र० ना० सिंह: अगर उस सम्बन्ध में यह एलान कर दें, तो मुझे खुशी होगी।

एमिनिटीज के सम्बन्ध में २२० लाख रुपए रखने का जिक्र किया गया है। उस के सम्बन्ध में मैं यह महसूस करता हूँ कि इतने बड़े रेलवे बजट में एमिनिटीज के लिए यह रकम पर्याप्त नहीं है।

12.44 hrs.

[MR. SPEAKER in the Chair]

माननीय मंत्री जी यह महसूस करेंगे कि रेलवे बजट में आमदनी का मुख्य उत्तरिण्य श्रेणी के यात्री हैं और इस में कोई शक नहीं कि उन के लिए कुछ किया गया है, लेकिन साथ ही साथ आमी हमें बहुत कुछ करना है। मैं समझता हूँ कि एमिनिटीज के लिए यह जो रकम रखी गई है, वह कम है।

Mr. Speaker: The hon. Member may conclude now.

श्री प्र० ना० सिंह: आखिर मैं मैं एक बात और कहना चाहता हूँ। जो पांच पैसे फ्रेट बड़ने की घोषणा की गई है, उस में जीवन की आवश्यक वस्तुओं को भी नहीं छोड़ा गया है। मैं समझता हूँ कि इस समय जो महंगाई बढ़ रही है, इससे उसमें और भी इच्छाका होगा। फ्रेट का बढ़ाया जाना किसी भी तरीके से उचित नहीं है।

अन्त में मैं यह कहना चाहता हूँ कि एक बात कही गई है.....

Mr. Speaker: The hon. Member has taken 26 minutes already. I am not going to allow him more time. I am very sorry. When the bell is rung once, twice, thrice he does not take note of it and then starts a new point. No, no; I cannot allow.

श्री प्र० ना० सिंह: मैं एक सैकेंड में खत्म कर दूँगा।

Mr. Speaker: Very Well.

श्री प्र० ना० सिंह: माननीय मंत्री जी ने रेलवे कर्मचारियों के बच्चों की पढ़ाई-लिलाई के सम्बन्ध में एक बात कही है कि जहां पर भी देशी भाषाओं के माध्यम से प्राइमरी स्कूलों में पढ़ाई होती है, वहां पर एजूकेशन को फी कर दिया जायगा। मैं यह कहना चाहता हूँ कि कांस्टीट्यूशन में १९६० तक चौदह साल के बच्चों को हायर सैकेन्डरी स्टेज तक फी एजूकेशन देने की बात कही गई है। अगर कांस्टी-स्टेज में किए गए इस बादे को देश के अन्य हिस्सों में पूरा नहीं किया जा सकता है, तो आर्योग्यिक सम्यता में एक नई जिन्दगी लाने के लिए, उस को एक नए प्राधार पर लड़ा करने के लिए कम से कम इतने बड़े उद्योग में, जिस से करोड़ों रुपए की आमदनी सरकार के खजाने को होती है, कम से कम रेलवे के कर्मचारियों के बच्चों के सम्बन्ध में उस को जरूर पूरा किया जाये।

श्री जगजीवन राम: यह डिस्क्रिमिनेशन होगी।

Shri A. C. Guha (Barasat): Mr. Speaker, Sir, I think there has been a general appreciation in this House, that taking an overall view, Indian Railways have done quite well. At the beginning of the Second Plan doubts were expressed from various

quarters, even from experts and specialists, that the Indian Railways would not be able to tackle the burden that will be cast on the Railways due to the development of the Second Plan. But, it is now admitted that the Indian Railways have more or less been able fairly well to discharge their duties and obligations to the country by carrying the load that was put on them.

Even on the financial side, I think, it would be possible for the Indian Railways, in the next year, to reach the target of Rs. 1121.5 crores expenditure for development and 162 million tons of goods will also be carried. That is the general aspect.

The Indian Railways also deserve hearty congratulations from this House and the nation on another point and that is as regards the manufacture of engines, wagons, coaches, electrical and mechanical equipment etc. India has now practically achieved a state of self-sufficiency and may even try to enter the export market in many of these items. That is an achievement, I think, we can be proud of.

In this connection, I should first mention the Chittaranjan Locomotive Factory. Perhaps, of all the public sector undertakings during the early years of our independence, only Chittaranjan has been spared scandalous attacks or gossips of mismanagement, waste and all sorts of things. Practically, all other undertakings, Sindri, D.V.C, and every other industry attracted large volumes of criticism....

The Deputy Minister of Railways (Shri Shahnawaz Khan): Perambur has done equally well.

Shri A. C. Guha: Perambur is only a recent thing. I think Chittaranjan has been spared from any such criticism and started in the earlier days. I think it may be proper here also to mention, in this connection, that much of this credit would go to its first General Manager, Shri P. C. Mukerjee.

Having said this, it is, proper also to point out some of the defects where

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improvements can be effected and should be effected. In an organisation like this there must be scope for some criticism. There must be some lapses and defects. It would be dangerous for the Railway Board or the Ministry or this House to be complacent about such lapses.

The Railway Freight Structure Committee recommended that on a rough estimate at the end of 1955-56 the contribution to the depreciation reserve fund would have to be about Rs. 52 crores. This amount would increase progressively year after year, as the Railway's assets increase, till in the year 1960-61, the final year of our Plan, it would be about Rs. 66 crores. But for all these years the contribution has been only about Rs. 45 crores. While the assets have increased by about Rs. 500 crores, the contribution has remained at the same dangerously low level and at the end of the coming year I think the fund would be only about Rs. 18 crores. The Minister himself has in his Budget speech referred to the unsatisfactory position in this regard. But I think he should have taken a very serious view of this matter.

As regards the other two funds also, the position is not satisfactory. The Development Fund has disappeared leaving a minus balance; and the Revenue Reserve Fund has of course accumulated to about Rs. 53 crores. There also the appropriation for the last few years has mostly been due to the accretion of interest and other things. I do not think there have been much direct contributions. It is a serious matter which the Railway Board should consider and it should take steps to set right. It is a commercial undertaking using a capital at charge of about Rs. 1500 crores; it cannot run on such a precarious financial basis as to practically wipe away all its reserve funds.

I would also refer to some lapses in working efficiency. The working expenses have been increasing rather out of proportion to the revenue increase. In 1959-60 the revenue was

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Rs. 422 crores while the working expenditure was Rs. 291.92 crores. In 1960-61 they are estimated to be Rs. 450 crores and Rs. 329 crores respectively—an increase of Rs. 28 crores in revenue and Rs. 38 crores in expenditure. The proportion of increase in expenditure is higher than the proportion of increase in revenue which is not a very creditable thing for a commercial enterprise like this. I am using the term 'commercial enterprise' in a loose sense; I know that first of all it is a public utility service and then only a commercial enterprise—which also would demand efficiency and economy.

As regards the use of coal, there has been some improvement in the consumption of the total quantity. The general ton mileage has increased by 54 per cent. while coal consumption has increased by 43 per cent. Yet I feel there is scope for further improvement. I think the Government have not been able to implement all the recommendations of the expert committee on coal and fuel consumption and the Minister himself has admitted that there is scope for some improvement. I wonder why some more washeries have not been put up. The Minister's remarks in this connection are not very encouraging. If he has to depend upon another Ministry for setting up washeries and if that Ministry itself is struggling hard for its own washeries to supply coal to the steel plants, it will take a long time for him to wait till he can get the required number of washeries. The Railways should consider having their own washeries to improve the quality of coal and also efficiency and reduce working expenses.

I find there has been some decline about punctuality also. From 1957-58 there has been some improvement. But we are still far behind the punctuality level of 1952-53 when 82.14 per cent. of the broad-gauge trains and 83.57 of the metre-gauge trains were running punctually. Now the figures are 77.99 and 80.88 per cent. respect-

ively. This should attract the attention of the Railway Board. While we speak about punctuality, naturally we are reminded about the over-aged stocks of locomotives, wagons and coaches. I am afraid the Railway Board will not be able to fulfil the target fixed in the Second Plan. The target for replacement of over-aged stocks, was to reduce them,—engines—for the broad-gauge and metre-gauge were 16.2 and 22.5 per cent. respectively in 1960-61; for wagons 6.6 and 11.9 per cent. respectively and for coaches 10 and 9.5 per cent. respectively. From the Review of the Performance of the Railways during the Second Plan period, the pamphlet issued by the Railways, we find on page 23 that upto 1959 the figures are far behind the target fixed for the Plan. I am not sure if within 1960 and 61 they will be able to reach the target. It is important because it is related to punctuality, accidents and also economy in the running of trains.

The hon. Member who preceded me referred to the number of accidents. Fifty per cent. of them or so—that was the finding of a committee of enquiry presided over by the Deputy Railway Minister—were due to over-aged stocks. So, they should see that at least the Plan targets are reached. I have also my doubts if they would approach the targets regarding new lines to be opened and old lines to be renovated.

13 hrs.

There is a proposal this year to increase the freight charge by five per cent. I can understand the necessity of increasing the freight charge particularly because of the Pay Commission's report and the rise in the price of many things. The price of coal has gone up. The price of many other commodities has gone up. So, there may be a justification, from the financial consideration on the part of the railways, to increase the rate, particularly when it is still considerably below the rate recommended by the Freight Structure Enquiry Committee.

In this connection, I would like to point out one aspect. They have exempted ore for export, coal, and the railway, postal and military articles from the purview of this levy. I cannot understand why they have not included foodgrains also in the exempted list. I shall again refer to the Freight Structure Enquiry Committee in regard to the standard by which the freights for the different commodities should be fixed. The standard was laid down by that Committee:—"The freight burden on the commodities which affect significantly the cost of living of the lower income group" should be kept at a lower level. About 70 to 80 per cent of the monthly income of the lower income group is spent on foodgrains. So, I think foodgrains should have got some consideration from the Railway Board for being exempted from this higher rate of duty.

Mr. Speaker: The hon. Member's time is up.

Shri A. C. Guha: I may be given five more minutes, Sir. Similarly, fertilisers should also have been exempted because fertilisers lead directly to greater production of food and so they regulate the cost of living of the middle-class people. I cannot understand the logic of keeping military, postal and railway articles being exempted from this higher rate of duty. I can quite understand some war equipment being taken from one place to another, but the word 'military' does not mean only war equipment for operational purposes. All these departments are running several workshops and I am afraid that the raw materials of these workshops in the defence, postal and railway departments will get this exemption. I think it would be putting the workshops of the private sector or even the workshops in the other departments of Government to an unfair competition with the workshops of these three departments. I think the Government departments should stand on the same level, as regards taxation, as the private sector and even within

the Government all the departments should stand on the same level. I hope the hon. Minister will re-consider the wisdom of keeping the military, postal and railway articles exempted from this five per cent. increase in freight charge. It also looks invidious and should be avoided.

I should now like to refer to some local matters. The first thing that I should refer to is the Sealdah station and the Sealdah section. Electrification is going on there, but I think the speed is too slow. Out of the Rs. 18 crores that have been allotted, I think only a little over Rs. 2 crores will have been spent so far, on this work including the estimate for the coming year. I would like to know from the hon. Minister if he could give some sort of a fixed date by which the electrification of the Sealdah section will be completed. Moreover, the Sealdah station itself should attract the attention of the Minister. He knows Sealdah quite well and Calcutta also quite well.

Shri Jagjivan Ram: Squatters.

Shri A. C. Guha: For that matter, I shall put it as the responsibility of the Rehabilitation Minister or that of the Prime Minister but not that of the Railway Board. Sealdah station itself needs a drastic improvement and reconstruction. It has become a sort of an incubus for the people living on that side. The trains there are not running in time and even, if they run on time, they cannot find proper platforms. The place is dirty and unclean and it is unworthy of a big railway station of a big city of a big country.

Shri Jagjivan Ram: I seek your co-operation.

Shri A. C. Guha: That will always be available, but whatever co-operation the hon. Minister may or may not get, the point is, he is getting everywhere the same kind of co-operation, and there is nothing special in the matter of Sealdah, in respect of any co-operation.

Another aspect of this station is, the passenger amenities also are aw-

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fully of a low standard. That matter also should attract the attention of the hon. Minister.

I think I have practically mentioned almost all the points on which I wanted to speak. Before concluding, I should again say that the railways have done creditably well and the over-all picture of the Indian railways is quite sound. We expect that the railways would be able to bear the burden of the third Five Year Plan also quite creditably.

Something has been said about foreign loans. That is a general policy of the Government. There is no particular blame attached to the Railway Ministry in this regard, and it is not possible for India or any under-developed country to carry on without any foreign aid. The rate of interest is as much or as low as could be bargained for. That is the only criterion on which the rate of interest will be fixed. If the World Bank is charging an exorbitant rate, the hon. Minister, I hope, will see if it can be reduced or if he can find some other creditor to lend money at a lower rate of interest.

बीमती अयाबेन शाह (गिरनार) : प्रध्यक्ष महोदय, जो रेलवे बजट पेश किया गया है और जो कुछ कारबाइयां आज तक की गई हैं, उन सब के लिए तथा इस बजट के लिए मैं रेल मंत्री महोदय को बधाई देना चाहती हूं। जो नई लाइनें बनी हैं या जिन नाइंस का डबलिंग हुआ है, जो स्टाफ की एमेनिटीज बढ़ी हैं तथा यात्रियों को जो सुविधायें दी गई हैं, वे सब ऐसी बातें हैं, जिन पर सन्तोष ही प्रकट किया जा सकता है और जब कोई इस तरह के अच्छे काम को, उसके लिए हम उसको बधाई न दें तो उचित नहीं होगा। इस बास्ते में रेल मंत्री महोदय को इन सभी कामों के लिए बधाई देती हूं।

इनका कहने के बाद मैं आपके सामने कुछ बातें रखना चाहती हूं। जो फेट

सरचार्ज बढ़ाया गया है, मेरी समझ में नहीं आता है कि यह क्यों बढ़ाया गया है। एक तरफ तो हम कहते हैं कि रेलों पर जो गुड्स लोड होता या वह रोड पर हो रहा है, रेल और रोड के बीच कम्पीटीशन चल रहा है। उसको कड़े मुकाबले का सामना करना पड़ रहा है और दूसरी ओर आप फेट रेट बढ़ाते हैं, यह सब समझ में प्राने लायक बातें नहीं हैं। जब कम्पीटीशन चल रहा है तो फेट रेट को बढ़ाने के बजाय आपको घटाना चाहिये या और यह बहुत आवश्यक सी चीज़ है। फेट स्ट्रक्चर कमेटी ने जो रिपोर्ट दी है, वह आपके सामने है और उसको देखते हुए भी हमें यह फेट रेट बढ़ाना नहीं चाहिए था। मैं समझती हूं कि इससे रेलों को हानि ही होगी, कोई खास कायदा पहुंचने वाला नहीं है।

एक और बात में इस सम्बन्ध में कहना चाहती हूं। हमारे देश की जो इकोनोमी है वह बहुत सेसेटिव है। इसको जरा सी भी ठेस पहुंचे, जरा सा भी सरचार्ज बढ़ जाए तो एक दम से प्राइसिस बढ़ जाती हैं, भाव बढ़ जाते हैं। सरचार्ज तो कम लगाया जाता है मगर भावों में दुगुनी या इससे भी अधिक की बढ़ि हो जाती हैं। मैं समझती हूं कि इस मोके पर इसको बढ़ाने की कोई खास ज़रूरत नहीं थी, इसको हटाया जाए अगर यह आपके लिए सम्भव हो तो।

आपकी तरफ से यह कहा गया है कि एक तो प्यूल के दाम बढ़ गए हैं और साथ ही साथ यह अच्छी क्वालिटी की नहीं मिलती है। हो सकता है कि दाम टैक्सेशन की बजह से कुछ बढ़ गए हों मगर जो क्वालिटी की बात कही गयी है इसके बारे में जैसा अन्य माननीय सदस्यों की तरफ से कहा गया है कि पब्लिक सेक्टर के जो काम हैं, उनको प्रायोरिटी मिलती चाहिए और कोई न कोई तरीका ढूँढ निकाला जा सकता है जिससे अच्छी क्वालिटी की प्यूल हम को मिल सके।

श्री विमल घोष और श्री अ० च० गुह जी ने कहा है कि बाशरीज लगाई जायें या कोई और तरीका निकालें जिससे जिस क्वालिटी को हम जानते हैं वह हमें उपलब्ध हो सके।

यह भी आपकी तरफ से कहा गया है कि जो नैट प्राफिट है वह बढ़ रहा है और यह आनन्द की बात भी है। अगर फिंग्स को देखा जाए तो यह ठीक भी लगता है। नेकिन देखने वाली बात यह है कि रेलवे का जो कनसर्न है वह कितना पुराना है और कितने सालों से चल रहा है और कितनी इसमें पूँजी लगी हुई है। और कितनी पूँजी हम आगे लगा रहे हैं और कितना लाभ होना चाहिये। एक बात यह भी है कि यात्रियों में सफर करने का जो शैक है वह भी बढ़ रहा है और लोगों की कुछ जरूरियां भी बढ़ रही हैं और ये सब चीज़ें ऐसी हैं जिन से आमदानी बढ़ी है और बढ़ सकती है। हमें जो लाभ हुआ है उससे मैं समझती हूँ कि हम सन्तोष जरूर मानें लेकिन कम्प्लेसेंट रहने की जरूरत नहीं है।

स्टाफ को कितनी एमेनेटीज मिलनी चाहिए इस बारे में हाउस में कुछ मतभेद है, डिकेंस आप और पिनियन है। जो एमेनिटीज इस बक्त मिली हुई हैं उतनी से ही कई माननीय सदस्य सेंटिसफाइड नहीं हैं, नाराज है। मगर मैं इस ढंग से नहीं सोचती हूँ। हम ऊपर की ओर देखें, अपने उच्चाधिकारियों की ओर देखें, जितनी सुविधायें और जो पे क्सेल उनको मिले हुए हैं, उनके मुकाबले में क्लास ३ और क्लास ४ को बहुत कम मिले हुए हैं, उनको बहुत कम सहूलियतें मिली हुई हैं, उनके बीच का जो फासला है, वह बहुत बड़ा है। मैं चाहती हूँ कि हो सके तो इस फासले को हटाया जाए, इसको कम किया जाए। इसके साथ ही साथ मैं यह भी कहा चाहती हूँ कि अगर आप बाहर की दुनिया को देखें, एग्रिकलचरल लेवर को देखें, जो गुमाकर्ता है, उसको क्या मिलता है, उनकी साइफ क्या है, उनको क्या सिक्योरिटी है,

तो आपको पता चलेगा कि अगर गवर्नेंट सबट्रॉ को मुविधायें देने पर ही जोर लगाया जाता रहा तो हमारी समाज में एक डिसपैरिटी सी आ जाएगी और आजकल भी ऐसा होता है कि गवर्नेंट सर्विस पर, रेलवे की सर्विस पर लोगों का सारे का सारा ध्यान लगा रहता है जिससे देश को नुकसान पहुँचता है। इस वास्ते मैं चाहती हूँ कि जो दूसरे नेश्न हैं, जो कारखाने हैं जो उद्योग धर्थे हैं उन सब को सामने रख कर हम सोचें।

रेलवे मंत्री जो ने पी० टी० ओ० और पासिस के बारे में कहा है कि कुछ गलतफहमी है। यह बहुत द्योती सी बात है और इसमें मैं समझती हूँ हमें नहीं पड़ना चाहिए। प्रेक्टिस है क्या होता है, पास मिले या न मिले, इसका भी हमें ध्यान रखना होगा। इसके बगैर भी वे अपना काम चला लेते हैं और इधर से उधर और उधर से इधर आते जाते रहते हैं। इस वास्ते मैं समझती हूँ कि जो एमेनिटीज हमने उनको दे रखी हैं, उनको वापिस लेने की कोशिश हम न करें, उनको छीनने की कोशिश न करें।

जो पोर्ट्स होते हैं, जो कुली होते हैं उनके लिए आपने यह तय किया है कि एक हैड लोड के उनको तीन आने मिलें। मगर जिस तरह से प्राइसिस बढ़ रही हैं और जिस तरह की इकोनोमी आज की है, उसमें तीन आना तो कोई चीज़ नहीं है और जो लेने वाला है वह लेने से इन्कार कर देता है और उसके बाद कितना झगड़ा मुसाफिर और कुली के बीच होता है, इसको आप और हम सब जानते हैं। अगर हम चाहते हैं कि आसानी से सफर करें, अगर हम चाहते हैं कि झगड़े न हों, तो जो हैड लोड का रेट आपने फिक्स किया है, इसको कुछ हव तक बढ़ाया जाना चाहिये, तीन आना से काम नहीं चल सकता है।

अब मैं केटरिंग के बारे में कुछ कहना चाहती हूँ। रेल मंत्री महोदय ने कहा है कि बहुत कम दाम में खाना इत्यादि मिलता है, चपाती मिलती है। मैं चाहती हूँ कि रेलवे

[श्रीमती जयवंश शाह]

मेरे अधिकारीगण और यदि हो सके तो माननीय मंत्री महोदय जा कर इस खाने टेस्ट करें और देखें कि कैसी बवालिटी होती यह देखने लायक चीज़ है। दस आने में चीज़ तो ले सकते हैं, लेकिन उसकी बवालिटी नी हल्की होती है कि कोई भी उसको रेमाल नहीं कर...

ओ शाहनवाज खान : एक बार टेस्ट दा है, बहुत अच्छा है।

श्रीमती जयवंश शाह : तब में समझती हूँ रका टेस्ट कोई खास किस्म का होगा।

आपने ५०० मील के यात्रियों के लिए पिंग की सुविधा सुलभ की है जिसके लिए प्राप्तको धन्यवाद देती हूँ। लेकिन इस सिलसिले में एक बात कहना चाहती हूँ कि जो यात्री मील से आगे का सफर करना चाहते हैं, को कम से कम बैठें की सुविधा तो मिलनी हिए। कुछ जगहों पर आपने रिजर्वेशन सुविधायें दे रखी हैं, मैं चाहती हूँ कि ये वयायें सभी जगहों पर सुलभ होनी चाहिए। जे कल किसी न किसी तरह से कुछ लोग बांग में धूम जाते हैं लेकिन उनको बहुत प्रिविधा का सामना करना पड़ता है और चाहती हूँ कि उनको बैठें के लिए स्थान न सके, वे रिजर्वेशन करा सकें, इसका ज्ञान भी आपको जल्दी करना चाहिए र इसकी बहुत मर्ज़ जरूरत है।

आपने कहा है कि आप यहूँ खास के जरूर को अनेक सुविधायें दे रहे हैं और यह हूँ भी है। मैं यहाँ पर एक दूसरी बात ना चाहती हूँ। आपने एक ऐसा रेयुलेशन लाया है कि खास-खास किस्म का सामान अपिकर अपने साथ नहीं रख सकता है जिसको लेमेंट नहीं किया जाता है। कितने ही ऐसे होते हैं जो कि उस सामान को अपने रखे कर चलते हैं जिसको कि वे रेयुलेशन युताबिक ले जा नहीं सकते हैं, लेकिन इसको इचैक ही नहीं करता है। लोग चारपाई

जिसका नतीजा यह होता है कि जो पेसेज होता है वह रुक जाता है, आने जाने के लिए जगह नहीं रहती है, अगर कोई लैवेटरी में आना चाहता है, जो नहीं सकता है, बहुत दिक्कत का सभी मुसाफिरों को सामना करना पड़ता है। इससे जो तकलीफ होती है उसको तीसरी खास के यात्री ही जानते हैं और मैं चाहती हूँ कि उनकी इस तकलीफ को दूर करने का आप कोई उपाय करें।

आपने कहा है कि रेलों की एफिशेंसी बढ़ गई है। इस चीज़ को हम सभी अपने तजुर्बे से अनुभव कर सकते हैं। आज आप और देते हैं कि मोर प्रोडक्शन हो, खेती की पैदावार बढ़े, इसके लिए आप आन्दोलन भी चलाते हैं और कई दूसरी तरह के काम करते हैं। एक तरफ तो हम इस तरह की बातें करते हैं दूसरी तरफ हम देखते हैं कि जो चीज़ें इस लक्ष्य को सिद्ध करने में सहायक हो सकती हैं, उनकी ओर कोई ध्यान नहीं दिया जाता है। मैं आपके सामने एक उदाहरण रखना चाहती हूँ। सौराष्ट्र में वांकानेर डिस्ट्रिक्ट में एक बच्चू डैम बना और उसके पूरे हुए तीन साल हो गए हैं। वहाँ पर एक नहर बनी जो कि रेलवे लाइन की हृद तक आ गई। इसके बाद रेलवे लाइन की दूसरी ओर से भी नहर खो दी गई। अब रेलवे लाइन के नीचे से जो नहर खुदनी थी, वह लाइन पर गार्ड लगा कर ही खुद सकती है। तीन साल हो गए हैं ये गार्ड नहीं लगाये जा सकते हैं। अब पता चला है कि रेलवे ने उसके लिए कुछ भंजूरी दे दी है। इसका अर्थ यह हुआ कि तीन साल तक उस नहर से कोई लाभ नहीं उठाया जा सका क्योंकि नहर पूरी ही नहीं हुई। हम कहते हैं कि सारे देश की तसवीर को हमें अपने सामने रखना चाहिए, सारे देश के चित्र को अपने सामने रखना चाहिए और दूसरी ओर जब इस तरह के जरूरी कामों में इस तरह दे दें देरी की जाती है, तो हमारा

मैं चाहती हूं कि इस तरह के ज़रूरी कामों में देरी नहीं की जानी चाहिए।

ऐसा भी कोई बार होता है कि नदियों का करेट बदल जाता है, बहाव बदल जाता है, बाढ़ आ जाती है जिसके बास्ते स्टेट गवर्नरमेंट को या पी० डब्ल्य० ३० को कुछ काम करने पड़ते हैं, जमीन को कहीं ऊंचा करना पड़ता है, कहीं नीचा करना पड़ता है जिसके लिए स्कीम बनाई जाती है। ऐसे कामों में जहाँ रेलवे लाइन बीच में आ जाती है और उसकी मंज़ुरी किसी काम के लिए लेनी पड़ती है या रेलवे को कुछ काम करवाना होता है तो दो तीन साल गुज़र जाते हैं वह काम नहीं होता है जिससे किसानों को तथा दूसरे लोगों को बहुत असुविधा का सामना करना पड़ता है। हमने ऐसी बातें अक्सर देखी हैं और लिखी भी हैं। जब कोई ऐसी बात आ जाय तो हम को तुरन्त ही उसे कर देना चाहिये। स्टेट बाले कहते हैं कि यह हमारे अधिकार में नहीं है क्योंकि रेलवे हमारे नीचे नहीं है और जब रेलवे मे हम लोग कहते हैं तो वे कहते हैं कि हमारे पास प्राविजन नहीं है। मैं समझती हूं कि जब कोई ऐसी बात आये और सारे नेशन का सवाल हो तो उस में सास दिलचस्पी ले कर कोई न कोई रास्ता निकालना चाहिये।

यहाँ पर रेलवे मंत्रालय की किताबों में यह बतलाया गया है कि रेलवे की ओर से जालाये जलती हैं। ठीक है, अच्छी बात है, कोई ५० हज़ार विद्यार्थी पढ़ते भी हैं। जहाँ तक मैं समझती हूं, और बहुत मे लोगों ने बतलाया भी है कि कांस्ट्र्यूशन के अन्दर यह जिम्मेदारी स्टेट की है। प्राइमरी शिक्षा की जिम्मेदारी भी स्टेट की है। रेलवे स्टाफ के लिये रेलवे की ओर से पढ़ाई का इन्तजाम होने पर भी उस जिम्मेदारी से स्टेट बच नहीं सकती। इसलिये जहाँ तक इस प्राविजन का सवाल है, इस सारे के सारे बोझ को, इस जिम्मेदारी को इम्प्लिमेंट करने का काम स्टेट पर ही छोड़ देना चाहिये। हम चाहे जिस तर की शालायें बनायें उन के लिये

जो भी प्राविजन करें, उन में यूनिफॉर्मिटी रहती है या नहीं, इस को कौन देख सकता है? मैं समझती हूं कि यह काम हमारा नहीं है और इस को जिका मंत्रालय पर ही छोड़ देना चाहिये।

एक बात मेरी कास्ट्र्टूटेंसी की है। हमने देखा है कि ज़िक्र का एक बड़ा भारी प्रकरण बन गया है। उसके लिये कहा जा सकता है कि रेलवे वालों ने भी मदद की। वहाँ के लिये नहीं मानूम कैसे रातों रात स्पेशल ट्रेन मंज़ुर की गई। ऐसा भी सुना गया है कि वहाँ पर यात्रियों को ले जाने के लिये डब्ले रखवे हुए थे उनको भी उस पैमेन्जर में नगा दिया गया। वहाँ अमृत बेल के छोटे स्टेशन के नजदीक पुल के पास कल्वर्ट की तरह से है। उसके पास न जाने कैसे स्टेशन बनाया गया और उसको देवीनगर का नाम दे दिया गया। वहाँ पर शाट्ल ट्रेन्स रुकती थी। स्पेशल ट्रेन में पैमेन्जर्स वहाँ गये। पूछा बताड़ये ऐसा कैसे हुआ, जब कभी कोई ऐसी सुविधा के लिये कहता है तो कह दिया जाता है कि हमारे पास वैन्स नहीं हैं, बोगीज नहीं हैं अलेकिन यहाँ पर ऐसा कैसे हुआ, तो कामर्शन मुपरिन्टेंडेन्ट ने किसी को जवाब दिया कि जब हमें पैसा मिलता है तो हम जो करना चाहते हैं, कर सकते हैं। मैं समझती हूं कि रेलवे जो है वह कोई व्यापारिक कंसन्ट नहीं है जो कि कभी पैसा मिलने का मौका होता है तो उसे छोड़ती नहीं है। हमें देखना चाहिये कि किस लिये स्पेशल ट्रेन लोग चाहते हैं। वहाँ तो एक अच्छा थड़ा के कारण इतने लोग इकट्ठा हो गये। इस तरह मे तो हमने इन्डाइरेक्टली और प्रांतात्मक दे दिया और इतने आदमी वहाँ पर मर गये। हम सब के मामते यह बातें मौजूद हैं। वहाँ जो इतनी बातें चलीं तो जो हमारे रेलवे अधिकारीण थे वे भी उन ने बच नहीं सके। उन की जिम्मेदारी भी उसमें था गई। जब उहाँने गातों रात मब कुल्ह कर दिया और उस दिन इतने लोग मर गये तो उसके सम्बन्ध में इतनी ट्रेनें चलीं और देहातों से इतने आदमी

[श्रीमती जयाबेन याह]

आ गये कि मुसीबत पह गई क्योंकि हजारों आदमियों के रहने की जगह वहां पर नहीं थी। मैं समझती हूं कि यह ठीक नहीं है कि जहां से ज्यादा पैसा मिलने की उम्मीद हो वहां इस तरह से कर दिया जाय। इस पर जरूर ध्यान दिया जाना चाहिये कि किस के लिये स्पेशल ट्रेन की जरूरत है और वह दी जानी चाहिये या नहीं।

रेलवे मंत्री जी ने बताया है कि मेजर एम्सिडेंट्स बहुत कम हुए हैं, बल्कि नहीं हुए हैं। अगर ऐसा है तो यह बड़ी तसली की बात है लेकिन चलती ट्रेन्स में, खास कर लेडीज कम्पार्टमेंट्स में, जो दुर्घटनायें होती हैं वह बहुत बुरी चीज़ हैं। उनसे हम बच सकते हैं। आजकल पैसेन्जर्स इतने घबराये हुए हैं कि उनको अकेले चलने में डर लगता है। मेरे जैसी बहनें पहले बहुत दफा अकेले सफर करती थीं लेकिन जो पिछले दो-तीन इन्सीडेंट्स हुए हैं उनको देखते हुए तो कहा जा सकता है कि पूरी सावधानी रखने पर भी उनसे बचा नहीं जा सकता था। हमें सोचना चाहिये कि कोई न कोई ऐसा तरीका निकाला जाय जिसमें जो लोग अकेले सफर करना चाहें वे कर सकें। हमारे एक भाई बोल रहे थे तो कहने लगे कि हमारी बहनें अकेले चलने में हेजिटेट करती थीं पहले भी लेकिन अब और भी हेजिटेट करने लगी हैं। लेकिन मैं कहना चाहती हूं कि हम को तो छोड़िये, अब अकेले चलने में आदमियों के दिल में भी डर पैदा हो गया है कि कहीं कुछ हो न जाय। यहां बार-बार कोई न कोई बटन डिवाइस निकालने की बात कहीं गई है उसके बारे में तो मैं कुछ कह नहीं सकती कि उससे किस तरह से काम लिया जा सकता है, लेकिन अगर कोई एलेक्ट्रिक डिवाइस की तरह की चीज़ हो जिसमें कोई हाथ भी न लगा सके, तो अच्छा होगा। इसके लिये आजकल जो स्थिति है उसमें कुछ सुधार होना चाहिये जिसमें अब लोगों को अकेले सफर करने में डर न रहे।

मैं सोराष्ट्र से आती हूं। यहां पंक्षपुण्ड्र-लिटी आफ ट्रेन्स की बात कही गई है। मैं समझती हूं कि जहां पर कम से कम पंक्षपुण्ड्र-लिटी है वह हमारा प्रदेश है। छोटी-छोटी लाइनें हैं, वहां के स्लीपर, वहां के डब्बे और एंजिन इतने पुराने हैं जितने कि हमारी पुरानी स्टेट में हुआ करते थे। मैं समझती हूं कि इस पर खास तौर से ध्यान दिया जाना चाहिये। अगर इस तरफ ध्यान दिया जाय तब शायद बुनियादी तौर से कुछ सुधार हमारे यहां को रेलों में हो सकता है।

यहां पर टिकेटलैस ट्रैवल की बात बहुत होती है। आंकड़े दिये गये हैं कि ६ लाख आदमी पकड़े गये हैं और उनसे १ करोड़ रुपया बमूल किया गया है। मैं समझती हूं कि जितने लोग पकड़े गये हैं उनसे कहीं ज्यादा टिकेटलैस ट्रैवलर्स हैं और इस सिलसिले में इतना कराशन चल रहा है जिसको मैं बतला नहीं सकती। जो रेलवे का स्टाफ है वह भी उन लोगों के साथ मिल जाता है और बिना टिकट चलने वालों से टिकट की आधा पैसा लेकर छोड़ देता है। इसके लिये भी बहुत ज्यादा ध्यान देने की जरूरत है।

अब आखिर मैं मैं कहना चाहती हूं कि बम्बई का बाइकेनेशन हो रहा है। इस बड़े राज्य से महाराष्ट्र और गुजरात बर्तेंगे। अब तक गुजरात का क्षेत्र बम्बई के साथ या इसलिये किसी खास सुविधा की मांग नहीं की जाती थी। अब गुजरात नये सिरे से बन रहा है। रेलवे में गुजरात के लोगों को जितनी तकलीफें हैं उनके बारे में मैं समझती हूं कि रेलवे मंत्री जी को खास तौर पर सोचना होगा क्योंकि जिस तरह से आज कल गुजरात में रेलवे चल रही है उससे नये बनने वाले राज्य का काम नहीं चल सकता है।

इन सब बातों के बाद भी जो कुछ हमारे रेलवे मंत्रालय ने प्राप्तेस की है उसके लिये मैं कह सकती हूं कि शायद

किसी और मन्त्रालय ने की हो। हमें उसकी प्रोप्रेस से काफी सन्तोष है और मैं उसके लिये आपने मंत्री महोदय को धन्यवाद देती हूँ।

धी हेमराज (कांगड़ा) : अध्यक्ष महोदय, हर एक तरफ से रेलवे मंत्री जी को और रेलवे मन्त्रालय को बधाई दी गई है और मैं समझता हूँ कि वह बहुत हृदय तक दुर्लक्ष भी है, इस लिहाज से कि इन दिनों में रेलवे की काफी प्रगति हुई है और जितना रुपया उसको पांच साल की अवधि में खर्च करना था उसके मुताबिक चार साल का जो शेड्यूल बना था उतना वह खर्च कर रही है। यहीं नहीं बल्कि हमें चित्तरंजन और पैरम्बूर को देखने का भी भोका मिला और वहां पर भी हमें यह देख कर खुशी हुई कि जो टार्गेट मुकर्रर किये गये हैं एजिन बनाने के और गाड़ियां बनाने के उन टार्गेट्स से भी ज्यादा गाड़ियां पैरम्बूर में तैयार हुई हैं और टार्गेट्स के अनुसार एजिन बनाने के काम में प्रगति हो रही है। हमने वहां एक चीज जो देखी वह यह थी कि चित्तरंजन में खास तौर पर इन्सेन्टिव सिस्टम है मैं समझता हूँ कि जो यह इन्सेन्टिव सिस्टम है उससे जहां काम में एफिशिएंसी पैदा होगी वहां काम भी बढ़ेगा। मैं समझता हूँ कि जितनी आपकी वर्कशाप्स हैं उनमें से हर एक जगह यह इन्सेन्टिव सिस्टम हो जाना चाहिये।

लेकिन इसके साथ साथ मैं एक अर्जन जरूर करना चाहता हूँ कि जहां आपने हर एक जगह यह बतलाया है कि आप ने पैसेन्जरों के लिये बहुत सी सुविधायें दी हैं वहां पर आपका जो उल्लेख है वह केवल दो प्रकार के गेजेज के सम्बन्ध में है। एक तो है ब्राडगेज और दूसरा है मीटरगेज। लेकिन एक और गेज है जो कि नैरोगेज के नाम से चलता है। अगर उसको देखा जाय तो आप पायेंगे कि केवल इतना भर उल्लेख किया गया है कि नैरोगेज भी मौजूद है। लेकिन उसकी क्या

तरक्की हुई यह आप की रिपोर्ट्स में कहाँ पर नहीं मिलता। बल्कि देखने में तो यह आ रहा है कि जो भी आप का नैरो गेज है उसके मुताबिक आपने जो आकड़े दिये हैं उसने मुताबिक ब्राडगेज पर जो लोकोमोटिव्ज का ओल्ड स्टाक है वह २७.३२ परसेन्ट है। मीटरगेज पर रौलिंग स्टॉक का एव्रेज १८-६३ है लेकिन वही नैरोगेज पर जाकर ३४-१५ हो जाता है। इसी तरह कोचेज के मुताबिक हैं। जो ब्रौडगेज है वहां पर आपका जो रौलिंग स्टॉक है वह ३६-५ है मीटरगेज पर २६-६० है लेकिन वही एव्रेज नैरोगेज पर ५६-३८ परसेन्ट हो जाता है। बैगनों के मुताबिक भी यही है कि जहां ब्रौडगेज पर वह ११ परसेन्ट है, मीटरगेज पर १२ परसेन्ट है वही नैरोगेज में जाकर ५१-५६ परसेन्ट हो जाता है। इससे यह जरूर पता चलता है कि नैरोगेज जो कि आठ जोनों में से सात में चलता है उसकी और रेलवे मन्त्रालय द्वारा ध्यान नहीं दिया जाता है और उसकी उपेक्षा की जाती है और उसको नेगलेक्ट किया जाता है। जहां यह नैरोगेज है वहां पर आपका किराया भी ज्यादा है और टैक्स भी ज्यादा लगेंगे। मुझे यह चीज बड़े खेद के सामने कहनी पड़ती है कि आपने उसकी तरफ ध्यान देना बिलकुल छोड़ दिया और उसको बिलकुल नेगलेक्ट कर दिया। मैं चाहता हूँ कि जहां आप ब्रौडगेज पर और मीटरगेज पर इतना ध्यान दे रहे हैं वहां उसी के साथ साथ आप इस नैरोगेज पर भी ध्यान दें।

मैंने एक मर्त्तवा यहां पर सवाल किया था तो उसके मुताबिक आपने फरमाया था कि यहां पर नैरोगेज के लिए स्वास्तीर पर किसी किस्म की फैक्टरी बनाने की जरूरत नहीं है जहां पर कि रेलें बन सकें और लोको-मोटिव्स बन सकें। आज हालत यह है कि उसका कोई हिस्सा खाराब हो जाय और आपको जो एक नारंन रेलवे वर्कशाप कालका में मौजूद है वहां पर कोई चीज मरम्मत के

[श्री हेमराज]

लिए जाय तो ६ महीने और ढाई साल के बाद कहीं वह मरम्मत होकर आती है। बाहर से नई चीज के बास्ते आंडर देने और उसके आने में तो काफी समय निकल जाता है। अब मैं मिसाल के तौर पर आपको बतलाऊं कि हमारी जो कांगड़ा बैली रेलवे है उसकी यह हालत है कि करीब ५० परसेट रौलिंग स्टॉक खराब है और काबिने मरम्मत है और केवल ५० परसेट ही बिंग आंडर में है और वह मरम्मत के लिए कालका की बकंशाप में जाता है जहां कि साल और दो दो साल लग जाते हैं और अभी तक वह बन कर नहीं आया है और जिसका कि परिणाम यह हो रहा है कि रेलगाड़ियों में ओवर-क्राउंडिंग रहती है।

जहां तक बैगनों का सवाल है टाइम पर अगल माल बुक करना हो तो उसके लिए बैगन नहीं मिलते।

इस दफा जब मुझे दक्षिण भारत में जाने का मौका मिला तो वहां पर भी रेलगाड़ियों की यही हालत देखी। नैरोगेज पर यही हालत वहां पर भी है। आउट स्टेंशंस और मोफसिल्ल एरियाज में काफी ओवरक्राउंडिंग रहती है। अब यह दिल्ली को जाने दीजिये जहां कि मेनलाइस है लेकिन नैरोगेज में रेलगाड़ियों की वही खराब हालत है उनकी सफाई की हालत तसल्लीबख्ता नहीं है और हमें तो आशा है कि आप जहां बाकी जगह यह प्रगति दिखा रहे हैं वहां इस तरफ भी कुछ ध्यान देंगे।

इसके साथ साथ एक बात में आपमें अर्ज करना चाहता हूं खाली नैरोगेज की नहीं बल्कि आमतौर पर कहना चाहता हूं अलबत्ता नैरोगेज की मिसाल जरूर देना चाहता हूं और वह यह है कि आपकी तरफ से जो यह रिपोर्ट में लिखा गया है कि पंक्वाएल्टी आफ ट्रैक्स और स्पीड आफ ट्रैक्स आगे से बढ़ रही है

तो जिस बक्त यहां एक सवाल हुआ और उसका जवाब आपने यहां दिया तो उसे से तो यह पता चलता है कि जो आपकी स्पीड १६३६ में थी उस स्पीड तक आज आप नहीं पहुंच पाये हैं। एक सवाल के जवाब में वहां पर जो यह कहा गया था कि ट्रेनों की स्पीड आगे से बढ़ रही है तो यह तो मैं मान सकता हूं कि हमारी रेलगाड़ियों की स्पीड सन् १६५२ की अपेक्षा तो जरूर बढ़ गयी है लेकिन सन् १६३६ में जो उनकी स्पीड थी उससे नहीं बढ़ी है। इस के मुतालिक मैं आप को योड़े से फिरां से देना चाहता हूं और वह यह है कि सन् १६३६ में कांगड़ा बैली रेलवे की स्पीड १३-८ रही जब कि अब की स्पीड केवल १०-८ है जिससे यह सिद्ध होता है कि सन् ३६ की स्पीड से आज की स्पीड बढ़ी नहीं है बल्कि कम ही हुई है। यह स्पीड बढ़नी चाहिये।

एक मर्तंबा आगे भी मैं आपके नोटिस में यह चीज लाया था कि १५ मील का जो यह एक हिस्सा है इसमें जाकर आपकी स्पीड केवल ५ मील की घंटा रह जाती है अर्थात पांच घंटे में रेलगाड़ी बैजनाथ से जुगेन्द्रनगर पहुंचती है। मैं समझता हूं कि यह बात आपके ध्यान में रखने योग्य है कि इसके मुकाबिले यदि पठानकोट से कोई मोटर में वहां के लिए रवाना हो तो वह ७ या ८ घंटे में पहुंच जाये जब कि रेलगाड़ी आपकी वहां उसको १३, १४ घंटे में पहुंचायेगी। इसकी ओर भी मुझे उम्मीद है आप अपना ध्यान रखेंगे।

एक और बात में आपसे अर्ज करना चाहता हूं और पहले भी उसके बारे में मैंने अर्ज किया था और वह स्लीपिंग अरेन्जमेंट के सम्बन्ध में है। यह ब्रौडगेज पर जो आपने थी टायर कोचेज बनाई हैं तो यह किसी कदर मूसाफिरों के लिए तकनीकदेह साबित हुई है। उनमें सबसे निचला जो टायर है जहां पर बैठने की जगह है वहां प्रयत्न एक

प्रादमी सो जाय तो जैसे पहले प्राजादी के दिनों में हम लोगों को आन्दोलनों के सिलसिले में जेलखाने जाना पड़ता था और वहां अमर अकेले एक कोठरी में भेजते थे तो वहां पर एक छोटी सी जगह होती थी जहां पर सोने के बाद अगर प्रादमी उठना चाहे तो उठ कर बैठ नहीं सकता था, ठीक वही हालत प्राज आप की इन थी टाइर कोचेज की है। मेरी राय में टू टायर कोचेज कर दें तो बैठने के लिए सुभीता हो सकता है। यह देखा गया है कि जिस बक्त इन ट्रीटायर कोचेज में प्रादमी जल्दी से उठे तो उसका सिर ऊपर की सीट से लग जाये और हो सकता है कि उसका मिफ फट जाय

श्री राजेन्द्र सिंह (छपरा) : एसा आपको तजुर्बा हुआ है? क्या आपका सिर इस तरह से कटा है?

श्री हेमराज : जी सिर तो नहीं कटा भाय्य से लेकिन मेरा तजुर्बा इस बारे में है और बेहतर तो यह होगा कि आप भी थोड़ा सा उसका तजुर्बा करें और मिनिस्टर साहबान भी अगर उसका तजुर्बा करके देखें तो ज्याद अच्छा होगा।

मैं अर्जन कर रहा था कि बजाय थी टायर के टू टायर्स कोचेज कर दें तो ज्यादा सुभीता हो सकता है।

श्री जगजीवन राम : आपका सिर बया जेल की कोठरी में फूटा था?

श्री हेमराज : जी हां, टूटा था तभी तो मैं कह यह कह रहा हूं। यह ठीक है कि आपने हमें रेलवेज के लिए पासेज दे दिये हैं लेकिन हमें इसका तजुर्बा करने की गरज में यह क्लास में सफर करने की जरूरत पड़ जाती है कि देखे वहां पर क्या हालत है। मैंने आपसे पहले भी अर्जन किया था कि यह जो कोचेज हैं यह इतनी स्लाराब हैं कि इनसे यात्रियों को बजाय सहूलियत के तकलीफ हो सकती है।

श्री शाहनवाज सां : नई थी टाइर कोचेज बहुत अच्छी है।

श्री हेमराज : मैं तो पुरानी की बाबत अर्जन कर रहा हूं।

आपने जो रोलिंग स्टौक सैकंड फाइव इयर ब्लान में नैरोगेज के लिए प्रोवाइड किया था तो आपने एक सवाल के जवाब में यह बतलाया था कि लोकोमोटिव्स २४, कोचेज ३३५ और वैगंस १२५८ हैं लेकिन आपके भायण में और जो रिपोर्ट दी गई है उसमें भी आपने बतलाया था कि जो रोलिंग स्टौक इस बक्त यहां देश में तैयार हुआ है उसमें कोचेज १२७ हैं, और वैगंस १३५ हैं। एक साल बकाया रह गया है और जो हालत इस बक्त नैरोगेज पर है उस से हम यह नहीं कह सकते कि वहां पर जो हालत है, पर्सेजर ट्रैकिंग की वहां पर जो हालत है और वैगंस से माल ढोने की जो हालत है वह कुछ तसलीबरखा है। जैसा कि मैं ने अर्जन किया एक व्यापारी को अपना माल लदवाने के लिए बहुत समय तक ठहरना पड़ता है। जहां तक मुसाफिरों का सवाल है, उनको भी बहुत तकलीफ है। जब हम भौके पर जाते हैं तो देखते हैं आपने तो कभी उधर गाड़ी से सफर नहीं किया। वहां हालत यह है कि गाड़ियां इतनी भरी हुई जाती हैं कि मुसाफिर छाते पर बैठ कर जाते हैं। तो मैं यह अर्जन करना चाहता हूं कि नैरोगेज पर भी वैग्नस और कोचेज की तादाद बढ़ायी जाए ताकि भीड़ कम हो सके और माल भेजने में आसानी हो सके।

जहां तक करप्तान का सवाल है, मैं समझता हूं कि इसमें कमी हो सकती है। इस बारे में मैंने एक सवाल किया था कि क्या इसमें रेलवे प्रोटेक्शन फोर्म के आदमी भी इनवालवड हैं। आपने जो किए दिए हैं उनको देखकर हैरानी होती है कि आपके रेलवे प्रोटेक्शन फोर्म के आदमी भी इन

[श्री हेमराज]

येप्ट्स और पिलफरेज़ ज में शामिल हैं। आप देखें कि अगर बाढ़ ही खेत को खाने लगे तो क्या खतरा पैदा हो सकता है। आपने इस फोस्स को इसलिए बढ़ाया है कि आपके माल की हिफाजत हो लेकिन फिरसं से पता चलता है कि ये चोरियां पहले से बढ़ गयी हैं। आपने यह बात अपने भाषण में कही थी और यहां एक सवाल के जवाब में भी कहा था कि यह देश के कामन पैटन की बजह से है। लेकिन गवर्नरमेंट का काम ऐसा कहने से नहीं चल सकता। जहां तक सरकार का तालिकू है उसको चाहिए कि वह स्ट्रांग हृष्ट से इस को बन्द करे।

श्री शाहनवाज खां : बड़े सस्ते हाथ के साथ उनके साथ सलूक किया जाता है।

श्री हेमराज : सस्ते सलूक होता नहीं। अगर आप ऐसा करे तो ये चीजें खत्म हो सकती हैं।

एक बात में आपके नोटिस में और नाना चाहता हूं। इसके बारे में मैंने एक बार एक विल भी दिया था। हमारे दो फाइव इयर प्लान गुजर गए, और उनमें बहुत सी सढ़कें बनी हैं। लेकिन जब ये सढ़कें रेलवे के पास आती हैं तो उनको आगे बढ़ाने में आपका एकोमोडेशन वर्कसं का संक्षण ११ हायल हो जाता है। और लोगों ने जो काम किया है वह रुक जाता है। आपके ऐसे रूल हैं कि पहले आप एक परसेटेज लेते हैं, फिर सर्वे के लिए परसेटेज लेते हैं, फिर और परसेटेज लेते हैं जिसका नतीजा यह होता है कि जो ५०० का काम होता है वह ५००० का हो जाता है। तो मैं आपसे यह अर्जं करना चाहता हूं कि जिस तरह से आपने औवर लिजेज और अंडर लिजेज के लिए असेसमेंट करवाया है और इसको राज्य सरकारों से मांगा है इसी तरह से जो देहात में डेवेलपमेंट वर्क हुए हैं उनके बारे में भी असेसमेंट होना चाहिए। और देहात

वालों के लिए भी सहूलितें होनी चाहिए। आपकी तीसरी फाइव इयर प्लान आ रहे हैं। आप इन डेवेलपमेंट के कामों का भी असेसमेंट करवा लें ताकि जो काम रुके हुए हैं वह आगे बढ़ सकें और कुहले और बाटर चैनल्स जारी हो सकें।

एक बात में पंजाब के मुतालिक अर्जं करना चाहता था। चंडीगढ़ पंजाब का कैपिटल बन गया है। लेकिन आज तक चंडीगढ़ को मैन लाइन पर नहीं लाया गया है। इसके लिए पंजाब सरकार ने भी आपको लिखा है और बाकी सदस्य भी इस बात को आपके नोटिस में ला चुके हैं। मुझे उम्मीद है कि आप इस तरफ भी तवज्ज्ञ होंगे कि चंडीगढ़ मैन लाइन पर आ जाए।

इसी के साथ साथ में एक और बात का जिक करना चाहता हूं। मैं चाहता हूं कि आप नंगल ऊना लाइन को बना दें। नंगल तक आपकी लाइन है और ऊना वहां से पांच छः मील पर है। और वह पहाड़ की मंडी है। आपको लाइन नंगल से आगे भी खाद फैक्टरी तक गयी है। वहां से ऊना का फासला बहुत कम रह जाता है। अगर आप उस लाइन को ऊना तक बढ़ा दें तो पहाड़ी इलाके को बहुत फायदा हो सकता है।

एक बात में और कहना चाहता हूं। वह यह कि आपने जो क.गड़ा बैली में परोर स्टेशन बनाया है वह जंगल में है। अगर वह आबादी के नजदीक आ जाए तो उससे आपकी आमदनी भी बढ़ सकती है और लोगों को भी सहूलीयत हो सकती है। जो जगह पब्लिक ने इस के लिए तजवीज की है वह बहुत अच्छी है। मौजूदा स्टेशन में है। वहां लोगों को पहुंचना मुश्किल होता है और वहां कुली वर्गेरह भी नहीं मिलते।

एक बात में और अर्ज करना चाहता है। आपने इस लिहाज से कि आपका और मोटर का मुकाबला है आउट एजेंसी बढ़ायी है। आपने हमारे यहां की आउट एजेंसी को रिवाइव नहीं किया। वह आज से तीस साल पहले वहां थी। इस लिए मैं अर्ज करूँगा कि धर्मशाला जो कि हमारे जिसे का हैडवाटर है वहां आउट एजेंसी को कायम किया जाए। यह कांगड़ा से ११ मील है और नगरोटा से १२-१३ मील के फासले पर है। मैं समझता हूँ कि आप इस तरफ तवज्ज्ञ हरमायेंगे और जो मैंने नैरो गेज के बारे में अर्ज किया है उस पर ज्यादा से ज्यादा व्यान देंगे।

Shrimati Parvathi Krishnan (Coimbatore): The Railway Minister's speech this year, as every year, has followed a set pattern. It seems both the Railway Board and the Railway Minister have got themselves so firmly set in this frame work that they do not seem at any time to try to break out of it, or even allow anybody else entry into the framework to get a proper understanding of the rest difficulties that might be facing the railways.

Of course, we had the usual red herring. Year after year in the Railway Minister's speech there is a red herring which sidetracks the discussion and sets it on those rails or that track which the Railway Minister would like it to go on, pulled by a locomotive which does not suffer any engine failure.

Shri Jagjivan Ram: You are also following the same track?

Shrimati Parvathi Krishnan: I am going off the track, derailing!

Last time the red herring was the bogie of the competition between road and rail. This year the red herring seems to be something with a little different balance. He has put before the House and the

people the bait of reaching self-sufficiency and entering the field of exports. This seems to be the vista that he has opened up before us, and the stress in his speech seems to be more on achievements than the difficulties and the things yet to be achieved.

This being the last year of the Second Plan, we would have expected to get from the Railway Minister a more comprehensive picture of the exact physical targets that have been achieved in the Plan as against the targets that were set down. The financial targets have been put before us, and he has told us the crores of rupees that have been allocated and spent, but there has been a slurring over of quite a few of the physical targets which I feel should have been made clear to us in his speech itself.

Take for instance, this question of self-sufficiency and the possibility of export of locomotives and wagons. The operational efficiency of the railways depends on various factors, such as the locomotives you have got, the rolling stock, the efficiency of the workers and so on. The percentage of over-aged locomotives has not come down to the extent promised under the Second Plan; it continues to be such that it does not allow any complacency. At the same time, one must remember that as time goes on, more and more of the locomotives will become over-aged and will, naturally, have to be replaced by new ones. In this context, I would like him to clarify to us how he is optimistic and visualises export of locomotives, when the percentage of over-aged locomotives in the country does not seem to show any appreciable decrease.

Similarly, with regard to coaches and wagons. Earlier in his speech, he refers to the shortfall that was there due to various difficulties which I know he will emphasize again if I do not repeat them for

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him, that is the question of shortage of steel and so on. Immediately afterwards, he comes to the possibility of export. I would like to know from where this optimism comes that the railway administration will be able to make good the shortfall and enter the field of exports. A mere statement like that without detailed clarification naturally leaves one apprehensive.

Of course, we may be told that because many of our lines are reaching the point of saturation, it will be physically impossible to use wagons and locomotives beyond a certain number, but if the targets of the freight traffic (162 million tons) and passenger traffic are to be achieved, as the Minister has maintained they will be, surely it will also be necessary to see to it that the track capacity keeps pace with the traffic that is expected and estimated by the Railway Board. This is one point on which the Railway Minister in his speech has been very cautious; I might say, he has been almost silent.

In the Second Five Year Plan, a certain target was laid down for the renewal of existing track. We are not clear from his speech whether the target for the renewal of track has been achieved. If it has not been achieved, then, what is the number of miles where it has yet to be achieved? As far as I could gather, the arrears continue to be rather staggering. With the broad gauge and the metre gauge put together, I think it is round about six thousand miles. This is not a small figure. If we are to think in terms of the increased freight traffic, and the increased passenger traffic and in terms of the railways answering to the requirements of a developing national economy at the end of the Second Plan when we are thinking in terms of drawing up the Third Five Year Plan, then, surely, this is a figure that causes apprehension in

the minds of the travelling public and in the minds all those who know anything about the railways. If the track capacity is not improved, then, what will it mean? Side by side with it, still, the Minister maintains that the target of passenger traffic and freight traffic will be achieved. Does that mean that the overcrowding in the third class passenger traffic is going to increase even more than it already is today? It is already a nightmare to travel in the third class, and he seems to be indicating that there is going to be an increase in it. Is that going to be worse? Does it mean that safety is going to be affected? Does that mean that the speed of the trains is going to be affected? These are the points on which we would like the Minister to give us some clarification at the end of this debate.

Granted that the Plan target is going to be achieved, here, again, we have only these general statements. We would like to know exactly the amount that was allocated for each item of expenditure and how this has been utilised, whether there has been a shortfall, what the difficulties were in fulfilling certain targets and so on. For, as far as one can make out, there seems to be quite a lot of lag, quite a good bit of lag, particularly, on this question of track renewal. There has also been a lag in the laying of new lines to which the hon. Member Shri T. B. Vittal Rao who spoke before had already referred in detail. Therefore, I shall not go into that point in detail.

I now come to my next point. What is the public getting out of this budget? What is the public getting out of this improvement in the railways, which the hon. Minister has claimed in his speech? Third class travel, as I said earlier, continues to be a nightmare, many of the passengers coming from Cochin Harbour terminus to Coimbatore standing all the way without even a place to put

down their baggage, many of the passengers travelling further from Coimbatore to Madras either having to sit on their baggage or having to sit and stand alternately by changing accommodation with other passengers who may be co-operative. When this is the position, we find yet the Minister saying that overcrowding has been brought down, and there are not so many difficulties. Of course, since we had the new Deputy Railway Minister there, there have been a few improvements. A few coaches have been introduced. But, mostly, they have benefited a particular area. I do not want to quarrel with the people of that area. I can only say that they are very lucky.

Shri Jagjivan Ram: Shri S. V. Ramaswamy has allotted something for the hon. Member's area also.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The hon. Member's constituency has also benefited.

Shrimati Parvathi Krishnan: I am not talking of my constituency. I am talking of the South-West broad gauge section as a whole, because I am talking of the railways as a whole. After all, in my constituency, there is no railway. If the hon. Minister wanted to benefit it, then he will have to give me the Satyamangalam-Chamarajanagar railway line. I am talking in terms of the passenger traffic on the South-West broad gauge section.

There has been a demand for quite some time for a *janta* express to be run between Coimbatore and Madras. There has been also a demand that the air-conditioned coach should be removed, and a third class bogie attached. Now, the difference that has happened since the new Deputy Minister of Railways has come in is that now we have a full air-conditioned coach instead of the partial air-conditioned coach that was going previously. That is all the improvement that I can see, and the

improvement seems to be for exactly those people in whose houses he happens to stay when he comes to Coimbatore down the road where I stay.

Shri Rajendra Singh (Chapra): It is a serious charge.

Shrimati Parvathi Krishnan: It is not a charge; it is just a statement of facts.

With regard to this overcrowding, I feel, therefore, that the Railway Board has really failed in tackling this very materially. Certainly, improvements have been there, and I would not like to decry these improvements or to deny them when they are there, but, by and large, this whole aspect of the overcrowding in trains is a very serious matter, and will need further steps for improvement, and we should not sit back complacently and say that overcrowding is less, that we are going on very well, etc. etc. This is what I would like to point out with regard to overcrowding.

With regard to labour, the Minister, this time in his speech, does not seem to have handed out the usual bouquets that are a routine. That is the only part of the speech where there seems to be a bit of difference this time. On the other hand, he has tried to create in the minds of the public a certain psychology that if they are to be denied any amenities, if passengers are to be charged more fares, if freight is to go up, whereby the ordinary public also will get affected because the prices of the consumer goods will also go up, if all this is to go up, it is because the railway workers and the Government employees have had the Pay Commission, and because the Pay Commission has made certain recommendations, therefore, an enormous sum of Rs. 20 crores has now come as a big burden on the Railway Minister. This sort of trend was there in his speech, and it has been brought in the usual diplomatic and bland

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manner that only the Railway Minister is capable of.

Shri Jagjivan Ram: I am glad that the hon. Member has read through it.

Shrimati Parvathi Krishnan: The hon. Minister started by saying that the finances had improved, and he said it with a broad smile. We find that this whole graph of the gross earnings of the railways has been steadily on the increase. It is a very gratifying matter, no doubt. While this boom is there, it seems that the railwaymen are to be condemned or doomed; that seems to be the picture that is there before the railways. For, for instance, when he proudly claims that this is the largest public enterprise in the country, and that eleven lakhs of men are employed in this enterprise, at the same time, what do we see? While the earnings have been going up at this rate, we do not know whether the real earnings of the workers have gone up or have kept pace in the same manner.

Let me quote some figures in this connection. The gross earnings of the railways in March, 1954 were Rs. 274.29 crores. In 1960, they were 423.28 crores. That shows roughly an increase by about 50 per cent. On the other hand, do we find that the wages have registered even a proportionate increase in this direction? I do not demand that immediately there should be absolutely the same percentage of increase in the wages. But what we find is that in 1954, the wages were Rs. 135.09 crores, while in 1959, they were Rs. 183.05 crores. Now, this means, of course, that there has been increase, but at the same time, one must remember that there has been an increase in the number of workers employed also. So, partially, this increase that is there in the wage bill can be attributed also to the increased number of workers that have been employed. Therefore,

in the light of this, when we find that the essential commodities are showing a very steep rise in prices, when we find that the neutralisation for the steep rise in prices is being denied to the workers, then, we are unable to accept the fact that the railway workers are really deriving full benefit or are being given any incentive to give their best to this very important enterprise in the country.

14 hrs.

Therefore, what I would request the Railway Minister is to give us the break-up of this overall figures of Rs. 20 crores. We would be very grateful to him if he does that. I say this because we know that a good amount of it will go towards the provident fund, a certain amount of it will be going towards clearing the arrears from July 1959. So if we have the break-up, we will have a picture of what exactly the railway workers will be getting. This will be a clearer picture before Members of Parliament and the public as a whole. We know that the workers are being asked to increase their hours of work, we know that they are going to be denied certain privileges and facilities they have enjoyed up till now, as per the recommendations of the Pay Commission. I do not go into the details of those recommendations because an hon. Member who preceded me has already gone into those details. What we would really like to know is how much of this amount of Rs. 20 crores that is being spoken of as increase is an increase only as a result of the Pay Commission's recommendations, how much of it is the annual increase that takes place as a result of workers being entitled to increments and so on. If this break-up is given, it will be far more clear to the public, it will enable us to understand the whole thing and to make any proposals as to what improvements are possible.

Then there is the question of the grievances of railway workers. My hon. friend, Shri T. B. Vittal Rao, has already referred to the long-standing demand of the clerks of the Railway Accounts Department concerning the departmental examinations and their request that the grades should be merged so that there is no discrimination in the salaries of those who are doing the same type of work.

There is also the demand of the TTEs that they should get the same benefits as others of the running staff. After all, they also move with the train always. At the same time, they are denied certain privileges, certain allowances, which the engine drivers etc. are getting.

There is also one other matter that we have been trying to emphasise time and again, year after year. That is, that the casual labour that is there should brought down to the minimum and decasualisation should be stepped up. During the last year, the position regarding this has not really been satisfactory.

The Railway Minister, as usual, talked about various amenities, of holiday homes and so on, that are being given to the railway workers. I was rather disappointed that he did not tell us how successful was the move for the wives of General Managers and other officers to go and serve tea and *barfi* to the railway workers. I think some such proposal was there. I do not know how much of that fraternisation has taken place and what has been its effect. He did not refer to this in his speech.

Shri Jagjivan Ram: That is an annual feature. So I need not mention it in the speech itself.

Shrimati Parvathi Krishnan: I wonder how much it has helped to keep up the morale, which it was supposed to do, whether it has brought about greater understanding....

Shri Jagjivan Ram: Yes.

Shrimati Parvathi Krishnan: ...and reduced the gulf—mental gulf—that exists between the officers and the Class IV employees. As far as I can make out, that gulf continues.

With regard to housing, we are given only the figures of houses that have been built, but we are not told how many workers yet remain to be housed and what are the problems in the way of their being housed, what is the houserent that they give to the workers who have not been provided houses, how much had the Railway Board to spend because of this and so on.

We are at the end of the Second Plan. We are thinking in terms of the Third Five Year Plan with an expanding economy when our transport needs will be growing. We have not been told by the Minister what would be the general approach to this problem, nor are we in a position to know about it, unless and until we get detailed information about the achievements under the Second Five Year Plan.

Shri Jagjivan Ram: She has not seen the booklet that was issued.

Shrimati Parvathi Krishnan: Yes, I have seen it.

Shri S. M. Banerjee (Kanpur): So many booklets have been supplied.

Shrimati Parvathi Krishnan: The booklets are there, but the figures mentioned there are in doubt.

Shri Jagjivan Ram: What can we do if the figures are doubted?

Shrimati Parvathi Krishnan: When we think in terms of the Third Five Year Plan, the emphasis in the coming period will be on giving the workers more and more opportunities for participation in management, particularly in a public enterprise like this

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run by Government which has potentialities of increased earnings. With the co-operation of the workers, pilferage, wastage and corruption can certainly be checked much more effectively. Also failures and accidents can be avoided and operational efficiency put on a higher standard. We have suggested joint committees at all levels more than once. The Minister also has referred to some committees. I would like to know whether these committees are nominated or appointed—what is the manner of the constitution of these committees—because it would be most effective if such committees were elected by the various departments. In so doing, you will find that the committees will command the confidence of those workers who are working under them. They will be able to get the co-operation of those workers with the Administration. This will certainly help a great deal in taking the whole concern forward.

At the same time, the question of recognition of Unions continues to hang fire. I am glad that at least today we are in a position where we find that both the Federations are more or less on a par so far as the Railway Board is concerned. But still there are a large number of other Unions in railways, as the Minister knows very well himself, which represent a large section of workers. It is very necessary that the Minister should look into this matter and find out in what way those Unions could be recognised and enabled to see that they also play their part in the growing national economy, in the growing India.

I could conclude by saying that I also agree with my hon. friend, Shri T. B. Vittal Rao, and many others, that the increase in freight is certainly not justified. The increase, to my mind, creates the possibility and danger of further price increases in respect of those essential commodities, the prices of which are already showing a steep

rise. The increase will certainly result in a sharper rise—there will be a jump. Certainly, railway earnings are not such as to justify this increase in freight charges. I hope the Minister will reconsider this matter and be graceful enough, and also public-spirited enough, to withdraw his proposal for increase of freight charges.

श्रीमती सहोवरा बाई राय (सागर-रक्षित-अनुसूचित जातियां) : अध्यक्ष महोदय, महिला के बाद महिला को ही मोका मिलना चाहिए।

अध्यक्ष महोदय : बहुत अच्छा, आप ही बोल लीजिये।

श्रीमती सहोवरा बाई राय : हमारे माननीय रेलवे मंत्री महोदय ने जो रेलवे बजट पेश किया है, यह बड़े ही सुन्दर ढंग का है और इसके लिए मैं उनको धन्यवाद देती हूँ।

पिछले दस सालों में रेलवे ने जो तरक्की की है उस पर हम गर्व कर सकते हैं। जैसा मेरी बहन ने कहा है रेलवे का जो नक्शा है, वह बहुत सुन्दर है, बड़े अच्छे ढंग का बना है, और मैं उनसे इस बात में सहमत हूँ। हमारा देश अभी बालक है और इसको सम्भलने में जरा कुछ दिन लगेगे। इन हालात में हमारी रेलवे ने जो तरक्की की है, जिन कठिनाइयों का उसे सामना करना पड़ा है और जिस तरह से उनको हल किया गया है, उस सब के लिए हम माननीय मंत्री जी की प्रशंसा किए बिना नहीं रह सकते हैं। जनता में असन्तोष जरूर है लेकिन तरक्की का पौर्ण हुई है। असन्तोष इस लिए है कि हमारे यहां की जनता बहुत पढ़ी लिखी नहीं है और अच्छे ढंग से रेल का इस्तेमाल नहीं कर सकती। हमारी गाड़ियों के अन्दर जब जनता चलती है और रेलवे का कोई अफसर

कंडवटर बगैरह उसको व्यवस्थित करना चाहो है तो भी वह मानती नहीं है। अन्धा-धुन्ध डब्बे में बैठती है, उनको खराब करती है और रेलवे वालों को गालियां देती है। हमारे यहां इतने तो रेलवे सर्वेन्ट्स हैं नहीं कि एक एक डब्बे में १०, १० चढ़ें और जनता को सुधार सके। मैं जानती हूँ कि उसका सुधारना बड़ा कठिन है।

माननीय मंत्री जी से मुझे एक प्रार्थना जरूर करती है कि हमारे रेलवे विभाग में जो बहुत ज्यादा भ्रष्टाचार है उसको और ध्यान देना चाहिये। भ्रष्टाचार कैसे है कि हमारे जो रेलवे सर्वेन्ट्स हैं उन में बहुत कमजोरियां हैं। किसी भी जगह इले जाइये, उन में भ्रष्टाचार और सेन देन चलता है, जिसकी वजह से परेशानी होती है। आप को इस ओर बढ़ुन ध्यान देना है। मैं किसी के ऊपर आधेप नहीं करना चाहती, न कोई मिसाल रखना चाहती हूँ हालांकि मेरे पास कई मिसालें हैं जो रखने लायक हैं, लेकिन उनको मैं रखना नहीं चाहती क्योंकि वे भी हमारे भाई हैं जो कि गलतियां करते हैं, उनका सुधार करना चाहिये।

एक माननीय सदस्य : मिसाल दीजिये।

अध्यक्ष महोदय : उनको कैसे पकड़ा जा सकता है अगर आप खबर नहीं देंगी?

श्रीमती सहोदरा बाई राय : मिसाल बताऊँ? आपको नहीं मालूम? अगर कोई नीकरी के लिये जाता है तो जब वह डिपार्टमेंट के आदमी को १०००० दे तो उसे भरती किया जायेगा। मैं मिसालें इस लिये नहीं रखना चाहती कि किसी के ऊपर ऐसा असर न पड़े कि वह नीकरी से चला जाय, लेकिन भविष्य के लिये उनको ठीक करने के लिये इस पर ध्यान दिलाना चाहती हूँ।

अब मैं रेलवे लाइनें विद्याने के बारे में कहना चाहती हूँ। यहां पर आज पहले से रेलवे लाइनें अच्छी तरह से पड़ी हुई हैं, गाड़ियां चलती हैं वहां अब ज्यादा लाइनें

बनाने और रेलें चलाने की जरूरत नहीं है। उन जगहों पर उन को बनाने की जरूरत है जहां पर वह पहले से नहीं बनी हुई हैं। हमारे लोग बार बार मांग करते हैं कि दिल्ली को अच्छा बनाओ, सागर को अच्छा बनाओ, लेकिन देहात की तरफ कोई ध्यान नहीं दिलाता है जहां पर कि पहले से रेलें नहीं हैं और जहां की जनता को तकलीफ है। उन लोगों की बात सोचने की हमें जरूरत है। अब हमारा पैसा उस तरफ नहीं जाना चाहिये जहां अच्छी चीजें हैं, अच्छी रेल गाड़ियां हैं, अच्छे स्टेशन हैं, अच्छे ज्वेटफार्म हैं, अच्छे शेड्म हैं। वहां पर और ज्यादा बनाने की जरूरत नहीं है, देहातों में बनाने की जरूरत है जहां पर कि खेती करने वाले विसान रहते हैं। उन लोगों की तरफ आप का ध्यान नहीं है। जहां पर स्कटर हैं, खिड़ा हैं, तांगे हैं, मोटर हैं, और और चीजें हैं, वहां की जनता को हर एक सहृनियत है। देहात के लोगों को ज्यादा तकलीफ है, आप को उधर देखना चाहिये।

आप को रेलवे सर्वेन्ट्स की तरफ ध्यान देना चाहिये जिन के पास रहने के लिये क्वार्टर्स नहीं हैं, लिखाई पढ़ाई जिन में बहुत कम है, स्वास्थ्य जिन के पास नहीं है, और कई चीजों की कमी है। उन की हालत को ठीक करना गवर्नरमेंट का काम है और रेलवे को उस में अपनी पूँजी को लगाना चाहिये। उन की हालत को ठीक करने के लिये कदम उठाने चाहिये। हमारा देश कृषि प्रधान देश है अगर आप बड़ी बड़ी लाइनें बनावेंगे तो हमारे देश की उपज कम हो जायेगी, बेचारे किसान क्या करेंगे? जब रेल निकलती है तो उस का फैलाव कम से कम एक एकड़ का होता है। रेल की जाइन बनाने से हवारों एकड़ जमीन खत्म हो जाती है। इस लिये उतनी ही रेल लाइनें बनाई जायें जितनी की बहुत ज्यादा जरूरत हो, ज्यादा बनाने की कोई जरूरत नहीं है।

[श्रीमती सहोदरा बाई राय]

इस के बाद मैं यह कहना चाहती हूं कि हमारी रेलों में ब्राह्मण, क्षत्री, वैश्य और शूद्र सभी नोकर हैं। कहीं कहीं पर ऐसा देखा जाता है कि अब भी छात्रा छातू की भावना चल रही है और छोटे लोगों को काफी दिक्कत पैदा होती है। उन की हालत को सुधारने की जरूरत है। कहीं कहीं तो ऐसा देखा जाता है कि दस दस साल तक कर्मचारी नहीं गये हैं, लेकिन उन के द्वारा ही शासन चलाया जाता है।

14.15 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

इस तरह से काम उन लोगों को करना पड़ता है। इस को भी देखने की जरूरत है। जनता बार बार यह शिकायत करती है कि वह लोग लापरवाही से काम करते हैं और नाजायज काम करते हैं। ऐसे आदिमियों को जो गलियां करते हैं उन को अलग कर देना चाहिये।

हमारे ड्राइवर्स लोग जो एंजिन चलाते हैं, अंग्रेजी शराब पी कर गाड़ी को चलाते हैं इस लिये कभी कभी एक्सिडेंट हो जाते हैं। इस को भी आप को देखना चाहिये। यह बड़ी अंजीव बात है जिस का हम को ख्याल रखना चाहिये। वे लोग बड़ी लापरवाही से गाड़ी को चलाते हैं, इस से एक्सिडेंट होते हैं, चोरियां होती हैं, गाड़ियों से माल उत्तर जाता है। इस में रेलवे मर्केन्ट्स का बहुत हाथ होता है। उन लोगों को इस तरह से चारी करने वाले लोग मिला नेते हैं और माल उत्तर ले जाते हैं। इस तरह का जो भ्रष्टाचार होता है उस को हमारे मंत्री महोदय को बन्द करना चाहिये।

अब मैं बहुत ज्यादा बजत नहीं लेना चाहती हूं क्योंकि बहुत से बांटने वाले लोग हैं और मुझ से बहुत ज्यादा अनुभव रखते हैं। मैं तो कल इपनो बात बता सकती हूं और वह भी योड़े शब्दों में बतनाऊंगा, ज्यादा

बोलना अच्छा नहीं। जो सरकार को करना है वह तो वह करेगी ही, चाहे आप बोलें या मैं बोलूँ। जो वे चाहेंगे वह होगा, इस में ज्यादा बोलने की बात भी नहीं है। बजट में वह चीजें दी भी हुई हैं। लेकिन वह तो केवल बड़ी बड़ी जगहों के लिये ही सब कुछ करना चाहते हैं, इस में उन को देखना चाहिये कि जो लोग जमीन पर काम करते हैं आज उन को किस चीज की जरूरत है। मैं कहना चाहती हूं कि मैं बी० ए० या एम० ए० पास नहीं हूं, हिन्दी बोलती हूं, लेकिन हिन्दी की यहां कोई बात नहीं पूछता है। मैं कहना चाहती हूं कि मिनिस्टर को हिन्दी स्पीचों का जवाब हिन्दी में देना चाहिये लेकिन वह इंग्लिश में देते हैं। इस लिये मैं उस का पूरा इन्टेमाल नहीं कर सकती। जो हिन्दी जानने वाले मिनिस्टर हैं वे कभी कभी तो हिन्दी में जवाब दिया करें।

मैं कहना चाहती हूं कि जो बजट तैयार किया गया है वह अति सुन्दर है, जब से हमारे दूसरे माननीय मंत्री जी आ गये हैं तब से बहुत ज्यादा प्रगति हुई है। वे सब को एक भाव से देखते हैं। उन के सामने न तो बड़े का सवाल है न छोटे का। जब भी कोई फैसला होता है तो इन्साफ में होता है। भले ही कोई कहे कि इन्साफ नहीं हुआ, लेकिन मैं कहना चाहती हूं कि जो भी कैफले हुए हैं वह बहुत अच्छे हुए हैं। मैं कोई सुनी हुई बात नहीं कह रही हूं, मैं अपने अनुभव से कह रही हूं। रेलवे का जो बजट है वह बड़ा सुन्दर है। गलियां सब लोग करते हैं हम भी करते हैं। माननीय मंत्री जी तो कोई भ्रष्टाचार करने जाते नहीं हैं। इस लिये भी मैं कहना चाहती हूं कि वे ऐसे कदम उठायें जिस में भ्रष्टाचार न बढ़े और काम सही तरीके से चले। जनता में सन्तोष हो और हम लोगों को अपने क्षेत्रों में गालियां न मिलें। हम लोगों को अपने क्षेत्रों में गलियां मिलती हैं कि अरे बाई, तुम को हम

ने पालियामेंट के लिये मेम्बर चुना और तुम हमारे लिये एक शेड भी नहीं बनवा सकीं, एक प्लेटफार्म भी नहीं बनवा सकीं, तुम को वहां भेजने से क्या जायदा है? मेरी प्रायंना है कि हर एक मेम्बर की कास्टिटूएसी के लिये जो कि पालियामेंट में आता है, अगर ज्यादा नहीं तो कम से कम रुपये में चार आना तो काम होना चाहिये जिस में लोग कह सकें कि फलाने को चुना तो कुछ तो हुआ। जब हम लोग जनता के बीच जाते हैं तो हम को बड़ी दिक्कतें उठानी पड़ती हैं। वह बार बार कहते हैं कि तुम को चुना या और हुआ कुछ नहीं हमारे लिये। वहां हम को जवाब देना पड़ता है, हम जानते हैं कि बजट में पैसा ज्यादा नहीं है, देश हमारा गरीब है, तरह तरह से हम पैसा लाते हैं और काम करने की कोशिश करते हैं, लेकिन जनता को जवाब देना बड़ा कठिन है। यहां पर अपनी बात मुनाना हमारा काम है, उस को सुनाते सुनाते समय निकल जाता है। हम अपने सुझाव रखेंगे, आप करें या न करें। मैं तो सीधी सादी भाषा में बात करती हूँ।

मैं अध्यक्ष महोदय को धन्यवाद देती हूँ कि उन्होंने मुझे बोलने का मौका दिया और उपाध्यक्ष महोदय, आप भी बार बार हम को मौका देते हैं क्योंकि महिलाओं पर आप की बड़ी कृपा है। आप ने महिलाओं को भी बराबरी का हक दिया है, बल्कि ज्यादा वक्त देते हैं। अगर मुझ से बोलने में कहीं भूल हो गई हो तो क्षमा कीजियेगा।

उपाध्यक्ष महोदय: ऐसा न कहिये, नहीं तो हमारे भाई कहेंगे कि मैं ज्यादा हक में हूँ महिलाओं के और उन को ज्यादा वक्त देता हूँ।

Shri Inder J. Malhotra (Jammu and Kashmir): Mr. Deputy-Speaker, in the very beginning, I would like to congratulate the hon. Railway Minister for his very encouraging Budget speech. The Railway Administration has been making efforts to provide

more amenities to the third class passengers. But at the same time, I would like to submit, that over-crowding still exists and the steps taken are not adequate to check this in all the trains in our country.

My State of Jammu and Kashmir is probably the only important State in the Union which is rail-less. We have been making representations and so many times the hon. Minister has assured us that Jammu and Kashmir State would be linked with the other parts of the Indian Union by railways very soon. I am sorry that nothing concrete has been done in this respect. I would appeal to the hon. Minister that when he replies to the Budget debate this year he should tell us specifically when and to what extent the extension of the railway line would take place in the Jammu and Kashmir State during the Third Plan. In view of the economic needs of the State, it is desirable that the railway line should be extended upto Jammu during the Third Plan. Before any final decision is taken in this matter, I understand that the Railway Administration had already taken some decision that the railway line should be extended up to Kathua, in the coming year or so. We would like specifically to know the time when this construction would be started, on the Railway line.

Another thing is that Pathankot railway station is the terminus for us and for the thousands of visitors also who visit Jammu and Kashmir every year. They have to spend the night at that station. The facilities for waiting rooms, retiring rooms and visitors' halls are not sufficient to cope with the passenger and goods traffic. Some more waiting rooms and visitors' halls should be provided at this station soon.

During the summer months, two trains are run between Delhi and Pathankot—the Kashmir Mail and the Duplicate Kashmir Mail. During the winter months, the duplicate train is stopped and so the only one train

[Shri Inder J. Malhotra]

which remains is overcrowded. In view of the large passenger traffic all the year round, this duplicate train should also be run throughout the year. If that is not possible right now, the time of the only train, the Kashmir Mail, should be changed. During these months, it leaves Pathankot at 5-50 p.m. The last but from Srinagar or Jammu reaches Pathankot at 5-15 p.m. or so. There is hardly any time left for the passengers to catch this train. The timing should be so changed that the train may leave Pathankot at about 6-30 or 7 p.m.

Every year hundreds of people, especially from Kashmir, go for Haj pilgrimage. Since the trains between Pathankot and Dedhi and other important stations are overcrowded, there is great difficulty for these people to travel. These people travel mostly in groups and therefore some arrangement should be made for them to reserve special compartments and if the number of passengers is sufficient at a certain time special trains should be provided for them, if possible.

The Pathankot station is an important station and it has been my personal experience that reservation and booking facilities are inadequate. Their timings should be increased and more staff should be provided.

Some time back, if I am not mistaken, the Railway Board announced some programme regarding the opening of out-agencies in various parts of the country. When I put a question as to how many new out-agencies would be opened in Jammu and Kashmir State, I am sorry to say that no specific answer was given. Before any announcement regarding the programme is made, first the statistics should be collected and some kind of a tentative programme should be chalked out so that people are not merely misled by the announcement of such a programme.

The food provided on the trains and the various railway stations is not of good quality. (*An Hon. Member: It is the worst.*) You are right. The dinner time, for instance, for the Kashmir Mail is at Mukerian and Jullunder. At both these stations, the food arrangements are so bad that most of the time I have seen passengers complaining that they would prefer to go without food rather than having that bad food.

In conclusion, I would again emphasise the need for extension of the railway line to Jammu and Kashmir State and I would appeal that while replying to this debate the hon. Minister should specifically tell us the programme of the extension of the railways in the Jammu and Kashmir State.

Shri Naushir Bharucha (East Khandesh): I am afraid I cannot congratulate the hon. Railway Minister on the presentation of this Budget though I am prepared to acknowledge the fact that vast progress has been made in many directions. That progress has not been well based on sound commercial principles. While the expansion has taken place at a very rapid rate, I am not aware of the fact that the railway finances disclose that they have made provision either for the repayment of the capital we are sinking or for the rehabilitation programme which, as several hon. Members have pointed out from time to time, requires very careful consideration. I am of the view that a very careful and critical examination into the backlog of the rehabilitation will have to be undertaken and this House or the Railway Board should appoint a committee for this purpose. I may invite the attention of the House to the fact that while in the last three or four years the capital at charge has increased by nearly as much as Rs. 350 crores, there has been no corresponding increase in the depreciation which we have been setting aside. It will be recalled that the amount of depre-

ciation has continued static at the sum of Rs. 45 crores only for the last several years.

Mr. Deputy-Speaker: The hon. Member might continue his speech on Monday. We shall now take up the next item.

14.31 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTY-SIXTH REPORT

Sardar A. S. Saigal (Janjgir): I beg to move:

"That this House agrees with the Fifty-sixth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 24th February, 1960."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Fifty-sixth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 24th February, 1960."

The motion was adopted.

RESOLUTION RE: QUITTING THE COMMONWEALTH—contd.

Mr. Deputy-Speaker: The House will now resume further discussion of the resolution moved by Shri Braj Raj Singh on the 12th February, 1960, namely:—

"This House is of opinion that India should quit the Commonwealth of Nations."

Out of two hours allotted for the discussion of the resolution, four minutes have already been taken up and 1 hour 56 minutes are left for its further discussion today. Shri Braj Raj Singh may continue his speech.

An Hon. Member: The Minister concerned is not here.

Mr. Deputy-Speaker: The Whips ought to have taken note of this, that there is no Minister present to listen to the debate that is going to start now.

Shri Rane (Buldana): The Deputy Minister of Defence, Shri Raghuramaiah, is present. I have requested him to take notes.

Mr. Deputy-Speaker: In the meanwhile, the hon. Member may begin.

Shri Braj Raj Singh (Firozabad): The difficulty will be that Shri Raghuramaiah will not be able to pick up what I say.

Mr. Deputy-Speaker: Anyway, the Deputy Minister will take notes and convey them to the others.

श्री ब्रजराज सिंह: उपाध्यक्ष महोदय। उस दिन मैं निवेदन कर रहा था कि कामन वैल्य में रहने के कारण हमारे जो ऐतिहासिक कर्तव्य ये उन्हें निभाने में हम असफल रहे हैं। हमारी यह परम्परा थी कि जो भी गुलाम राष्ट्र दुनिया में हैं उनको गुलामी से छुटकारा दिलाने में हम उनकी सहायता करें, जिस प्रकार भी हो सके उस प्रकार। लेकिन उस सम्बन्ध में हमने कुछ नहीं किया। उस दिन मैं ने अफ्रीका का जिक्र किया था। अफ्रीका के अनेक देश आज भी गुलाम हैं। अभी अभी ट्यूनिस में अबिल अफ्रीकी जन कांग्रेस की कानफरेंस हुई है और उसने निश्चय किया है कि सन् १९६३ तक की एक टारोट डेट मुकरंर की जानी चाहिए जिस डेट तक कि अफ्रीका के सभी देश आजाद हो जायेंग। इससे पहले भी पिछले साल अकरा में एक इसी तरह की कानफरेंस हुई थी और उसमें भी हमें वहां जो आजादी की लहर दौड़ रही है उसका आभास मिला था। यह एक ऐसी जिम्मेदारी थी कि जिसमें हिन्दुस्तान का भी द्विस्तरा द्वाना चाहिए था। जो राष्ट्र

[श्री ब्रजराज सिंह]

आज गुलाम हैं हिन्दुस्तान को उनकी गुलामी हटाने के लिए कुछ करना चाहिए था । हम उन राष्ट्रों को चाहे छोड़ दें जहां स्पेन का या फ्रांस का साम्राज्य है, लेकिन हम उन राष्ट्रों की गुलामी दूर कराने में भी सफल नहीं हुए जिन पर कि ब्रिटेन का साम्राज्य है, जैसे कि अफ्रीका के कई देश हैं । हम ऐसा कोई काम करने में सफल नहीं हुए जिससे हम ब्रिटेन द्वारा उन राष्ट्रों के नागरिकों को उनके अधिकार दिला सकें । अफ्रीका के देशों के अलावा हमारे सामने साइप्रस का प्रश्न है । साइप्रस के बारे में कई बार यह घोषणा की गयी की फलां तारीख तक साइप्रस को आजादी दें दी जाएंगी । लेकिन उसे बार बार टाला जा रहा है । इसका कारण यह है कि वहां ब्रिटेन अपने फौजी श्रृंगे कायम रखना चाहता है, और वह भी छोटे मोटे नहीं, उनके लिए वह सेकंडों बर्ग मील का क्षेत्र चाहता है । मैं पूछता चाहता हूं देश के प्रधान मंत्री से जो कि विदेश मंत्री भी है कि राष्ट्रमंडल में शामिल रह कर उन्होंने अब तक क्या बात कर ली है ।

हमें बताया जाता है कि हमारे कुछ लक्ष्य हैं, कुछ सिद्धान्त हैं, कुछ उद्देश्य हैं । वयोंकि कामनवेल्थ में रहने से उन लक्ष्यों, उन सिद्धान्तों को पूरा करने में सहायता मिलती है इसलिए हम कामन वैल्थ में हैं । क्या हिन्दुस्तान के लक्ष्य हैं? हिन्दुस्तान का लक्ष्य है कि दुनिया में शान्ति हो, हिन्दुस्तान का लक्ष्य है कि दुनिया से गुलामी दूर हो, हिन्दुस्तान का यह लक्ष्य है कि दुनिया के जो अविकसित या अर्थ विकसित देश है उनका विकास अच्छी तरह से हो । लेकिन इस गुलामी को दूर करने के लक्ष्य में हमको कौनसी सफलता प्राप्त हुई है । या दुनिया में जहां तक शान्ति कायम करने के लक्ष्य का सवाल है उस लक्ष्य को पूरा करने में हम राष्ट्रमंडल में रहने के कारण कहां तक सफल हुए हैं । हम ब्रिटेन को मजबूर नहीं कर सकते कि जिन राष्ट्रों पर उसने अपना साम्राज्य कायम कर रखा

है उसको खत्म कर दे । वह हमारी यह बात सुनने के लिए तैयार नहीं हैं ।

दूसरी बात यह कही जाती है कि चूंकि ब्रिटेन के साथ हमारा सम्बन्ध है इसलिए हमें कुछ आर्थिक लाभ भी है । कहा जाता है कि हिन्दुस्तान अर्थ विकसित देश है, बल्कि एक मानी में अविकसित देश है और इसलिए जो सम्पन्न देश हैं उनसे हम आर्थिक सहायता चाहते हैं, और कामन वैल्थ में रहने से हमें यह सहायता बहुत बड़ी मात्रा में मिल सकती है । उनकी यह दलील है कि कामन वैल्थ के देशों जैसे ब्रिटेन, कनाडा, आस्ट्रेलिया, न्यूजीलैंड से हमको आर्थिक सहायता मिलती है । लेकिन जो अब तक हिन्दुस्तान को दूसरे देशों से आर्थिक सहायता मिली है उसके आंकड़ों को देखा जाए तो हमको पता चलेगा कि राष्ट्रमंडल के देशों के मुकाबले हमको अन्य देशों से अधिक आर्थिक सहायता मिली है । यूनाइटेड किंगडम से हमें कर्ज और ग्रांट की शब्द में १०३ करोड़ १३ लाख रुपया मिला । यह मैं गवर्नरमेंट द्वारा प्रकाशित आंकड़े दे रहा हूं । इसी तरह से कनाडा की तरफ से जो कुल रुपया हमको मिला वह ८७ करोड़ १० लाख है, आस्ट्रेलिया से हमको कुल रुपया जो मिला वह ११ करोड़ ४२ लाख है और न्यूजीलैंड से हमको अब तक कुल ३ करोड़ और २३ लाख रुपया मिला, जिसमें कर्ज और अनुदान दोनों शामिल हैं । इस प्रकार राष्ट्रमंडल के देशों से हमको कुल २०४ करोड़ ८८ लाख रुपए की आर्थिक सहायता मिली । यदि हम राष्ट्रमंडल में रहने का आधार आर्थिक सहायता को ही मान लें, तो भी हम देखेंगे कि हमें दूसरे देशों से कहीं ज्यादा आर्थिक सहायता मिली है । संयुक्त राज्य अमरीका ने जब से हमको सहायता देना शुरू किया है तब से लेकर अब तक उसने हमको ५६५ करोड़ ७५ लाख कर्ज की शब्द में और २१० करोड़ १६ लाख अनुदान की शब्द में दिया है । रूस ने भी

जब से सहायता देना शुरू किया है तब से अब तक हमको ३२२ करोड़ ५४ लाख रुपए की रकम कर्जे के रूप में और ७६ लाख रुपया अनुदान की शब्द में दिया है। जितना रुपया हमको राष्ट्र मंडलीय देशों से मिला है उतना तो हमको अकेले वैस्ट जमानी से ही मिल गया है।

इसी के साथ एक दूसरा प्रश्न भी उठता है। जहां तक कर्जे का सवाल है राष्ट्रमण्डल के देशों की शर्तों में और उन देशों की शर्तों में जिनका कि राष्ट्रमण्डल से कोई सम्बन्ध नहीं है बड़ा फर्क है। हमको जो संविधान यूनियन से कर्ज मिला है या जो कर्ज हमको दूरी योरोप के देशों से मिला है उसकी व्याज की दर डाई परसेंट है जबकि यूनाइटेड किंगडम से और राष्ट्र मण्डल के दूसरे देशों से जो कर्ज हमको प्राप्त हुआ है उसकी व्याज की दर ५ परसेंट, ६ परसेंट और साथे ६ परसेंट है। तो मैं कहना चाहूंगा कि राष्ट्रमण्डल में रहने के कारण हमको उतना आर्थिक लाभ नहीं मिला जितना कि मिलना चाहिये या और जो कुछ भी मिला उसकी शर्तें उन देशों की शर्तों से कठिन हैं जिनका सम्बन्ध राष्ट्र मण्डल से नहीं है। तो फिर यह दलील भी कोई मजबूत दलील नहीं है कि हमको राष्ट्रमण्डल में रहने से आर्थिक लाभ होता है। मैं यह दलील मानने को तैयार नहीं हूँ कि चूंकि हमारा देश विकसित या अधं विकसित है इसलिये हमें राष्ट्र मण्डल में रहना चाहिये क्योंकि हमें उससे आर्थिक सहायता मिलेगी। प्रसल में आज की दुनिया में बदली हुई परिस्थितियों में जो साधन सम्पन्न देश हैं जिनके यहां मरीने आदि बनी हुई बीजों का उत्पादन ज्यादा हो रहा है, उनको बाजार चाहिये।

वह बाजार कहां मिल सकता है। उनको बाजार ढूँढ़ा पड़ता है। राष्ट्रमण्डल के कुछ देश साथन सम्पन्न हैं जैसे यूनाइटेड किंगडम है, अस्ट्रेलिया है, कनाडा है, न्यूजीलैण्ड है। इसी प्रकार संयुक्त राज्य अमरीका और सोवियत रूस भी सम्पन्न देश हैं। ये देश अपने भाल के लिए बाजार चाहते हैं। इसलिए उनके लिए ऐसे देशों को जो कि अधं विकसित या अविकसित हैं जैसे हिन्दुस्तान, पाकिस्तान, बर्मा या अफ्रीका के देश, सभी को सहायता देना आवश्यक हो गया।

अब्द्धा होता कि हिन्दुस्तान एक दूसरे मिठांत का प्रतिपादन करता। हिन्दुस्तान कहता कि हम यह चाहते हैं कि दुनिया के सब देश—चाहे वे साधन-सम्पन्न हों और चाहे पिछड़े हुए—एक संगठन कायम करें और उसके अधीन अपनी अपनी आमदनी के मूलाधिक हिस्सा देकर एक फण्ड कायम करें और उस फण्ड में से जिस मुक्त की जितनी ज़रूरत हो, उसको उतनी सहायता दी जाये। लेकिन हिन्दुस्तान ने ऐसी कोई कोशिश नहीं की। मैं यह निवेदन करना चाहता हूँ कि इस तरह की कोशिश इसलिए नहीं होती है कि हम बंधे हुए हैं राष्ट्र मण्डल से। बार बार यह कहा जाता है कि राष्ट्र मण्डल का कोई विधान नहीं है, कोई नियम नहीं है और उसका कोई बन्धन नहीं है, हम जब चाहे उसको छोड़ सकते हैं, जो चाहे कर सकते हैं और अन्य देशों के साथ जैसा चाहे व्यवहार कर सकते हैं। लेकिन स्थिति यह है कि हमारी परम्परा और हमारा लक्ष्य तो यह है कि हम दुनिया में शान्ति स्थापित करने के लिए प्रयत्नशील हैं और राष्ट्र मण्डल के कई दूसरे देश नैटो और सीएटो की मदद करते

[श्री ब्रज राजसिंह]

है और सैन्टो में शामिल होते हैं और इस तरह के फौजी संगठन कायम करते हैं, जिनके कारण दुनिया में लड़ाई होने का और शान्ति-भंग होने का खतरा बढ़ता है। हम किसी भी दृष्टिकोण से देखें, आर्थिक, भावनात्मक या ऐतिहासिक परम्पराओं के दृष्टिकोण से देखें, दुनिया में शान्ति स्थापित करने के दृष्टिकोण से देखें या दुनिया के पिछड़े हुए देशों के विकास के दृष्टिकोण से देखें, राष्ट्र मण्डल की सदस्यता किसी भी तरह हमारे लिए लाभप्रद नहीं है, किसी तरह भी हम को सहायता नहीं मिलती है। बल्कि इसके विपरीत हमारे रास्ते में कई प्रबंध की रुकावटें आती हैं।

यह भी कहा जाता है कि राष्ट्र मण्डल के देशों में, पहले जो इम्पीरियलिस्ट प्रेफरेंस कही जाती थी, उसके बाद अब कन्यूमर्स (फरेंस नाम की चीज़ है, जिसके मुताबिक इन राष्ट्रों में जो माल आएं या जाएं, उस की दृष्टी में—प्रतिकर में कमी की जा सकती है। लेकिन इसका प्रभाव आज के हिन्दुस्तान की अर्थ-व्यवस्था पर क्या पड़ रहा है? पिछले जमाने में भले ही हिन्दुस्तान ने इम्पोर्ट-आयात न किया हो, कम किया हो, जिससे इंग्लैण्ड में करोड़ों की तादाद में हमारे स्टॉलिंग बैलेंसिंज जमा रहे। लेकिन आज हिन्दुस्तान एक्सपोर्ट के बजाय इम्पोर्ट ज्यादा कर रहा है। निर्यात की निस्वत्त आयात ज्यादा होता है। जब आयात ज्यादा होता है तो राष्ट्र मण्डल में रहने से हिन्दुस्तान को उतना फ़ायदा नहीं हो पाता, जितना कि नुकसान होता है। मैं इस सम्बन्ध में कुछ आँकड़े, जो कि सरकार को तरफ से प्रकाशित किये गये हैं, आप के सामने रखना चाहता हूँ। श्री कृष्णमाचारी ने, जबकि वह कामर्स एण्ड इण्डस्ट्रीज मिनिस्टर थे, १९५३ में कहा था—

"However from the preliminary survey which the Government of India has made and to which the

Commerce and Industry Minister referred in Parliament, it is gathered that India strikes a more or less 'even balance'."

यह उन्होंने १९५३ में व्यापार के सम्बन्ध में कहा था। उसके बाद जो स्थिति हुई है, उसका भी हम अध्ययन करें। १९५३ में उन्होंने कहा कि आयात और निर्यात में बराबरी का मामला है और हमें कोई फ़ायदा या नुकसान नहीं होता है। लेकिन इस के बाद हिन्दुस्तान से युनाइटेड किंगडम को जो एक्सपोर्ट हुआ, वह १९५४-५५ में १८८१ मिलियन रुपए का था। १९५५-५६ में वह १६४४ रुपयों का हो गया। अर्थात् घट गया। यह एक्सपोर्ट की स्थिति है और इस्पोर्ट १९५४-५५ में १५५३ मिलियन रुपए, १९५५-५६ में १७२७ मिलियन रुपए और १९५६-५७ में २१२६ मिलियन रुपए का हुआ। इसमें साफ़ जाहिर होता है कि हमारा आयात बढ़ रहा है और हमारा जो निर्यात युनाइटेड किंगडम को होता है, वह घट रहा है। उसका नतीजा यह है कि हालांकि कन्यूमर्स प्रेफरेंस की बात कही जाती है, लेकिन उससे फ़ायदा हम को न हो कर युनाइटेड किंगडम को हो रहा है। प्रगर हम राष्ट्र मण्डल में न हों, तो हम किसी भी देश को एक्सपोर्ट और इम्पोर्ट कर सकते हैं। युनाइटेड किंगडम के जो गुड्ज हमारे यहां आते हैं, दूसरे देशों के मुकाबले में हम उनकी द्यटी माफ़ कर देते हैं। राष्ट्र मण्डल में न होने से हमारे लिए दूसरे देशों से माल लेना कुछ सस्ता पड़ जायगा, लेकिन वह हम नहीं कर रहे हैं। हम कहते हैं कि हमको आर्थिक लाभ होता है। जैसा कि मैंने अभी निवेदन किया है, हमको उन देशों से भी सहायता मिली है, जो कि राष्ट्र मण्डल से बाहर हैं और आर्थिक सहायता के लिए राष्ट्र मण्डल में रहने या न रहने का सवाल नहीं है। दुनिया के साधन-सम्पन्न देशों के पास इतना धन है कि चाहे वे इस को एटामिक बम बना

कर नाप्त कर दें या दुनिया के पिछड़े हुए देशों के विकास में लगा दें। उन्होंने वह धन कहों न कहीं देना ही है। यह दूसरी बात है कि वह धन हम किस तरह लेते हैं—हम राष्ट्र-मण्डल का बहाना बना कर सहायता प्राप्त करते हैं या दुनिया में एक विश्व सरकार बनाने के लिंगान्त का प्रतिपादन करके सहायता लेते हैं, लेकिन मैं यह निवेदन करता चाहता हूँ कि अपनी परम्पराओं और इतिहास की पृष्ठ भूमि के विरुद्ध हम इस तरह के काम करते जा रहे हैं कि जिससे न सिर्फ हमारा आर्थिक नुकसान भी हो रहा है, बल्कि भावनात्मक नुकसान भी हो रहा है और साथ ही हम अपनी ऐतिहासिक परम्पराओं को भी पूरा नहीं कर पा रहे हैं।

इस सम्बन्ध में मैं एक भावनात्मक बात का उल्लेख करना चाहता हूँ। आज दुनिया में केवल अंग्रेजी भाषा ही नहीं है, जिसका अन्तर्राष्ट्रीय महत्व हो। चीनी, रूसी और दूसरी कई भाषायें भी हैं, जिन का बड़ा अन्तर्राष्ट्रीय महत्व है। लेकिन चूंकि हम राष्ट्र-मण्डल से जुड़े हुए हैं, इस लिए हमारी सरकार की तरफ से यह नीति घोषित की जाती है कि इस देश में हिन्दी के साथ साथ अंग्रेजी भाषा न सिर्फ १६६५ तक रहेगी, बल्कि उसके बाद भी रहेगी। राष्ट्र-मण्डल से हमारा सम्बन्ध होने के कारण हमको यह बात कहने के लिए मजबूर होना पड़ता है।

एक और छोटी सी बात है, जिसका कोई विशेष महत्व नहीं है। आज हम देखते हैं कि संसद भवन के आस-पास उन लोगों की मूर्तियां लगी हुई हैं, जो कि कल तक हम पर राज्य करते थे। मैं किसी के प्रति निरादर नहीं करना चाहता हूँ। मैं यह नहीं चाहता हूँ कि उन मूर्तियों को तोड़ देना चाहिए, लेकिन यह बात हमारे राष्ट्रीय सम्मान के खिलाफ है कि देश के आजाद होने के दस बारह सालों के बाद भी उन लोगों की मूर्तियां संसद भवन के आस-पास

और नई दिल्ली में चारों तरफ लगी रहें। अगर हम राष्ट्र-मण्डल में न रहे होते तो इन मूर्तियों को उठा कर कभी का अजायबघर में रख दिया गया होता। अजायब घर में उन का महत्व हो सकता है। उन का ऐतिहासिक महत्व हो सकता है लेकिन देश में स्थान स्थान पर लगी हई मूर्तियों को देख कर हमारे छोटे छोटे बच्चों पर क्या प्रभाव पड़ता है? इनके स्थान पर अगर लाला लाजपत राय और दूसरे फीडम फ़ाइटर्ज़ की-आजादी की लड़ाई के अन्य बीर योद्धाओं की मूर्तियां होतीं, तो आज के बच्चे गोरख प्राप्त करते, लेकिन वह नहीं किया गया है। और हम देखते हैं कि न सिर्फ दिल्ली में संसद भवन के आस-पास बल्कि देश के और भागों में भी अभी भी ब्रिटिश साम्राज्य बादियों की मूर्तियां लगी हुई हैं और उनको हम हटा नहीं पाए हैं। जब भी इस सम्बन्ध में कोई बात कही जाती है, तो कहा जाता है कि हम राष्ट्र-मण्डल में हैं, इससे उनको बुरा लग सकता है। अगर बुरा लग राज्य के खिलाफ कोई बात न करें। कहने के लिए यह बात छोटी सी है कि किस की मूर्तियां लगी रहती हैं।

अंग्रेजी में कहावत है *Nil nisi bonum* अर्थात् जो भर जाए उसके लिए बुरी बात नहीं कही जानी चाहिए और मैं कोई बुरी बात कहता भी नहीं, लेकिन उस दिन यहां पर हिन्दुस्तान की पालियामेंट की एक परम्परा को तोड़ एक रेफरेंस हुआ। ऐसा क्यों होता है? वह इस लिए होता है कि हम ऐसा सोचते हैं कि राष्ट्र-मण्डल में रहने के नाते हमारे सम्बन्ध ब्रिटेन के अधिक नजदीक हैं और दूसरे देशों के नहीं, जिस के परिणामस्वरूप हमको ब्रिटेन के निहित स्वार्थों—वेस्टेंड इन्डेस्ट्रीज—के अनुकूल जाना पड़ता है। वे वेस्टेंड इन्डेस्ट्रीज क्या हैं? यहां पर बड़े गवं के साथ कहा जाता है कि हिन्दुस्तान के राष्ट्र-मण्डल में रहने के कारण कुछ अन्य देश भी राष्ट्र-

[श्री ब्रजराज सिंह]

मंडल में हैं और उस से हिन्दुस्तान का महत्व बढ़ रहा है, जैसे सीलोन, मलाया, घाना और सिंगापुर आदि । जो देश आजादी प्राप्त करते जा रहे हैं, उनको राष्ट्र-मंडल में इस लिए जाना पड़ता है कि वे देखते हैं कि हिन्दुस्तान जैसा शान्ति प्रिय देश, जो किसी पर हमला नहीं करना चाहता है और किसी की जमीन को हड्डने या किसी का शोषण करने की जिसकी आकांक्षा नहीं है, जब राष्ट्र-मंडल में है, तो हमको भी उसमें जाना चाहिए। इसी लिए राष्ट्र-मंडल का ट्रांसफर्मेशन हो रहा है, उसकी शक्ति बदल रही है। यह ठीक है कि वह किसी का शोषण नहीं करना चाहता और यह भी ठीक है कि उसके नाम से "एम्पायर" शब्द हट गया और उसके बाद ब्रिटिश शब्द भी हट गया और अब वह सिर्फ़ कामनवैल्य रह गया है, लेकिन अगर नाम के हटने के माथ साथ आत्मा भी नहीं हटती है, तो काम नहीं बनेगा नाम हटा है, लेकिन आत्मा नहीं हटी है। अगर वह हटी होती तो जिस तरह हिन्दुस्तान कहता है, उसी तरह ब्रिटेन को भी कहना चाहिये था कि जहां जहां हमारा राज्य है, हम उसको खत्म करते हैं और हम उनको आजादी देते हैं।

यह दलील दी गई कि ये पिछड़े हुए मुल्क हैं, खुद राज नहीं कर सकते हैं, इसलिए हम उन को गुलाम बनाये रखते हैं, अपनी सरकार यहां कायदम रखते हैं। हम जानते हैं कि अफीका में जो गोरों का राज्य है, वाहे वे स्पेनिश हों, फ्रेंच हों, ब्रिटिश हों, वे वहां के लोगों का बुरी तरह से शोषण कर रहे हैं और आज भी यह शोषण जारी है। वे समझते हैं कि वहां की जनता को गुलाम बना रहना चाहिए, उनको आजादी नहीं दी जा सकती है, वे इस काबिल ही नहीं हैं कि आजादी का उपभोग कर सकें। मैं आपको यदि दिलाना चाहता हूँ कि यही दलीलें हैं, जो अप्रेज़ जब यहां थे, तो हमारे लिए

दिया करते थे कि हम इस काबिल नहीं हैं कि राज कर सकें। जब इस तरह की दलीलें अफीका वासियों के लिए अप्रेज़ों द्वारा या दूसरों द्वारा दी जाती हैं तो हिन्दुस्तान की सरकार उस में कोई भी बात नहीं कर पाती है, किसी भी तरह का इनिशियेटिव नहीं ले पाती है, एक नया उदाहरण पेश नहीं कर पाती है जिससे ये मुल्क आजाद हो सकें, या जो इन की गुलामी की जंजीरों को तोड़ने में मददगार साबित हो सके।

दूसरी ओर से कहा जाएगा दलील के तौर पर कि हमारा यह काम नहीं है कि दूसरों के मामलों में खल दें। लेकिन याद रहे कि जब प्रेज़ीडेंट नासिर ने स्वेज नहर का राष्ट्रीयकरण किया था तो हमने मुआव दिया था एक जिसका अभी तक कोई भी कट्टेडिक्षन सरकार की तरफ से नहीं हुआ। हमने प्रेज़ीडेंट टीटो को चिट्ठी लिखी थी जिसमें कहा था कि यह हमारा तरीका नहीं हम इस तरह से नैशनलाइजेशन नहीं करना चाहते हैं। आपका यह तरीका हो या न हो लेकिन अगर प्रेज़ीडेंट नासिर इस तरीके पर चलना चाहते हैं तो हिन्दुस्तान की जनता को उन्हें बधाई देनी चाहिए कि उन्होंने साम्राज्यवादी चीज़ को खत्म किया है। लेकिन हिन्दुस्तान की सरकार ने वह नहीं किया। जब समझौते का प्रश्न आया तो वह तैयार हो गई और कहने लगी की नैशनलाइजेशन तो रहे लेकिन जो विदेशी जहाज चलते थे, वे बैसे ही चलते रहने चाहिये।

हम कहते हैं ये एटम टैस्ट जो हो गहे हैं, वे खत्म होने चाहिये, न्यूकलियर टैस्ट खत्म होने चाहिए लेकिन हमारी इस भावना और इस मांग के बावजूद, हमारे इस लक्ष्य और मांग के बावजूद य०के० यह सब करता रहा है, हम उसे रोक नहीं पाए हैं। प्रश्न यह है कि जब हमें कोई फायदा नहीं है, जब हम कोई आर्थिक अथवा दूसरा फायदा नहीं उठा पाते हैं बल्कि भावनात्मक हमें नूकसान

होता है, हमारी परम्परा के खिलाफ वह चीज़ जाती है तब फिर हम कामनवैत्य आफ नेशंस में क्यों हैं।

मैं निवेदन करना चाहता हूँ कि भ्रस्त में इसके पीछे जो भावना है वह पुरानी कुछ चीजों से चिपकी रहने की है। कुछ लोग जिन्होंने ब्रिटेन में जिन्होंने इंग्लैंड में अपनी दिला पाई है और उनको वहां का तरीका बहुत पसंद है, वे उन तरीकों को यहां भी कायम रखने की बात सोचते हैं, वे समझते हैं कि नई दुरियां के तरीकों को न अपनाया जाए और उन्होंने से प्रगर चिपका रहा जाए तो अच्छा होगा फिर चाहे राष्ट्र के सम्मान को ही धक्का क्यों न लगता हो, चाहे आर्थिक नुकसान तथा दूसरे नुकसान ही क्यों न उठाने पड़ते हों। इस वास्ते मैं समझता हूँ कि यह जो मनोवृत्ति है, इसको बदलना चाहिये और अब समय आ गया है जबकि हमें इस चीज़ पर पुनर्विचार करना होगा। हम काश्मीर के मसले को हल नहीं कर पाये हैं, तिब्बत के मसले को हल नहीं कर पाये हैं। सभी जानते हैं कि ब्रिटेन का उस बक्त हित था चीन के साथ जुड़ा हुआ जिस के मताविक ब्रिटेन मानता था कि चीन की मुजरेनटी तिब्बत के ऊपर हो। लेकिन जब ब्रिटेन चला गया तो हमें उसे खत्म कर देना चाहिये था। वह हमने खत्म क्यों नहीं की? हमने उसे इसलिए खत्म नहीं किया कि हम अपना सम्पर्क राष्ट्र मण्डल से बनाये हुए थे, वहां से हमें कुछ तो प्रत्यक्ष और कुछ अप्रत्यक्ष इस तरह की सलाह मिलती थी जिससे हमें नुकसान हो जाया करता था। मुझे विश्वास है कि आजाद होने के बाद अगर हिन्दुस्तान ने राष्ट्रमण्डल से अपना नाता तोड़ दिया होता, गठबन्धन को तोड़ दिया होता तो तिब्बत की आजादी की हत्या न हुई होती। आज हिन्दुस्तान को जो मुसीबतें उठानी पड़ रही हैं उत्तरी सीमा के सम्बन्ध में, वे मुसीबतें

भी शायद न उठानी पड़ती और हम बहुत ही अच्छी तरह से जिस तरह से पहले रह रहे थे अपनी विकास की अवस्था में, उस तरह से रह सकते थे।

प्रश्न केवल तिब्बत का ही नहीं है। काश्मीर के बारे में, साउथ अफ्रीका के बारे में, वहां पर प्रचलित रंग भेद की नीति के बारे में हम क्या कर पाये हैं? साउथ अफ्रीका भी राष्ट्र मण्डल का सदस्य है लेकिन हम कुछ भी नहीं कर पाये हैं। यहां पर तारीफ कर दी जाती है कि श्री मैकमिलन जो कि ब्रिटेन के प्रधान मंत्री हैं उन्होंने कह दिया है कि यह जो रंग भेद का तरीका है यह ब्रिटेन को पसंद नहीं है, उसका यह नहीं है लेकिन इसमें कुछ होता नहीं है। सबाल यह नहीं है कि ब्रिटेन के प्रधान मंत्री ने क्या कह दिया है, सबाल यह भी नहीं है कि आस्ट्रेलिया या न्यूजीलैण्ड क्या कहते हैं, सबाल यह है कि राष्ट्र मण्डल का एक देश जब रंगभेद की नीति अपनाता है और हम राष्ट्र मण्डल का सदस्य होते हुए भी उसको खल्म नहीं कर पाते हैं तो इसका क्या कारण है, इस राष्ट्र मण्डल में क्या लाभ है। आखिर यह राष्ट्र मण्डल बीमारी क्या है और किस के लिए है।

यह कहा जा सकता है कि आज की दुनिया ऐसी नहीं है जिसमें अलग रहा जा सकता हो। मैं मानता हूँ कि आज की दुनिया में अलग नहीं रह सकते हैं। विज्ञान के चमत्कार ने दुनिया को बहुत द्योटा कर दिया है, एक जगह से दूसरी जगह बहुत आसानी से और बहुत जल्दी पहुँचा जा सकता है, आज इस तरह के हथियार बन गए हैं कि अकेले रह कर कोई भी देश नष्ट हो सकता है। ये सब बातें सही हैं। लेकिन मैं पूछता चाहता हूँ कि राष्ट्र मण्डल में रह कर ही क्या हम अकेलेपन को छोड़ सकते हैं। बांडुग सम्मेलन हुआ था १६५५ में। एगिया और अफ्रीका के तीस देश उसमें इकट्ठे हुए थे। मैं पूछता चाहता हूँ कि उस बांडुग सम्मेलन की दुबारा क्यों बैठके नहीं हुई है, क्यों दूसरा सम्मे-

[श्री अजग्रज सिंह]

लन बुलाने की कोशिश नहीं की गई है ? उसमें तो अकेले रहने की भावना नहीं थी वे तो एशिया और अफीका के पिछड़े हुए देश थे, उसमें लड़ाई का सवाल नहीं था, वहां तो केवल अपने अधिकारों की बात होती है, आपनी बात कहने का मौका मिलता है और जब ऐसी बात है तो क्यों नहीं वह सम्मेलन दुवारा किया गया ? एक बार उस तरह का सम्मेलन करने के बाद दुवारा वैसा सम्मेलन करने की कोई बात चीत ही नहीं की जाती है । बांडुग सम्मेलन में तो कोई अकेले रहने की बात नहीं थी । हम किसी के दुश्मन नहीं हैं, हम सभी के साथ दोस्ती बनाये रखना चाहते हैं, हम किसी को नुकसान पहुंचाना नहीं चाहते हैं लेकिन साथ ही माय यह भी देखना हमारा कर्तव्य हो जाता है कि कोई दूसरा हमें नुकसान न पहुंचाये । इस बास्ते अकेले रहने का कोई सवाल नहीं है । जब अकेले दूसरों की दलील दी जाता है तो यह दोस्ती दर्लान है । इस बास्ते मैं समझता हूँ कि राष्ट्र भण्डल से अलग हो जाने से कोई नकासान नहीं हो सकता है, इस तरह की भावना कि हम अकेले पड़ जाएंगे, निर्मूल है ।

१९४६ में प्रधान मन्त्री ने कंस्टिट्युएंट असम्बली में भाषण करते हुए कहा था :

"If we dissociate ourselves completely from the Commonwealth, then, for the moment we are completely isolated. We cannot remain completely isolated. We have to incline in some direction or other which necessarily will be on the basis of give and take."

१६-४-१९४६ को उन्होंने यह कहा था । लेकिन आज तो १९६०, १९४६ नहीं है । दुनिया काफी आगे बढ़ चुकी है । आज दुनिया के ब त से देश हिन्दुस्तान की तरफ देखते हैं और चाहते हैं कि यह उनको रास्ता

दिखाये । हिन्दुस्तान किसी पर राज्य कायम नहीं करना चाहता है, वह किसी का शोषण करना नहीं चाहता है, वह तो चाहता है कि दुनिया से लड़ाई का हमेशा के लिये खात्मा कर दिया जाए । यह वह राष्ट्र भण्डल में रह कर नहीं कर सकता है । इस दिशा में उसने एक पग बांडुग सम्मेलन करके उठाया था जबकि दुनिया के ' देश मिले थे जिनकी आवादी दुनिया की तीन चौथाई है । अगर उसने इन देशों का सम्मेलन फिर बुलाया होता तो ये देश उसकी इस परम्परा के साथ रहे होते । मैं नहीं चाहता कि आप कोई गुट बनायें या कोई ब्लाक बनायें या किसी के खिलाफ लड़ाई छोड़ दें । वहां पर हमारी जो समस्याएँ हैं उन पर हम विचार कर सकते हैं, पारस्परिक हित के जो मामले हैं उन पर विचार कर सकते हैं, समाज उद्देश्यों पर वहस कर सकते हैं और इस तरह मेरे दुनिया की तीन चौथाई आवादी के देशों का एक मंगठन बन सकता था जिमका त्रीय शवित का रूप दिया जा सकता था और वह इसलिये नहीं कि किसी पर हम हमला करना चाहते हैं वर्त्तक इसलिए कि दुनिया में हम शान्ति कायम रखना चाहते हैं, दुनिया से लड़ाई का हमेशा के लिए खात्मा करना चाहते हैं ।

मैं निवेदन करना चाहता हूँ कि हमारी सरकार इस बारे में बहुत ही दूरी तरह से फेल रही है, असफल रही है, उसने इस सम्बन्ध में कोई काम नहीं किया है और राष्ट्र भण्डल में रह कर, अपने कुछ पुराने ताल्लुकात की बजह से कहिये, या अपने सम्बन्धों की बजह से कहिये, उसने न केवल हिन्दुस्तान के हितों को नुकसान पहुंचाया है, नेपाल को नुकसान पहुंचाया है, हिमालय का जो हमारा बाहर है, हमारी जो उत्तरी सीमा है, उसको नुकस । न पहुंचा रही है, अफीका के जो देश गुलाम है, उनके हितों को नुकसान पहुंचा रही है, वि

दुनिया में स्थायी शांति की स्थापना की दिशा में भी कुछ नहीं कर पा रही है।

अन्त में मैं निवेदन करना चाहता हूँ कि जो परिस्थिति १६४६ में थी, जो परिस्थिति १६५६ में थी, वह आज नहीं है। हम चाहते हैं कि आस्ट्रेलिया के साथ, कनाडा के साथ, न्यूज़ीलैण्ड के साथ, मलाया के साथ तथा दुनिया के साथ सभी देशों के साथ हमारे जो दोस्ती के सम्बन्ध हैं वे और भी गहरे हों लेकिन हम किसी तरह से भी अपने को बांधे रखना नहीं चाहते हैं जिस तरह से कि हमने अपने आपको राष्ट्र मण्डल के साथ बांध रखा है।

मैं एक और निवेदन कर देना चाहता हूँ कि राष्ट्र मण्डल में केवल वही देश हैं जो कि किसी व्यक्त त्रिटेन के गुलाम थे। ऐसा क्यों है? कोई भी उसमें गुलाम नहीं है जो कि उसका गुलाम न रहा हो। इस तरह मे जो देश उसके गलाम थे उनको राष्ट्र मण्डल के साथ बांध दिया जाता है जो कि किसी भी हालत में ठीक नहीं है। इस बातने मैं समझता हूँ कि अब समय आ गया है जबकि हिन्दुस्तान की सरकार को इस पर पुनर्विचार करना चाहिये और सरकार को यह धोयाणा कर देनी चाहिये कि हम राष्ट्र मण्डल से बंधे हुए नहीं हैं और न इस बात में बंधे हुए हैं कि हम राष्ट्र मण्डल में रहें। राष्ट्र मण्डल में रह कर हम जिन सिद्धान्तों को चाहते हैं, जो उद्देश्य हमारा है, उस को हानि पहुँचती है और उसमें रुकावट पड़ती है। हमारा एक उद्देश्य था कि हम जनतन्त्र को पनपायेंगे, लेकिन हमने देखा कि हमारे एक पड़ोसी देश में जो कि राष्ट्र मण्डल का सदस्य बना रहा, जनतन्त्र की हत्या कर दी गई लेकिन मैं कहना चाहता हूँ कि हमारी जो इच्छा रही है, जो उद्देश्य, जो लक्ष्य और जो परम्परा हमारी रही है, उसको राष्ट्र मण्डल में रहने से हानि पहुँच रही है और हिन्दुस्तान की सरकार को इस पर गम्भीरता से विचार करना चाहिये कि हम अपना सम्बन्ध राष्ट्र मण्डल से तोड़ दें।

15 hrs.

Mr. Deputy-Speaker: Motion moved:

"This House is of opinion that India should quit the Commonwealth of Nations."

I have received notice of two amendments by Shri Keshava. The first one reads—

"For the original Resolution, substitute—

"This House is of opinion that the present relations of our country with the 'Commonwealth of Nations be maintained.' "

The second amendment says:

"This House is of opinion that India should continue to be the member of the Commonwealth of Nations."

They are only negative amendments.

Shri Keshava (Bangalore City): The first amendment actually is not in the negative form.

Mr. Deputy-Speaker: But the effect is the same. If we do not quit it, we continue in it or maintain our relations in the same capacity.

Shri Keshava: The first amendment does not say either to quit or not to quit.

Mr. Deputy-Speaker: It says "that the present relations of our country". What relations? Not of friendship, but only of membership of the Commonwealth. That is the same thing. So, both these amendments are out of order. Anyhow, I will give him an opportunity to speak first, if he so likes.

There is one thing which I will bring to the notice of hon. Members. The hon. Mover has taken 30 minutes and perhaps he expects a few minutes in the end as well. If he gets only ten minutes in the end, that means 40 minutes would be appropriated by the hon. Mover. Then that much at least must be given to the hon. Minister. So we have only 40 minutes left out

[Mr. Deputy-Speaker]

of two hours, in which I have to accommodate about 15 hon. Members. Hon. Members will therefore realise as to how many of them can be given a chance and what time-limit has to be placed on speeches. Can I expect....

Shri Keshava: I think the hon. Minister . . .

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): I will need only 15 minutes.

Shri Shree Narayan Das (Darbhanga): The hon. Member will take ten minutes.

Mr. Deputy-Speaker: If hon. Members do not want the hon. Minister to take long, she can be satisfied with five minutes only. But is it the desire that the hon. Minister should not give a reply? I should expect hon. Members to confine their remarks to ten minutes only. Would it be possible?

Shri Keshava: 15 minutes will be all right.

Mr. Deputy-Speaker: Then I will be able to accommodate only three or four hon. Members. So, hon. Members will take only ten minutes.

Shri H. N. Mukerjee (Calcutta-Central): Mr. Deputy-Speaker, Sir, I welcome the Resolution which has been moved by my hon. friend, Shri Braj Raj Singh. You will recollect how at one time this question of quitting the Commonwealth was almost a hardy monthly in our Parliament. I am glad that Shri Braj Raj Singh has revived interest in this subject.

The old argument, which is sometimes rather pooh-poohed by Government, used to be—and it still has a certain value—that the break-away from Empire ties—Commonwealth being only another name for the Empire; wolves sometimes put on sheep's clothing—were thought of as essential to national exhilaration to

the lighting of the glow of freedom in the hearts of our people and therefore it was thought that it was only fair that we adhere to the pledge which we took 30 years ago in 1930.

The hon. Prime Minister has told us many times that this old argument has become completely outmoded, that this is a dynamic world and we have to shed static notions. I would not mind shedding a notion if it is discovered to be static, that is to say, out of tune with reality of the time. But in regard to the Commonwealth I cannot reconcile myself to it, not just emotionally though emotion is certainly very important, but also from the point of view of practical policies. If I was convinced that my country benefited from association with the Commonwealth, I would not be supporting Shri Braj Raj Singh's Resolution.

I should say in the beginning that there is no question of racial or national antagonism towards Britain involved in this. We are not chauvinists. We want to be friendly with all people. Besides, for England many of us perhaps have a soft corner in our hearts. We are not ashamed about it either. I personally still have a certain nostalgia, I expect for English sights and sounds. We are opposed to the system which is represented by the Empire and now by its substitute the Commonwealth.

Sometimes I have noticed a feeling in our country that perhaps the British Empire is different because it is generously denuding itself of power in Asia and Africa while the French Empire, for example, is rather keen on clinging to its gains. I know that any elementary study of present day political affairs would convince a person that the difference is small and basically inconsequential. In different circumstances, the two Empires have behaved differently. The British might be a little more realistic, but that is about all there is to it. To cling to power as long as they can, whether

it is in Kenya or in Nyasaland, has been their objective, which is as much the objective of the French or the Belgian imperialists.

It may be said that the British Commonwealth is a large conglomeration of very dissimilar States in different continents and to that extent it widens the area of peace and understanding and of our own development. It is a very important argument. But I do not think that there is a large extension of the area of peace and understanding because of the existence of the British Commonwealth and our presence in that body. South Africa and India, for example, are equal members of the Commonwealth acknowledging the British Queen as the head of the family, but we just do not belong together. That is the fact of the situation. Our links with countries like Burma, Afghanistan, the United Arab Republic and Indonesia, none of them, thank God, members of the British Commonwealth of Nations, are very much closer and very much more natural. What mysterious gains, tangible or intangible, we derive from our being in the British Commonwealth is something which at least I cannot fathom.

How much understanding Britain has for India can be seen in many things. Let us not be too impressed by certain people telling us in an irritatingly patronising manner about what Ashoka did in the past and what the hon. Prime Minister is doing today. If I dislike anything it is being patronised particularly by people who once ruled us. I am not too sure of the motives of such people either. But what is exactly Britain's attitude in regard to matters which affect us deeply? Take for example the question of the Portuguese possessions in India. Now England lifting her little finger can easily stop Portugal and make Portugal truckle down, but she would not. She enjoys India being in trouble. Wherever India is likely to be in trouble, she tries to muddy the waters. That is exactly what she has been doing.

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Let us take our relations with Pakistan. One cannot go into the whole sordid history how our country came to be partitioned. But everybody here knows the Mission with Mountbatten—the story told with considerable candour—and we know what happened. In regard to bedevilling the relations with India and Pakistan, Britain's role is very clear.

Only the other day on the 1st September, 1959, a question was asked in the House—Unstarred Question No. 1959—and in answer we were told by the hon. Prime Minister himself or by his deputy that the United Kingdom High Commission is giving urgent consideration to amending the text in a volume called *Commonwealth in Brief* where Kashmir was wrongly delineated. Meanwhile they gave us an assurance that copies would not be distributed in India. They would not be distributed in India, but distributed elsewhere by the United Kingdom's High Commissions and its embassies in different countries.

In regard to Goa—India's claim to Kashmir is supposed to be a claim contested—the paragon of British liberal excellence represented by the *Manchester Guardian Weekly* not so very long ago made this editorial comment—I am quoting the *Manchester Guardian Weekly* of 10th April, 1958:

"Kashmir, Dr. Graham was told, is an integral and inseparable part of India."

'That is our stand that Kashmir is an integral and inseparable part of India, and the *Manchester Guardian* comments:

"That is exactly parallel with what the Portuguese say about Goa. They have as much legal, and at least as little political justification."

The paragon of British liberal excellence makes this kind of remark. It is only because they enjoy bedeviling the waters, only because they want India to be in trouble.

[Shri H. N. Mukerjee]

It might be said these are matters relating to power politics and perhaps excuses would be found, but what about the United Kingdom continuously injuring our self-respect in so many ways? I do not mean the predicament of Indians being coloured folk who are in trouble. Only yesterday there was a question in this House about it. In England we know very well what happens, but let us take the question of the India Office Library. It belongs to us by right, and yet since 1953 in spite of Maulana Azad himself making a journey to London, nothing has happened. They have been treating us shabbily. Representations from the Minister of Scientific Research and Cultural Affairs go unanswered from years' end to years' end. Questions are asked in this House. The Minister says that the External Affairs Ministry is very much alive in regard to this matter, but nothing happens, because England does not make a little gesture, a little gesture of friendship towards India.

Do we get economic advantage because we are members of a large family presided over by the British Queen? I do not know. Only the other day the Finance Minister went to England—I have got a copy of his speech here—and he had to complain regarding the effects of the European Common Market and Free Trade Area. In regard to this matter of the European Common Market and Free Trade Area, it is on account of Britain's former policy in India that we were kept in a position of planned backwardness, that were the agrarian hinterland of the metropolitan economy of the British Empire, it is because of that that we developed only as a commodity-producing economy. That is why even today India depends very largely on the export of commodities like jute and tea. Especially, the commodity economies of the under-developed parts of the world have been hit very hard by the European Common Market and the Euro-

pean Free Trade Area, but our Finance Minister could bring back nothing but a few vague assurances regarding Britain considering the matter with whatever generosity that she can muster.

When the Suez crime took place, India protested, but I discovered from a question answered in this House—it was answered on the 29th November, 1958; Starred Question No. 349—that the financial effect of the Suez crisis on our Plan was that freight costs for our Plan purpose increased by Rs. 15 to Rs. 20 crores; the delays in deliveries etc., could not be assessed. Merely because England and France had a misadventure in Suez, our Plan was postponed to a certain extent, and we had to spend just for transport purposes an additional sum of Rs. 15 to Rs. 20 crores.

Some time ago, the Bank of England brought about a rise in the bank rate, and Indian economists computed that as a result at least Rs. 25 crores or more would fall on the shoulders of India, and India had never before been consulted in regard to this kind of increase in the bank rate. They treat us just as shabbily as they used to do when they had the old Empire and everything was lively in their imperial garden.

We might be told that perhaps they help us, but do they help us, or do they help themselves? Do they help our Plan or do they hinder our Plan? I discover that they help themselves very well. Here is the *Journal of Industry and Trade*, January, 1960, which says that foreign private investment has increased in this country and that the United Kingdom's share was, in the middle of 1948, to the extent of Rs. 206 crores; by the end of 1957 it had risen to Rs. 412.7 crores. This article in the *Journal of Industry and Trade* also says that capital repatriation had been made by foreign investors to the extent of Rs. 70 crores or more, most of which had gone back to England, and the total amount of

capital employed in enterprises controlled by non-residents by having foreign participation was larger than the figure of foreign capital investment indicated here.

We see the way they behave, the way they conduct their activities. They remit their profits home. They sent about Rs. 24 crores. That is the latest figure, the figure for last year. Their profit ratios are much larger than the profits of Indian-owned concerns, and their profit made on Indian soil is higher than at home. This was said in an article in the *Journal of Industry and Trade* in October 1958. I feel that they make more profits, they have a larger investment, they send remittances home, and where necessary they do not help us in the least.

Far from making any expiation for their past deeds, they hardly help us, and when they help us, it is hedged round with so many difficulties. For example, our difficulty in regard to foreign exchange, particularly re-payments of loans, is something which is very important. An American economist once suggested not so very long ago that any loan repayment of large amounts in foreign exchange would create an insupportable burden for India, and that is why he said it was evident that repayment of loans should be spread over a fifty-year period as far as India was concerned, and repayment should not even start for at least 25 years. This was a suggestion made by an American economist. Never, not for one single time, has any suggestion come from any authoritative source in Britain that as far as India's planning difficulties are concerned, as far as India's foreign exchange difficulties are concerned, they would lend us a helping hand. Not a word has ever been said about it, and we would not have got Durgapur and ISCON and all the rest of that kind of thing if, much earlier than that, Bhilai had not come and the socialist countries had not shown what it was to give really fair and friendly assistance to

the under-developed countries. When I first came to this House I discovered that as early as 1948 we had paid more than Rs. 10 lakhs as consultation fees to certain experts in regard to the setting up of iron and steel mills. The blue print was ready, but nothing could take place because in those days we depended only on the so-called West, and that is why we could not start setting up our new iron and steel mills. If only England was more friendly, we could certainly have moved in a very different direction.

I shall conclude because I know you have to accommodate other Members, but I remember once the Prime Minister said that when the British Empire was here, India was like a large country house with Indians in the servants' hall, the kitchen and the pantry, and occasionally we would be given the very rare honour of a cup of tea in the drawing room. That condition of things has entirely changed, but the hangover of that context still continues. Let us try to shed the hangover as quickly as we can, and I think we can make a start, and the heavens would not fall, no loss would be sustained by our country; on the contrary, exhilaration would take place if we quit the Commonwealth as Shri Braj Raj Singh has suggested.

Shri Keshava: The hon. Mover of the Resolution was pleased to make a few suggestions which are very surprising. He was saying that if we continue to be in the Commonwealth

दुनिया की गुलामी दूर नहीं होती है I do not know if we go out of the Commonwealth, दुनिया की गुलामी दूर हो जाती है It is really a very peculiar proposition he is putting forward, and I am unable to understand the very significance of it. Perhaps both he and Shri Mukerjee would be very happy at India being in the Commonwealth if only Britain is not there. They have not been able to overcome the anta-

[Shri Keshava]

gonism against Britain in spite of the fact that we have achieved freedom. Their argument makes me feel that the only point that is troubling them is that Britain is there in the Commonwealth, she is almost at the helm of affairs, and therefore, to be ourselves in that company is not good; we have shaken off our shackles, why should we continue this little fetter? That seems to be the argument they are putting forward.

I am sorry they have not been able to gague the real use and the purpose of our being in the Commonwealth. I think this express demand to quit the Commonwealth comes on account of the fact that we have not been able to shake ourselves off from that feeling of slavery that we have been in for the last several centuries. We have become free now, but we do not know how to lead a free life, how to think freely, how to think in a big way.

Shri P. N. Singh (Chandauli): That is our complaint.

Shri Keshava: In fact, it has been said on the floor of the House some time back that our bigness does not lie in being a big nation only, but in so far as we can, we must be big in thought, big in action and big in everything.

Simply because we are in the Commonwealth, it does not mean that we have become slaves of Britain. I feel that we have not been able to analyse and find out how this Commonwealth came about. In fact, some of the British settlers who had settled down in Canada, Australia, New Zealand and other places, when they became independent, still wanted to retain the connection with Britain. Thus, the British Commonwealth was constituted. Subsequently, South Africa also followed the example, and it continued like that for some time.

The next phase came in 1947, when India and Pakistan became independent and they also thought of continuing in the Commonwealth. Now, that completely changes the very nature of the Commonwealth. In fact, as the hon. Mover himself has been pleased to say, the British Commonwealth is just a sort of voluntary association; it is a free association. I would put it as a free association of independent nations.

The members of the Commonwealth are not in any way forced to follow any particular policy. In fact, India follows a policy of non-alignment so far as foreign affairs are concerned. *Apartheid* is the policy which is being followed by South Africa; although almost every other member of the Commonwealth is opposed to it and condemns it in unequivocal terms, yet they continue to be the members of the Commonwealth. Similarly, our foreign policy which is one of non-alignment has not been in any way affected for the past several years, by our being a member of the Commonwealth.

That has brought about the second phase in the evolution of this Commonwealth of Nations. Even the word 'British' has also been dropped out.

Shrimati Parvathi Krishnan: Very kind.

Shri Keshava: The objection of the Mover is that we have accepted the Queen as the Head of the Commonwealth. But I would point out that she is only a symbol of that.

Shri Braj Raj Singh: I never said that.

Shri Keshava: Perhaps, I might not have caught the point of the hon. Member correctly, because he was speaking in Hindi.

Anyway, if I could say so, she is just like the chairman of a club or a free association. You can call it a '10-C' club if you like or, a '4-H' club if you like.

Shrimati Parvathi Krishnan: She is not elected.

Shri Keshava: No election is there, and there is no question of any accounts.

Mr. Deputy-Speaker: I should not have a feeling that there is a club to my left.

Shri Keshava: In fact, we are promoting the cause of peace in the world by our remaining in the Commonwealth, by a Republican country like India continuing her contact in this free relationship, which is not in any way detrimental to the freedom of our country. Our membership of the Commonwealth has not in the least affected us or our policies. Britain is having a King or Queen as its Head. So does Malaya. The nature of our Constitution is quite different. So, we find that the Commonwealth has crossed the barriers of race, creed, and even the nature of the different Constitutions. And this has in its own way paved the way for absolute equality in the whole world. In fact, we have overcome the barriers of race, creed and even the Constitution itself. And it has not hindered our free expression of views.

I might cite the example of the Suez crisis in this connection. By being a member of the Commonwealth we have still condemned the Suez crisis, in spite of the fact that Britain had something to do with it, and that she was a senior member of the Commonwealth; we have condemned it in the strongest terms possible. That does not mean that our relationship has become bad.

I think we have got to forget the past. My hon. friend the Mover, if I have understood him correctly, said I have understood him correctly, said ship and our traditions and things of

that kind. I would say that our tradition demands that we should forget the past, and we should not simply perpetuate the evils of the past. In fact, our quarrel is against imperialism and not against the Commonwealth. Imperialism and the Commonwealth are not tied together. Even Mr. Attlee himself had said in the course of one of his speeches in the House of Commons that the relationship between the Commonwealth and imperialism is not one which is tied together by any external compulsions. There is absolutely no such thing. After all, if there is any such tying together, we feel it within ourselves. We have become a free nation, and we must feel free and act in a free manner.

Simply because some nations have got into a pact such as the NATO pact or the SEATO pact or other pacts, it does not mean that those pacts would be helpful in augmenting or furthering peace in this world. Certainly not. On the other hand, the more the countries that join this Commonwealth, and the more such free associations of many independent nations come into being, the greater will be the contribution towards the well-being, progress, freedom and peace of the world.

One hon. Member asked: What is the use of our remaining in this Commonwealth, when we have not had any economic advantage, when we have had any consumers' preference and so on? Shri H. N. Mukerjee was comparing the remarks made by an American economist with what Britain had said, and pointed out that no such remark or observation had ever been made by Britain. I submit that we are not concerned with such remarks. We are not concerned whether Britain makes such a remark or whether America makes such a remark. We are not concerned about what they say about us. We are not at all bothered about it.

In fact, if I may be permitted to say so, Britain is a nation which is always given to bargaining. Perhaps, they have bargained to their benefit.

[Shri Keshava]

even in sanctioning freedom to our country. In fact, we have got freedom by consent. That is the real state of affairs. It is in their very nature to bargain. We are not concerned with that. They are clever bargainers, no doubt. But that does not in any way mean that we shall surrender ourselves to them.

On the other hand, the Commonwealth serves as sort of meeting ground. Certainly, it is worth the while to have periodical meetings of the Prime Ministers of the several independent nations within this Commonwealth, on account of the mutual benefits that are derived from it. In fact, so far as technical skill and training, and some of the defence matters are concerned, we are also connected in some way with the Commonwealth of nations. In more ways than one, we have got the opportunity to derive benefit on account of this contact with the Commonwealth.

I do not think there will be any the least benefit by our now trying to quit the Commonwealth, as has been proposed by the Mover. Our contact with the Commonwealth has not in any way committed us to any particular thing. It is just a sort of mutual consultation that takes place there, and common points of view are considered and discussed between independent nations, which is entirely desirable and necessary today in the present-day world. My hon. friend himself was saying that the world has now shrunk in size, and he is also not for any isolation. If he is not for a policy of isolation, then why should there be any objection on his part to our continuing in the Commonwealth?

Shri Braj Raj Singh: I am for widening it.

Shri Keshava: What harm is there if we continue in the Commonwealth? There is absolutely no harm. I think it was once said by our Prime Minister himself that our relationship with this Commonwealth secures independence plus and never independence minus. That is the advantage that we

have by our continuing in the Commonwealth of Nations.

Mr. Deputy-Speaker: Shri Heda. No hon. Member should exceed the limit of 10 minutes.

Shri Heda (निजामाबाद): उपाध्यक्ष महोदय, माननीय श्री ब्रज राज सिंह ने तथा श्री ही० ना० मुकर्जी ने जो राष्ट्र मंडल से अलग होने के सम्बन्ध में दलीलें रखी हैं, उनको तीन हस्तों में विभाजित किया जा सकता है। कुछ तो ये राजनीतिक थीं, कुछ आर्थिक और कुछ भावनात्मक। जहां तक राजनीतिक दलीलों का सम्बन्ध है श्री ब्रज राज सिंह ने कहा है कि जो राष्ट्र अपनी अंग्रेजों के गुलाम हैं, उनको मुक्त बरने में हम सफल नहीं हो पा रहे हैं। और इसका सारा दोष उन्होंने कामनवैत्य में हमारे बने रहने को दिया है। मैं समझता हूँ कि ये दोनों उनकी बातें गलत हैं। जहां तक इस दलील का सम्बन्ध है कि वे आजाद होने में सफल नहीं हो पा रहे हैं इसके सम्बन्ध में मैं यह कहना चाहता हूँ कि इस प्रकार की कोशिश कोई साफ तौर से किसी नेता के द्वारा, या ऊपर से नहीं की जा सकती है जिस प्रकार की कोशिशें हमारे नेताओं द्वारा हो रही हैं, और जिस प्रकार की नीतियाँ हमारी हैं और खास तौर पर हमारे राष्ट्रपिता से जो प्रेरणा इन देशों को मिली हैं और अब मिल रही है और जिस प्रकार से वे प्रयत्न कर रहे हैं आजाद होने के, उससे ही ब्रज राज सिंह जी की जो धारणा है वह गलत सिद्ध हो जाती है।

दूसरी बात यह है कि कामनवैत्य से बाहर जाने से उनको गुलामी से मुक्त कराने में हम किस प्रकार से अधिक सहायक हो सकते हैं, इस के बारे में मैं यह कहना चाहता हूँ कि अगर आप अंग्रेजों की दृष्टि से मोर्चे तब मैं कहूँगा और उन्टा कहूँगा कि चूँकि हम कामनवैत्य में हैं इस कारण से एक साधारण अंग्रेज नागरिक यह समझ सकता है कि अगर गुलाम देश को आजादी दे दी जाये तो कोई हरज की बात नहीं है क्योंकि इसके बाद भी

मित्रता के सम्बन्ध बने रह सकते हैं और वह कटुता और विषमता पैदा नहीं हो सकती है जिसका कि किसी को भी डर हो सकता है। मेरा ख्याल है कि जो हमने स्टैंड लिया है उसके कारण जो राष्ट्र आज भी बदकिस्मती से अंग्रेजों के गुलाम हैं, उनको गुलामी से मुक्त होने में प्रत्यक्ष अयवा अप्रत्यक्ष स्वयं से मदद मिल रही है।

आर्थिक दृष्टि से जो दलीलें इन दोनों माननीय सदस्यों ने दी हैं मैं समझता हूँ उनके ऊपर अधिक बोलने की आवश्यकता नहीं है क्योंकि वे उनके विरुद्ध जाती हैं। सच बात तो यह है कि हमारे आर्थिक सम्बन्ध कोई विशेष सम्बन्ध नहीं है। हमारे अगर आर्थिक सम्बन्ध आज अंग्रेजों के साथ ज्यादा है तो उसका कारण केवल यह है कि जिन चीजों की हमें आवश्यकता है या जो चीजें हम बाहर भेजते हैं उन सब की आवश्यकतायें या तो हमको अधिक हैं या उनको अधिक हैं और पारस्परिक विश्वास की भावना से यह सब चलता है। वर्णा अगर हमारी चीजों की आवश्यकता कहीं और बढ़ जाये तो वे वहाँ भी जाने लग जायेंगी। इस प्रकार की प्रवृत्ति बढ़ भी रही है। इस साते आर्थिक लाभ और हानि का प्रदूष ही पैदा नहीं होता है। आर्थिक हानि और लाभ की दृष्टि से भी यह मालूम होगा कि राष्ट्र मंडल के अन्दर जो राष्ट्र है उनके साथ हमारे जो आयात और निर्यात के सम्बन्ध हैं वे बहुत ज्यादा हैं, हमारा जो निर्यात होता है वह १%, से अधिक इन्हीं राष्ट्रों के साथ होता है और जो आयात होता है वह भी १%, से अधिक इन्हीं राष्ट्रों के साथ होता है। इस प्रकार हम देखेंगे कि जो भी चीजें हों, चाहे वह चाय हो, जूट हो, तेल हो, मसाले हों कोई भी चीज हो, जो बाहर भेजी जाती है, उनको भेजने में इतनी अधिक कोशिश करने के बावजूद भी, दूसरे देशों में हम सफल नहीं हो पा रहे हैं और इन्हीं राष्ट्रों में भेजने में हम सफल हो रहे हैं। अतः यह कहना कि आर्थिक दृष्टि से कोई लाभ नहीं होता है बल्कि नुकसान होता

है, गलत है। मैं जानता हूँ कि कुछ चीजें ऐसी होती हैं, जिन में हमें नुकसान दिखाई देता है। मैं एक मिसाल देता हूँ। आज अगर हम वैस्ट जर्मनी या फांस के साथ भी कोई व्यापार करते हैं और हम अगर रुपया वैस्ट जर्मनी को या फांस को भेजते हैं तब भी यह रुपया हमें बैंक आफ इंगलैंड के जरिये भेजना पड़ता है। लेकिन इसका कारण यह नहीं है कि हम कामनबैल्य में हैं। इसका कारण यह है कि कोई सीधा रास्ता अभी तक हम-हासिल नहीं कर पाये हैं। ऐसी चीजें अभी भी हो जाती हैं। लेकिन, इसका कारण यह है कि वे मैदान में बहुत पहले से हैं, हम नदे नये आये हैं। इतना होने पर भी हम उनको देख रहे हैं और दूर करने की कोशिश कर रहे हैं। जैसे जैसे समय व्यतीत हो रहा है, वैसे हम लोग ज्यादा लाभ उठाते जा रहे हैं। यहाँ पर इम्पीरियल प्रेक्षणिस का भी जिक्र किया गया है। उनके बारे में मैं एक बात साफ तौर पर कह देना चाहता हूँ। यह हमारे ऊपर निर्भर करता है कि हम उनको स्वीकार करें या न करें। यह कोई जबर्दस्ती की चीज नहीं है और यह नहीं कहा जा सकता है कि इन चीजों को हमें करना ही होगा। जो चीज हमें मुनासिब दिखाई देती है, उसको हम करते हैं, जो मुनासिब नहीं दिखाई देती है उसको नहीं करते हैं।

मैं सोचता था कि श्री मोरारजी देसाई का जो भाषण इंगलैंड में हुआ था और विस का रेकॉर्ड श्री मुकर्जी ने किया है उसको वह उद्धृत करेंगे लेकिन उन्होंने ऐसा नहीं किया। इत्तिषाक से मैं भी उस बवत बहा था। उन्होंने साफ तौर पर कहा था कि यह जो यूरोपियन कामनबैल्य मार्किट हूँ है उसकी बजह से उसे हानि पहुँच सकती है लेकिन हमें हानि पहुँचेंगी इमनिये इंगलैंड रुकता नहीं और वह अपनी लाभ और हानि देखेगा और हम भी देखेंगे कि हमें लाभ होता है या हानि होती है और इसके बारे में हम भी इंगलैंड का इंतजार करने वाले नहीं हैं और

[श्री हेड]

जो ठीक होगा वही करेंगे । उन्होंने बात किया था कि इसके ऊपर हम निगरानी रखेंगे कि किस प्रकार यह चीज हो रही है और अगर हमें हानि होती दिखाई दी तो उसको दूर करने की बात करेंगे ।

तीसरी बात श्री ब्रजराज मिह जी ने भावनात्मक कही है । उन्होंने कहा है कि अभी भी हम अप्रेज़ि भाषा से चिपके हुए हैं, अभी भी अप्रेज़ों के स्टेचू यहां हैं । उन्होंने यह भी कहा कि कामनवैत्य की आत्मा इंग्लैंड माना जाता है । इन चीजों में भी मैं समझता हूं कि कोई तथ्य की बात नहीं है । असल बात यह है कि किसी न किसी बजह से हमने इनके बारे में कोई एकाशन नहीं लिया है । कौन सी चीज है जो कि हमें इन स्टेचूज़ को हटाने में रोकती है या इनको संग्राहालयों में भेजने से रोकती है ? मैं समझता हूं कि कोई भी चीज हमारे रास्ते में बाधक नहीं होती है । यह बात जरूर है कि बहुत जल्दी हम इसको नहीं कर रहे हैं, जीरे धीरे कर रहे हैं ।

इस सम्बन्ध में, उन्होंने एक बात यह कही कि क्यों नहीं इन स्टेचूज़ के स्थान पर लाला लाजपत राय या लोकमान्य तिलक जैसे राष्ट्रीय नेताओं के स्टेचू लगाये जाते हैं । बात असल में यह है कि जिस प्रकार के शिल्पी हमें मिलने चाहिये, जिस प्रकार से जनता से सहयोग इस बारे में हमें मिलना चाहिये जिस प्रकार से जनता को आगे आ कर काम करना चाहिये, वह नहीं हो पा रहा है । असली रुकावट यह है कि हम इसके आदी हो गए हैं कि हर काम हकूमत पर खोड़ देते हैं और चाहते हैं कि वही सब कुछ करे और अगर वह अच्छा करती है तो हम ताली बजा कर हर्ष प्रकट कर देते हैं और अगर खराब करती है, तो उसकी टीका करना शुरू कर देते हैं । इस प्रकार की गतिवृत्ति हमारी

श्री ब्रजराज सिंह : अगर कोई मूर्तियां हटाता है तो उसे बन्द कर दिया जाता है ।

श्री हेड : अगर हम चाहें तो यह कोई प्रदिक्षिण काम नहीं है । अगर कोई सज्जन, अगर कोई वालेटी आर्गेनाइजेशन किसी भी बड़े राष्ट्र नायक की मूर्ति लगाने का प्रस्ताव करती है, तो कोई रुकावट उसके रास्ते में होने वाली नहीं है, कोई बाधा उपस्थित होने वाली नहीं है, उसके प्रयत्न अवश्य सफल होंगे और हम सब का सहयोग उसे बराबर मिलेगा । लेकिन कोई इनिशियेटिव नहीं लेता है, किसी को प्रेरणा नहीं मिलती है, किसी को स्फूर्ति नहीं मिलती है ।

एक माननीय सदस्य ने यह भी शिकायत की कि कामनवैत्य की जो आत्मा है, वह इंग्लैंड है । मैं समझता हूं कि यह उनका भ्रम है । ऐसा जब हम कहते हैं तो जो असलियत है उसको हम भूल जाते हैं । इंग्लैंड में भी यह भावना है कि कामनवैत्य का जो सेंटर है वह लंदन से हटता जा रहा है । आज कनाडा ने क्या स्टैंड लिया, आस्ट्रेलिया ने क्या स्टैंड लिया, ये देश भी जो इंग्लैंड के बहुत नजदीक हैं, एक समय सोचते थे कि इंग्लैंड के स्टैंड का इन पर बहुत प्रभाव पड़ता था लेकिन आज ये भी यह सोचते पर मजबूर हो गए हैं कि अब सब से ज्यादा भारत की नीति का प्रभाव इस कामनवैत्य में पड़ता जा रहा है और इंग्लैंड की नीति का उतना नहीं जितना पहले था । मुझे पूरा विश्वास है कि जो आत्मा इंग्लैंड में रहने की बात है, वह आत्मा दिल्ली में आ जाएगी अगर कामनवैत्य की जो सभायें हैं, ये सभायें लंदन में करते रहने के बजाय दिल्ली, कोलम्बो इत्यादि दूसरे स्थानों में करने की प्रथा शुरू हो जाये ।

श्री मुकर्जी ने इस का संकेत किया है और बहुत बड़ा बड़ा कर भी बताया है कि इंग्लैंड की जो रानी है वह एक सिम्बालिक हैड कामनवैल्य की मानी जाती है। इस सम्बन्ध में मेरा जो अध्ययन है वह मुझे यह बताता है कि उम्में सिम्बालिक हैड होने या न होने का किसी भी तरह से कोई असर नहीं होता है। पहली बात तो यह है कि हमने कहीं भी इस बात को कवूल नहीं किया है, कभी भी स्वीकार नहीं किया है और न ही अपने विधान में कहीं कहा है कि रानी का कोई स्थान है। वह उसी प्रकार एक राष्ट्र की हैड है जिस प्रकार दूसरे राष्ट्रों के दूसरे हैड्स हैं। उम्मका और प्रेसीडेंट आइजनहावर का या श्री खुश्चेव का हमारे सम्मुख बिल्कुल समान स्थान है। यह बात और है कि राष्ट्र मंडल में चकि ऐसे सदस्य काफी हैं जो उनको अपना हैड मानते हैं और इस लिहाज से थोड़े से भ्रम का निर्माण होता है। इस धारणा को पैदा करने में कुछ उन राष्ट्रों की तरफ से बक्तव्य निकल है जो कि कामनवैल्य में नहीं हैं और उनकी बजह से भी यह चीज़, यह भ्रम फैला है। लेकिन मैं साफ तौर से कहना चाहता हूँ कि अगर राष्ट्र मंडल का केन्द्र आज लंदन है तो अगर इसकी सभायें अलग अलग राष्ट्रों के अन्दर होने लग जाएं और वहाँ पर सारा विचार विमर्श होने लग जाए तो मेरे दोस्तों को जो शिकायत है वह दूर हो जाएगी और कुछ जो उनके अन्दर, विदेष की भावना हो तो मैं नहीं कहना चाहता क्योंकि दोनों ही बड़े सम्मज हैं, लेकिन किर भी कुछ थोड़ा बहुत उनके अन्दर विकार है, वह दूर हो जाएगा और उन्हें इसके लाभ साफ तौर पर दिखाई देने लग जाएंगे और हिन्दुस्तान की जो रिपरिट इसके पीछे है वह उनको दिखाई देने लग जाएगी और वे उम्मकी सराहना करने लग जाएंगे।

इन शब्दों के साथ मैं इस प्रस्ताव का विरोध करता हूँ।

Shri Surendranath Dwivedy (Kendrapara): Sir, I associate myself fully with the demand to quit the Commonwealth and I support this Resolution. But at the same time I see no reason why I should not stick to the time-limit which you have imposed on us because as I find it is almost a dead issue so far as the Government is concerned. The very fact that the Prime Minister is not present shows that this Resolution is not going to have any effect whatsoever, however much we may go on debating it. It is nothing new that we have demanded or the House is debating today. It is a long-standing demand of the country. In fact the whole of our national movement was built up on this. If I may remind the House, there was a time when the Prime Minister himself took up the cause of those who were advocating complete independence because Dominion Status was not acceptable to him in any manner. After we achieved freedom, we have been forgetting the pledges that we have given to the nation. This is one of the pledges which we have deliberately forgotten and did not want to implement not because there is any great hurdle in the way. I accept that the present Commonwealth has nothing in common with the British Commonwealth of which it is a hang-over. There has been a change; new nations have become members.

At the same time I feel that by remaining in the Commonwealth we are not able to advocate the case of dependent nations in the world. In Africa and other places, they are not looking up to us with that much faith and confidence and hope as they would if we cease this relationship. Why are you afraid of doing this? As some hon. Members have tried to point out, there is not any question of any hatred; we do not want to create any sense of hatred nor is there any ill-feeling. Our relationship with the English people because of our long association would remain; it would be different from that of the other countries. If we end this relationship, it will make us free to associate ourselves with the movement of other countries who are

[Shri Surendranath Dwivedy]

striving for freedom in Africa today. It is, as the Prime Minister often repeated in this House, the most focal point in the freedom movement. If we quit the Commonwealth it will release other forces who look up to us. By all means develop contacts and closer association. Let others be associated and let there be some such association; let it be widened and let other nations also come into the Commonwealth without any hard and fast rule. Let all the under-developed countries in Asia who require economic and other aid for the development come in. Let the Britishers and others who want to help them, sit together in periodical meetings and decide how far we can pool our resources together to develop these areas. If that sort of thing continues, nobody probably would have any objection. Although we say we are free and that we are free to do whatever we like, the very fact that this conference meets only in London shows that there is some connection which we want to maintain with the old order. Can the Government show any instance where any other Prime Minister has presided over this conference? This conference has always been presided over by the Prime Minister of the United Kingdom. Why is it that the conference always meets in London? It shows that when India became free, and other countries became free, the character of the Commonwealth may not remain the same and so, the name has to be changed. It was obvious. And it showed that somehow or other, we want to maintain some British connection and, through us with other countries also. That is an aspect which we on this side wanted to avoid.

They say it is all sentimental. Of course one can ignore the sentiments of an individual. But the national sentiment behind this has been that we must quit the Commonwealth. It is a national sentiment. After all, the Government who has been elected by the people has to respect the national sentiment, if not for any other reason,

at least to respect the desire of the people. If you say that you are deriving benefit because of this association, according to us we do not derive any benefit. For instance, during the Suez crisis, what happened? My hon. friend had referred to the Suez crisis. We were in the Commonwealth. The British consulted the other nations during the Suez crisis—the nations which were friendly to them. But did they consult Prime Minister? Did they consult our Prime Minister? There was protest in our country against the British policy in that crisis. But did they consult us? No. They will never do that. So also is the case with the European Common Market. As I said, I do not want to go into the details.

Mr. Deputy-Speaker: It was said that America did not support them.

Shri Surendranath Dwivedy: America did not support them. But they should have informed us. All this shows that they did not even want to take us into confidence or consideration. They did not consult us and they did not inform us about events like this. So, I feel that we should disassociate ourselves from this Commonwealth.

There is another great advantage also if we dissociate ourselves from the Commonwealth. It is this. We are protesting against racial hatred. Everybody now in the United Nations wants to end all racial discrimination in South Africa but it still continues. Since we are wedded to peace etc. and we do not want to take any step whatsoever although our country is occupied we can at least do one thing. If we leave this Commonwealth, at least a protest will be recorded, namely, that "here is a country which is not following the United Nations charter; which is not listening to world opinion; and so we do not want to sit in the Commonwealth wherein South Africa is a member." That will have, at least, some salutary effect on countries which are still continuing this racial discrimination. I think

whether the Government accepts or not, occasions like this will arise in the country much more frequently, and so unless this thread is broken, the country will go on demanding that we must leave the Commonwealth.

Shri D. C. Sharma (Gurdaspur): Mr. Deputy-Speaker, Sir, my hon. friend the mover of the resolution, has performed a near miracle by resurrecting and bringing forward this resolution before the House. I think it is like flogging a dead horse. I remember that when I came first to Parliament some hon. Members talked eloquently about our quitting the Commonwealth. This topic used to be one of the major things in their speeches on foreign affairs. But for sometime past, I have never heard anything about it. So, the country has accepted by and large our relationship with the Commonwealth. Barring a few dissentient voices—it is the glory of our country that there are dissentient voices everywhere—our country has accepted it gladly, voluntarily, and I think our country has done well by remaining within the Commonwealth. I must say very frankly that some of my friends have an out-of-date conception of Commonwealth. They think it is a political organisation or an organisation which doles out money, like a fairy god mother, giving this advantage to one country and that advantage to another. I think this is utterly wrong.

The Commonwealth of Nations is a voluntary association of free nations. I must say that the Commonwealth has done more to promote the cause of independence among dependent countries than any other associations of this nature. So, I say this is a free and voluntary association and this is in every way good for our country. Our country has been described in various ways. Some people say that we are one of the Bandung powers; some say we are one of the Panchsheel powers and so on. I think all these things can be controversial, but our relationship with the Commonwealth has been judged by time, tested by time and we have

found that it has not fettered our discretion and our policy in any way at any time during the course of our history ever since our independence.

If something has worked well, I do not see any reason why you should try to get out of it and go against it. This has been very good for our country and I think we should continue this connection. I do not want to talk about the economic or political advantages of being in the Commonwealth. Every country goes its own way and we go our own way. The English people were interested in the Suez Canal and they went their own way. That is the beauty of the Commonwealth, viz., that it does not enforce any kind of policy in matters educational, political and economic on the nations that make up the Commonwealth. The Commonwealth consists not of a master country and dependent satellites; it consists of countries which are free, equal in status and free to go their own way. So, I think my country has done nothing wrong by being in the Commonwealth.

Reference has been made to the economic and political advantages. In this world, we do not judge things only in terms of advantages. There are advantages which are tangible and concrete and those which are intangible and imponderable. As our Prime Minister said, this is a kind of invisible link. When he said this, he was referring to those advantages which are not material and visible. That invisible link is this. We stand for freedom and most of the countries which constitute the Commonwealth of Nations, are the champions of freedom. As time passes, you will see that more and more countries will get independence and become members of the Commonwealth.

Some Members ask, what have you done about Africa? I am surprised to hear this question, because our Prime Minister the other day said that this decade is going to be the decade of Africa. Our Prime Minister, even when he was speaking in reply to the

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discussion on the President's Address, referred to Africa. I think our country has been the champion of those countries who are struggling for independence and the Commonwealth has never come in the way of that. So, I say that it is the source of independence which has to be respected.

Then, no country can live in isolation. Democracy requires consultation, conference, committees, inter-change of personnel, know-how and other things, and I believe on account of our relations with the English people, we have been getting more of these imponderable things from that country than from any other country. English is not our language and it will go some day, there is no doubt about it. But so long as it continues, I do not see any reason why we should throw English also with the English people. That cannot be the path of wisdom.

Our Prime Minister had been to England; our Finance Minister and Defence Minister had been to England. Our Defence Minister was there for so many years. Then, people used to go to England for higher training in defence. Why do they go? Because, we have got inter-linked with England and some countries of the Commonwealth by historical reasons, and I do not see any reason why we should now perform surgical operation to sever ourselves from them.

Commonwealth is a source of information in so many matters. It has so many committees. We were discussing tele-communication and we got some ideas from them. We have got ideas from them about agriculture, scientific advance, air transport and so on. Then there was the Commonwealth Universities Conference, which was attended by the Vice-Chancellor of my University.

If India is to be in touch with all the currents of life, intellectual, economic, political, philosophical and cultural, if India is to continue to progress as we are doing now, I think our relations

with the Commonwealth should stand as they are. I believe that as the Commonwealth has more and more independent members within its fold our relations will become stronger and stronger with the Commonwealth. Therefore, this Commonwealth of nations, which is a kind of organisation which is a non-interfering organisation, an organisation which pursues the policy of non-interference in the case of others, should remain as without that we should not be able to do much.

Then there is the question of citizenship rights. We have facilities of passports. We are linked up with the Commonwealth countries in so many ways. So far as private investment in our country is concerned, I think it is greater from the Commonwealth countries than from other countries. Even if we do not judge it by the material things, I would say that judging it by all other immaterial things our relations with the Commonwealth should stand, because it is advantageous to us and also advantageous to the other countries which constitute the Commonwealth.

Shri N. R. Muniswamy (Vellore): I will not take much time and will finish in four or five minutes. I propose to make only one point, after hearing the points that have so far been raised. Being a member of the Commonwealth is some thing like being a self-respecting member of a House Parliament like the House of Lords. Just as when the several policies pursued by the Government are not to the liking of a particular party it does not mean that particular party has got to get out of Parliament, in the same way even when some policies pursued by some of the countries in the Commonwealth are not in tune with our thinking, the remedy is not quitting the Commonwealth. Commonwealth is an association of some countries, and we adjust our relations with those countries according to the policies pursued by them.

16 hrs.

So, one respect which I wish to insist upon is this. In regard to the upsurge of nationalism which is now rising in other countries, India specially supports such countries and we, being a member of the Commonwealth, are able to advocate the cause of independence of other countries which are still supposed to be under colonialism. For the elimination of colonialism our being a member of the Commonwealth is a great help for other countries. We pave the way for colonialism to be eliminated and to see that these countries also get their independence as India has already attained. In that respect, I say, we are doing a great service not only to us but also to other countries which are to follow the example of India. If we get out of the Commonwealth, I dare say we will do a great disservice to all these countries and not only to ourselves.

The policy that is pursued by India in all respects happens to be a thing to be followed by other countries also, not only the foreign policy but other policies also. But in respect of getting independence for these countries we are setting an example and are showing a way as to how they can get out of the clutches of colonialism. Being a member here, it helps that country which is still to get independence. By having that view, so many countries in Africa are now trying to get independence. We happen to be doing a sort of service to them in helping to eliminate colonialism.

But a question may be asked as to how it is that Portugal has not given away its control over Goa. But that is a different thing altogether from giving independence to countries which are still under colonialism. If they also get out of it, a time will come when others also may join in this association so that every country gets its independence. It might be, as stated by the hon. Mover of the Re-

solution, that we were at a certain time at loggerheads with British rule. It is true that we fought them and get our independence. But we are now equals with them. It is not as though we are slaves or, as he said, ghulam. I understand ghulam is a slave. We are not at all slaves. We are equated with them. We sit there with them with regards and we walk with head erect and eyes front. It is not as though we are cowed down. When we equal our own masters, at one stage under whom we were slaves, and when we sit with them and talk with them on the same platform, it looks as though we have risen up in the estimation of other countries. Even our masters here once had to climb down to accommodate us. In that respect we do a great service apart from other advantages as have been enumerated by other hon. Members. So far as independence is concerned, we do a great service to these countries. We shall not, at this juncture, get out of it, not till we are able to get other countries also out of the clutches of colonialism.

Mr. Deputy-Speaker: Shri Raghbir Sahai. Most of the things have been said. They should not be repeated now. The hon. Member should be very brief.

Shri Raghbir Sahai (Badaun): Mr. Deputy-Speaker, Sir, I am inclined to agree with my learned friend, Shri H. N. Mukerjee, who said in his speech that this question should not be considered from the emotional point of view. I think that the association of India with the Commonwealth can only be considered from one or two important points of view, namely, whether this association of ours with the Commonwealth has worked to the detriment of India or whether it has in any way curtailed our independence.

This last ten or twelve years' experience has shown that in so far as our foreign policy was concerned, we

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have been able to pursue it untrammelled without any pressure being put from any of the countries of the Commonwealth. Our cardinal principles of the foreign policy are that we are jealous of maintaining our own independence and that we stick to the policy of non-alignment, that is, not aligning ourselves with any power block, and of maintaining peace not only in India but throughout the world. Now so far as these cardinal policies are concerned, we see from our experience of the last ten or twelve years that not in the least has any of our policies suffered because of this association. We find that the Prime Minister, who is a regular visitor to these conferences, has always been keeping himself entirely aloof whenever the question of the defence of these Commonwealth Nations or matters relating to defence are being considered. We also find that our policy of neutrality is being appreciated not only in the countries of the Commonwealth, but all over the world.

There are positive gains that we have had by this association. The learned Mover pointed out that we do not receive sufficient monetary aid from these Commonwealth countries. I am not going to repeat those figures, but he complained that the monetary aid that we received from other countries was greater. Well, no wonder. Every country would give us monetary help only according to its capacity, and we cannot compare England with America or Russia. All the same, there has been a general tendency on the part of Commonwealth countries to assist India in the prosecution of her development plans.

As has already been said, it is a purely voluntary association; nobody forces us to keep either this way or that. We have seen in the matter of Suez Canal we maintained our independent attitude and protested against the action taken by the British Government. We also see that in the matter of colonial countries, belonging either to Asia or Africa, our Prime

Minister was the foremost person to convene the Bandung Conference, and if necessity arises, another such conference will be held, and all these colonial countries can be rallied.

In the end, I can only say that this policy that is being sponsored here that India should leave the Commonwealth will be a policy by which India would be relegated to the position of isolation, and that would be a suicidal policy. I can do no better than quote one or two sentences from the Prime Minister's remarks made on one or two occasions. One of them is:

"India desires to maintain all such links with other countries as do not come in the way of her freedom of action and independence, and hence her full association with the independent nations of the Commonwealth for their common weal and promotion of world peace."

On another occasion, he was pleased to remark:

"If we dissociate ourselves completely from the Commonwealth, then, for the moment we are completely isolated. We cannot remain completely isolated. We have to incline in some direction or the other which necessarily must be on a basis of give and take."

Shri Braj Raj Singh: This was in 1949.

Shri Raghubir Sahai: I oppose the resolution and ask my hon. friend to withdraw it.

Shri Shree Narayan Das (Darghanga): This is not the first time that such a resolution has come up for discussion in this House, and every time such a resolution has been brought forward by some Member or other, it has been either withdrawn or rejected. I think, so will be the fate of this Resolution moved by my hon. friend.

Whether to be a member of the Commonwealth is advantageous to India or not, the fact remains that when we gained independence, we decided to be a member of the Commonwealth. As has been said by Shri D. C. Sharma, this question is being raised from time to time knowing the fact that the country as a whole, the Government and the people themselves support this idea of being a member of the Commonwealth. Our membership of the Commonwealth is due to the fact that we gained our independence through non-violent means, and through the process of negotiations with the British Government. If we had gained our Independence by violent means or by some kind of revolution, without any negotiations with the British Government, then, perhaps, we would not have remained a member of the Commonwealth.

But it is important to note that when India decided that she would continue to be a member of the Commonwealth, the very name of this body was changed. Formerly, it was called the British Commonwealth of Nations. But when India became independent, and our leaders at that time decided that India would continue to be a member of this body, the name of the body itself was changed, because the previous name indicated some kind of an idea of an empire. At present also, it is a fact that the members of this Commonwealth of Nations are all those who comprised formerly the British Empire. But just as the name has been changed, the content is also going to change gradually. It is today an association of free nations, nobody owing allegiance to anybody else in that body.

For my part, I think that it is a historical fact that the Head of the UK Government is the head of this association. At present, the Queen is the Head of this association. To object to our membership of the Commonwealth on this ground indicates just a past mentality. Though the King or Queen of UK is there as the

titular head, yet he or she is not able to do any thing in content actually. Similarly, the Queen is the titular head of this free association called the Commonwealth of Nations. I think a time will come when it will function not as a body of an empire but more as a voluntary body.

I was just thinking of the functions of this association. Although I am not a doctor, I have been told that in our body, there is an organ called the appendix. So, far, the medical scientists have not been able to find the precise functions of this appendix.

Shrimati Parvathi Krishnan: When the appendix gives trouble, they remove it.

Shri Shree Narayan Das: When the appendix is affected by some bacteria or some germs, and the doctor feels that it affects the body, then he extracts it. (Interruptions).

Mr. Deputy-Speaker: What should the Chair do when it feels that it is getting trouble?

Shri Shree Narayan Das: When the doctors feel that the affected appendix is harmful to the body, they just extract it. Even that extraction is not done all at once. Unless and until the medical scientists feel that it is necessary to operate upon this appendix and remove it, that is not done. Just some medicine is given, and it is only when the medicine proves ineffective that the operation is done.

Likewise, I feel that this Commonwealth of Nations is just like an appendix, and it is a historic thing which has come into existence, and it is going to exist for some time. Even if it has no precise functions, and even if we get no advantages from it, yet we do not also get any disadvantages by remaining on this body, and, therefore, we have supported it. There is no use, therefore, of our trying to quit this body now.

[Shri Shree Narayan Das]

Perhaps, a time may come when the existence of this body may hamper or in any way place hurdles in the way of the free association of nations; then, perhaps, we may take an initiative in this matter, just to extract this appendix out of this body. But, as at present, there is no need to quit the Commonwealth.

My hon. friend the Mover of this resolution has spoken from various angles. He has said that politically, we have had no advantages, economically, we have got no advantages, and socially also, we have not derived any benefits. I would submit that we are not there in the Commonwealth merely with the object of deriving such advantages. It is just a club, an international club, where several free nations gather together and have talks amongst themselves. There is also no agenda—nothing of the kind. Here I would suggest that our hon. Prime Minister should see that when meetings of the Prime Ministers are held, the chairmanship should be in rotation. This is an association of free nations. I think every time the conference of the Prime Ministers is held, we should see to it that the prsidentship or chairmanship should be in rotation. If this is done, the very small idea that because the Prime Minister of the United Kingdom presides over the conference, the Government of the United Kingdom has supremacy over the other participants will no more be entertained. The King or Queen should remain the titular head of the association. But the Conference should be presided over by the Prime Minister of each country in rotation.

With these words, I oppose the Resolution. This is a subject which has been discussed here many times. I do not know why the ballot favours and gives first priority to a Resolution which has been discussed many times, and important Resolutions do not get a chance of being discussed! I again oppose the Resolution.

Shri Jagannatha Rao (Koraput): The question that India should quit the Commonwealth is often viewed from a mere sentimental standpoint. We were under the British rule. We fought for our freedom and wrested our independence, as it were. But still we continue our friendly relations with Britain.

It is said that this association goes against the dignity or prestige of our country. We are a free nation. We do not owe any allegiance to the British Crown. We are loyal to certain ideals for which the Commonwealth stands. What are those ideals which form the soul of the Commonwealth? The ideals are the extension of democratic principles to all the colonial peoples in the world.....

Shri Braj Raj Singh: That is why in Pakistan there is dictatorship!

Shri Jagannatha Rao: One country may like to have a different system; another may like to have another system. But we continue to be a member of the Commonwealth because the Commonwealth stands for certain ideals in which we have faith and confidence.

As a member of the Commonwealth, we have been responsible to a great degree in seeing that colonial peoples get their independence. It has been a matter of pride to us that many countries—colonial countries—of Africa are becoming independent. During the course of this year, at least half a dozen countries are going to become independent in Africa. We can take legitimate pride that we have been, to some extent, responsible for bringing independence to colonial peoples, freeing them from colonial rule.

It is said that the Commonwealth Prime Ministers' conference is often held in London. But I may also point out that the Finance Ministers of the Commonwealth once met in Montreal. The Commonwealth Parliamentary Conference met in India in

December, 1957. The Commonwealth Broadcasting Conference was held in Delhi this year. The venue of such conferences is a matter of convenience to the participants. The Queen of England does not preside over the Prime Ministers' Conference. The Prime Ministers of the Commonwealth do not come to any decisions. They discuss matters of common interest to the member nations and try to arrive at some agreed solutions. That being so, I see no reason why we should quite the Commonwealth.

There is another important aspect. We should not lose sight of the basic principles of our foreign policy. We stand for freedom for all colonial peoples, international co-operation and settlement of disputes by peaceful means and methods. Our membership of the Commonwealth is not certainly inconsistent with the foreign policy to which we adhere, but is in furtherance of it. Rather, if we come out of the Commonwealth, it may be misunderstood, in the sense that we have no faith in our own foreign policy. We have been condemning the apartheid policy of the South African Government. Recently, the British Prime Minister, Mr. MacMillan in his speech to the South African Parliament condemned the colour bar. Is not that change due to the influence of India over Britain? These are matters which have to be considered.

It is often said that when England, France and the United States resorted to force in dealing with the Suez issue and that, India was not consulted before hand. Will any country consult any other country when it wants to take recourse to arms. But, when we came to know of it we advanced some broad principles for a negotiated settlement in a conference that was held in London which was attended by Shri Krishna Menon. Our Prime Minister made a spirited appeal for peace on the 13th September, 1956 in the Lok Sabha. What was the result? The Suez crisis was resolved; it did not enlarge and become complicated.

These are things which we have been able to achieve because we are in the Commonwealth. The fact that we fought the British and continue to be friends with Britain has produced a psychological effect on the whole world; and, for this we have won the appreciation of the entire world.

There is another important aspect, and that is the economic aspect. The Colombo Plan was conceived by the Foreign Ministers of the Commonwealth who met at Colombo in January, 1950. They conceived this idea of economic development of the undeveloped and under-developed nations on a co-operative basis. Later, this Colombo Plan was extended to other countries. We have embarked on our development plans for which we want assistance and we are getting assistance from other countries. We, in turn, also render assistance to other less developed countries.

Sir, it was said by my hon. friend, Shri Mukerjee that Britain has not done anything, has not lifted her little finger in solving the Goa issue or the Kashmir problem. When Shri Krishna Menon made an appeal to the United Kingdom and the United States for intervention, Shri Mukerjee, I remember, on the 2nd September, 1957, speaking on the international situation, in this House questioned the propriety of Shri Krishna Menon's appeal to these countries.

We appeal to reason; we appeal to the sense of justice. It is for those countries to side with us or to take up our cause. But it does not mean that simply because Britain did not raise her little finger we should sever our connections with the Commonwealth. Likewise, Kashmir question is before the Security Council and no country can do anything. We ourselves cannot go further.

These are matters which are not germane to the issue, the basic principle being that we should maintain our friendly relations and good neighbourly relations with these countries. That is the main consideration and

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criterion that should guide us and continue to guide us in our relations with Britain.

The question of the India Office Library is raised. It is being delayed not because of the unwillingness on the part of Britain but because Pakistan has raised certain issues.

These are all petty matters which should not come in when we consider this question which should be viewed in a broader angle, and in larger interests. I would, therefore, appeal to my hon. friend, Shri Braj Raj Singh to be good enough to withdraw this Resolution.

श्री पद्म देव (चम्बा): उपाध्यक्ष महोदय, प्रस्ताव के प्रस्तावक महोदय ने अपने भाषण में वाक्यन से काम लिया है, उसके अन्दर कोई सारभूत बात नहीं थी। हमारा सिद्धान्त है मबसे मेल मिलाप करना, सबकी बात मुनना और सबको अपनी बात मुनाना, दुनिया के अन्दर दुश्मनी को खत्म करना और अपने दिल के अन्दर से दुश्मनी को निकालना। जो कल हमारे दुश्मन थे आज अगर वह अपनी गदी से उतर कर हम से हाथ मिलाते हैं और कहते हैं कि साथ मिल कर अपने को उन्नत बनायेंगे तो इससे ज्यादा उत्तम बात कोई और नहीं हो सकती।

यह गलत बात है कि कामनबेल्य में रहते हुए हिन्दुस्तान ने जो छोटे मुल्क ये या जिनको दूसरों ने दबाया हुआ था, उनको मदद नहीं की। ईरान में जब अंग्रेजों को तेल के चश्मों से ढकेला गया तो हिन्दुस्तान ने वहां पर ईरान की मदद की। ईजिप्ट में ईजिप्टियनम की मदद की। हमने कामनबेल्य में रह कर किसी ऐसे मुल्क की मदद नहीं की सिर्फ इस लिये कि वह वहां पर था या इसलिये कि वह हमारा

साथी था। सबसे बड़ी बात यह है कि वह एक ऐसी संस्था है जिसमें जो जब तक चाहे रह सकता है और जिस बक्त चाहे निकल सकता है। उसके ऊपर किसी का दबाव नहीं होता है। और अगर कोई मुल्क उसमें इस किस्म के है और अगर उनके साथ हमारा मेल मिलाप है, तो लाजिमी बात है कि हम उनको साथ लेकर जितना नर्म बना सकते हैं उतना उनको अलग रखकर के और उनको गालियां देकर किसी मुल्क के अनुकूल नहीं बना सकते। हम किसी भी मुल्क को इस तरह से अपनी बात मनवाने के लिये तैयार नहीं कर सकते। इसलिये हिन्दुस्तान ने जो बुद्धिमत्ता की पालिसी अस्त्यार की है, उससे ज्यादा अच्छी पालिसी और दूसरी नहीं हो सकती।

यदि किसी के दिल में ऐसा विचार है कि हम कामनबेल्य के साथ इस लिये जुड़े हुए हैं कि हमें कोई प्रार्थिक सहायता मिले या कोई पालिटिकल सहायता मिले, तो यह गलत है। वहां हर एक देश को समानता का अधिकार है। अगर वह हमें कोई चीज देते हैं तो हम भी देते हैं। एक्स्पोर्ट और डम्पोर्ट में उनके और हमारे बराबर के अधिकार हैं और दूसरे मुल्कों के साथ भी हमारा एक्स्पोर्ट और डम्पोर्ट है। यह गलत बात है कि हम को पैसे का लालच हैं। हमें दूसरे मुल्कों से भी अपने कामों के लिये सहायता मिलती है। इसलिये हमें कामनबेल्य में रहने से कोई लाभ नहीं है और हमें उससे पृथक हो जाना चाहिये, इसको मैं ठीक नहीं मानता हूँ। छोटी-छोटी बातें यहां पर उठाई जाती हैं ऐसे कि यहां पर अंग्रेजों की मूर्तियां हैं उनको नहीं हटाया गया। जो मूर्तियां यहां पहले से बनी हुई हैं उनको अहिस्ता अहिस्ता निकाला जा रहा है। हमारे पालियामेंट में देख लीजिये जो मूर्तियां हाल में विदेशियों की थीं उनको नहीं रखा गया।

एक माननीय सदस्य : लेकिन और जगहों पर तो हैं।

श्री पद्म देव : जो हैं वह निकाली जा रही हैं और अगर कभी ऐसा वक्त आया कि उस का विरोध किया जाय और श्री ब्रजराज सिंह उसके लिये सत्याग्रह करेंगे तो मैं उनका साथ दूँगा।

उपाध्यक्ष महोदय : आप सिर्फ उनके सत्याग्रह में साथ देंगे?

एक माननीय सदस्य : जेल तक साथ देंगे।

श्री पद्म देव : इस तरह की गलतफहमी फैलाना ठीक नहीं है जैसी कि हमारे मित्र फैलाना चाहते हैं। आज हमारा मुल्क काफी बातों में दुनियां के और मुल्कों से प्राप्त है और कुछ के बराबर भी है। हमने आर्थिक विषयों में कुछ कदम उठाये हैं। यह कहना कि कामनवैल्य में रहने से यह ही जायेगा या वह हो जायेगा, यह गलत चीज है।

यह कहना कि कामनवैल्य के साथ रहने से हम गुलाम बन गये, यह भी ठीक नहीं है। मैं नहीं समझता कि कौन वहां रहने से कैसे गुलाम हो गया क्योंकि वहां तो सब एक साथी के नाते हैं, जिसके मन में यह जरूरत महसूस हुई है कि वह उससे अलग हो जाय, वह उसे छोड़ भी सकता है। आना चाहे तो आ भी सकता है, और जैसा एक साथी ने कहा कि उसका दफ्तर इंग्लैण्ड में ही है। तो वह हिन्दुस्तान में भी हो सकता है। शायद कम्यूनिस्ट पार्टी के अन्दर यह भावना हो हम एक बेस्टने ब्लाक का नारा लगा रहे हैं और हम सारे संसार को दूसरे ब्लाक में लाना चाहते हैं, और शायद वह यह समझते हों कि इसमें उनके सवियों की बराबरी कम हो जायेगी, तो यहां ऐसी कोई बात नहीं है। यहां न ढंडे का जोर है और न पैसे का जोर है, यहां तो बराबरी की बात है। यहां

कामनवैल्य के सम्बन्ध में अक्सर प्रश्न आते हैं, भाषणों में भी इस तरह की बातें कही जाती हैं। मैं नहीं समझता कि इसके ऊपर क्यों इतनी आपत्ति की जाती है। इसलिये मैं इस प्रस्ताव का विरोध करता हूँ।

Shri D. C. Mallik (Dhanbad): Sir, I rise to oppose this Resolution. I find no harm in being in this association but by quitting it if we at all gain, our gain is only of a sentimental and emotional nature. So far as the material gain is concerned, we gain something out of it. Of course we have no compulsion; there is no compulsion. It is a free and voluntary association. We are not tied to the apron-string of England and we can go out of it any time we like. Broadly speaking, when we think of one world association, we should make it the nucleus of the one world organisation, instead of breaking it. We should try to expand it in its scope and into a larger organisation and have all the nations of the free world in it. Once Bernard Shaw had said that a time might come when England will have to make frantic efforts to free herself from the clutches of India. Of course, we do not want to keep any other nation in our clutches. But a day will come surely when due to our economic advancement we will be the senior partner of the commonwealth. England is now the senior partner because of our economic position. A day may come when we will be the senior member of this association.

One hon. Member from the Opposition spoke of the Suez Canal. So far as our attitude is concerned, we are entirely free from the opinion of the other nations of the Commonwealth. During the Suez Canal episode, our Prime Minister took leadership in marshalling world opinion against England and France and due to that they had to quit the Suez Canal. It is our Prime Minister who advised the President of the UAR—it was only Egypt at that time—and still he is guiding some of the policies of the United Arab Republic.

[Shri D. C. Mallik]

Our soldiers are still guarding the frontiers of the republics of Israel and U.A.R. This really shows that we are not bound by the opinions of the other members of the commonwealth. Thus when we see the advantages and disadvantages together, we find that the advantages weigh heavily in our favour; if not heavily, at least, to some extent, they are in our favour.

Take again the agreements. For instance, the Ottawa agreement of Imperial preference allowed a rebate of 15 per cent. on import duty to all commonwealth nations. We know that our imports from the commonwealth are all on public account. So far as England is concerned she is importing much more from us now and we get the benefit of the rebate. If we have to levy an import duty of 15 per cent., it would have been paid from our own pocket. So, so far as the import duties are concerned, we do not find that we are at a loss. If we remain in the commonwealth, though we have no obligation, indirectly we are being benefited to some extent through our association with the commonwealth. For instance, while other nations are not willing to offer us any warships,—they are not willing to sell us any warships—we are getting warships from England, of course for value and they are also training our naval personnel. It is a thing which other nations are not willing to do for us. Besides, a large number of Indians are employed there in Great Britain now.

Again, our association with the commonwealth has helped us, not only to some extent but to a great extent, to realise our sterling balances from England. If we were out of commonwealth and England had not paid us the sterling balances, if they had not allowed the balances to go out of the commonwealth, we would have had no way to realise them. Now, on account of our friendship with England, we are realising our sterling balances and only a small portion of it remains.

Now, besides these advantages, similar to the sterling balances, there are

also the dollar pool and sterling funds which help us. What I say is, these are no mean advantages. Even if it is said there is no material gain in remaining within the commonwealth, there is at least one great immaterial gain, and that is, we get the friendship of all the nations of the commonwealth and that is a great gain. For that reason also, we should remain in the commonwealth. There is no harm in remaining in the commonwealth, because we are not bound by any obligation or agreement. So, my opinion is that we should remain in the commonwealth and we should not quit it.

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): Mr. Deputy-Speaker, Sir, I must first of all apologise to you and to the House for coming late and to the Mover for not being able to understand all that he has said,....

Shri Braj Raj Singh: Are you apologising for the absence of the Prime Minister also?

Shrimati Lakshmi Menon: because of the difficulty of language and also because of the speed with which he spoke. However, if I have misunderstood any of the points raised by him, I hope he will forgive me.

I am confident when I say that if the Mover had any idea of the nature of commonwealth relations as defined either in the Balfour Commission report of 1926 or in the latter legislation, the Statute of Westminster of 1931, I am sure he would not have sponsored such a resolution. If he had even a vague idea of the part played by India and the Indian delegation in the United Nations in order to help the deliberations and the freedom of the subject people, I am sure he would have been the first to oppose such a resolution. However, he has made a speech in which he said everything from cabbages to kings. For instance, first, he accused the Government of India of not influencing the policies of the commonwealth, meaning thereby only the United Kingdom of course. He had asked many questions. He asked "why we did not do something

to induce Britain to quit Africa? Why we did not play a more constructive role in the case of Cyprus? Why has the Prime Minister not done something to solve all these international problems about South Africa, Algeria, etc?" This is a strange understanding of the role that a country should play in its foreign relations. He expects India to influence world opinion in a more direct and emphatic way, much more the policies of the U.K., because we happen to be in the commonwealth. I am sure the Mover, who is well-informed, was saying these things only as points in a debate and not because he believes that such a thing could be done by any country in the world.

I come to some very definite issues raised by the various speakers. One Member from the opposition said that we are not able to advocate the cause of dependent people because we are in the commonwealth. Another said, "What is the point in being a member of the Commonwealth when there is nothing in common between the Union of South Africa and ourselves?" That answers the question. Although there is nothing in common between the Union of South Africa and ourselves, although there is complete disagreement between U.K. and us on various issues, we can still be members of the same organisation, without losing our independence and our freedom of expression of opinion.

Many of the points raised have been replied by Members on our side of the House. So, it will be mere repetition if I go over the same ground again. For instance, the question of the India Office Library was raised. Shri Jagannatha Rao replied to it. Because of the disagreement between India and Pakistan regarding the share of the Library, a settlement is not possible. Unless this is done, it will be difficult for any major settlement to be made.

It was asked, why it is that U.K. takes joy in seeing us in our troubles? U.K. has not done something to solve the Goa problem and so on. Sir, as a Government and as a people, we in India do not expect other people to

solve our problems. During the last 12 years, we have shown enough initiative and understanding of our problems as not to seek the help of other countries to come to our aid. We have these problems and we have got also a procedure and a policy with regard to these problems. But I can understand the impatience of the opposition Members, because the opposition should be impatient. Otherwise, they will not be able to justify themselves. They must criticise the policies of the Government, not because those policies need or deserve any criticism, but because they feel one of the ways of undermining the prestige of the Government is to put in spokes into the wheel of our policy, so that we may stand condemned.

Shri Surendranath Dwivedy: Why do you leave opportunities to the opposition to find loopholes?

Shrimati Lakshmi Menon: This question is a dead horse; not only a dead horse, but a rotten horse, because we have been whipping it for 12 years. If they have any human feeling or political sense, the hon. Member would not have brought a resolution like this that we should quite the commonwealth. Members have been quoting speeches made by the Prime Minister in defence of our staying in the commonwealth. I would ask, why should we waste the precious time of the House trying to go back to things on which there has been a decision, decision not only by the Government but by the whole country? After all, when we went to the electorate last time in 1957, why did the people vote the Congress Party to power in such large numbers? It is because the electorate approved of the policies of the Government. One of the policies of the Government is that we should stay in the commonwealth.

Shri Braj Raj Singh: Was it mentioned in your election manifesto?

Mr. Deputy-Speaker: She would say, the opposition parties should have raised it.

Shrimati Lakshmi Menon: The opposition parties did raise it, but the electorate did not listen to them. What can I do? Then the very people who oppose our membership in the commonwealth say "let us have a wider commonwealth". They ask: why should it be confined only to people who are now members of the commonwealth, or people who have been the former colonies and have now come to freedom? Although they quote the Prime Minister, although they quote many other people, they fail to understand that the membership of the commonwealth is not open to everybody. It is open only to countries or people who share the same ideals of democracy and freedom. One may well ask: why is it that the socialist countries do not seek membership of the commonwealth? Because, they do not share those ideals. Why is it that those countries which, although they have been colonies in the past, although they have been subject to the rule of British colonialism, why is it that they still prefer to remain in the commonwealth? Just because they feel that here is a system, a political system, in which the participating members need not surrender their freedom or their loyalties for something which is imposed on them by other countries.

Shri Rajendra Singh (Chapra): But there are some countries, which have been colonial countries, which have now come out.

Mr. Deputy-Speaker: It is left to their option.

Shrimati Lakshmi Menon: It is their option. That also is a freedom, which the hon. Member does not seem to understand. They have quitted the commonwealth, because they did not want to stay there.

Now, on the question of leaving the commonwealth the country has taken the decision to continue because it felt that it was the best way of continuing

its policies and propagating, if I may use that word, its principles regarding international relations.

I was rather surprised at our very esteemed colleague in the Opposition benches, Shri Mukerjee, saying that we have Bhilai, thanks to the help given by the socialist countries. Now, I would like to ask him: what is the reason for having the Canadian reactor in India and the commonwealth help for developing atomic energy in this country? Is it because a socialist country has given us some help and in order to match that the commonwealth countries have given help? We should try to understand facts as they are, and not try to give such a twist in order to support a particular ideology or particular loyalty. There are many things that our association in the commonwealth has enabled us to do. Some of the members did mention about the large number of Indian students who are studying in the United Kingdom. There are many other things. For instance, to give a specific instance, because these things have been bandied about in this House, in 1953, for instance, the United Kingdom made available 60 million pounds of its capital subscription to the International Bank for Reconstruction and Development for helping the commonwealth countries for six years. We have also received considerable assistance from Canada and other commonwealth countries.

Another hon. Member said: the commonwealth countries are not giving us enough assistance, therefore, let us quit. Does the hon. Member who said that mean that we should join the United States of America, because we get large financial assistance from the United States of America? Or, does the hon. Member mean that whosoever gives assistance, we should join them? These are funny ideas and funny suggestions which will make even a cat smile, because there is no logic in these arguments, there is no, if I may be permitted to say so, commonsense in those arguments.

First of all you say: we should not belong to an organisation. Then you say, join an association, because you get financial assistance or quit an association because you do not get financial assistance. These are not arguments.

The reasons for our being in the commonwealth are well-known. Because, in a changing world, it has become increasingly necessary for countries to be associated with one another, countries which share the same ideals, which have the same goals and same policies, to be associated in the same organisation so that these ideals may be fulfilled for the common good of the member nations concerned.

Then a question was asked why the Prime Minister of England presides over these meetings and why cannot somebody else preside over the meetings. I suppose if the members have got some ideas on the subject, they might give vent to them. Most likely, in the years to come these policies and these procedures might change.

As was pointed out, the commonwealth is no longer a British commonwealth. Increasingly when dependent peoples become free, even the colour of the commonwealth changes. It is no longer a white commonwealth. It is increasingly getting darker and darker, which means that the majority of the members of the commonwealth, if not today, tomorrow will be more the countries which were once dependent and which have become free and are members of the commonwealth. It is for them to influence the policies of the commonwealth countries so that they may be in conformity with the ideals of the United Nations Charter.

Shri Surendranath Dwivedy: No decision is taken by the majority in this commonwealth.

Shrimati Lakshmi Menon: Of course no decision is taken. But I said influence the attitudes and the policies. After all, as was pointed out, these are intangible things. As for instance

it was pointed out that when the British Premier visited India, he was completely influenced by seeing what has taken place and by meeting people here. It is not something that you can pinpoint. So, this is the influence. Generally there has been a softening of attitude and better understanding of our problems as well as the problems of other countries which he visited. These are the intangible results of such contacts. If the hon. Members want decisions serialised and published and strict adherence to them, I think they have to seek them elsewhere and not in the commonwealth.

Some of the arguments were answered by the people who raised them. For instance, Shri Mukerjee said that there is a lot of export of profits. Then he himself said that naturally there will be greater export of profits to commonwealth countries because the investment of commonwealth countries is much more than other countries. Something was said about the trade policy. If the House is interested, I might tell you, Sir, that two-fifths of the total trade of the world is commonwealth trade and out of that India has by way of imports 34 per cent. in 1957 and 33 per cent. in 1958 and by way of exports 47 per cent. in 1957 and 51.76 per cent. in 1958. The figure for January to October, 1959 is 46 per cent. That means that we have even started exporting manufactured goods to the United Kingdom and other commonwealth countries.

One thing more I want to say before I sit down. That is about the European Common Market. Any stick is good enough to beat the Government on the question of commonwealth. The European Common Market is an organisation not of commonwealth countries, but it is an organisation of the European countries for certain definite trade purposes. I really do not know how that can be brought to accuse the Government of our remaining in the commonwealth.

These are some of the things that I wanted to say. For the rest, I would like the hon. House to remember that there is nothing whatever which pre-

[Shrimati Lakshmi Menon]

vents us from quitting the commonwealth. No compulsion is put on us as it is done in other countries. I have had the opportunity of seeing how the socialist countries work as a block in the United Nations.

There is a question like apartheid in which a commonwealth country is involved. We were asked as to why India does not leave the Assembly when the question is discussed. When the apartheid question is discussed, India has not got to leave the House because India stands by the policies of the United Nations. It is the South African delegate who leaves the Assembly because he feels ashamed of what his country is doing and not because of being member of the commonwealth. Therefore, there is nothing that is compelling us to stay in the commonwealth and nothing has compelled us so as to influence our policies by being in the commonwealth. We can take an independent line and we have taken an independent line on all occasions, whether it is the case of the Suez or apartheid or Algeria or anything. I do hope the hon. Mover of the Resolution will withdraw his Resolution so that he may not feel the humiliation of defeat by an overwhelming majority.

ओम ब्रजराज सिंह : उपाध्यक्ष महोदय, सब से पहले मैं यह निवेदन करना चाहता हूँ कि जिस तरीके से इस प्रस्ताव पर आज बहस हुई है, खास तौर पर सरकारी बैचिज की तरफ से उसके खिलाफ मैं अपना सख्त विरोध प्रकट करना चाहता हूँ। मैं इसके खिलाफ भी अपना सख्त विरोध प्रकट करना चाहता हूँ कि इतने महत्वपूर्ण प्रस्ताव पर जब बहस हो रही हो उस समय पहले से ही जब हमारे विदेश मंत्री महोदय को मालूम हो और वह जानेवृश्यकर अपने आप को गैर हाजिर रखें, तो यह किसी भी हालत में उचित नहीं ठहराया जा सकता है। ऐसा लगता है कि सरकारी बैचिज के माननीय सदस्य शायद यह समझते हैं कि बुद्धि का भंडार वे ही हैं।

एक से अधिक माननीय सदस्यों ने यह प्रश्न उठाया है कि जब इस मुल्क की राय पहले मैं मालूम है, मुक्त ने कांग्रेस पार्टी को बहुमत में भेजा है और मुल्क चाहता है कि कामनवैत्य में बने रहा जाए, तब इस प्रस्ताव पर बहस कराने की कोई आवश्यकता नहीं थी। आश्चर्य की बात तो यह है कि अन्य सदस्यों के अतिरिक्त हमारी जो माननीय डिप्टी मिनिस्टर महोदया है, उन्होंने भी इस तरह का दृष्टि कोण दिखाया है और कहा है कि इस पर कोई बहस की आवश्यकता नहीं थी और इस पर बहस करना सदन का समय बरबाद करना है। मैं निवेदन करना चाहूँगा कि यह बहुत ही अप्रजातांत्रिक तरीका है। सब कोई जानते हैं कि छः महीने के बाद किसी भी मसले पर बहस हो सकती है, और इस चौज के जो नियम हैं वे इजाजत देते हैं। तो क्या कारण है कि यह कहा जाए कि इस पर बहस करना समय को बरबाद करना है। चूँकि आपको मुल्क ने चुन कर यहाँ भेज दिया है इसलिए किसी मसले पर यहाँ बहस नहीं की जानी चाहिए, किसी मसले को यहाँ पर उठाया नहीं जाना चाहिए, मैं समझता हूँ कि ऐसा कहना अप्रजातांत्रिक दृष्टिकोण अपनाना है जिस की जिन्हीं भत्संना की जाए, उतनी ही योड़ी है।

बार बार माननीय सदस्यों ने और डिप्टी मिनिस्टर महोदया ने भी कहा है कि हमारे यहाँ चूँकि कामन आइडियल्स हैं, जन-तंत्रीय आइडियल्स हैं, इसलिए हम कामन-वैत्य में हैं। जब वे ऐसी बात कहते हैं तो वे भूल जाते हैं कि हमारी सीमा पर जनतंत्र की जो हत्या कर दी गई है वह भी देश कामनवैत्य का ही एक सदस्य है और हम भी हैं। इतना होने पर भी माननीय सदस्य कहते हैं कि हमारे कामन आइडियल्स हैं, इस बास्ते हम कामनवैत्य में हैं.....

ओमन्सार दत्तवारी (फतेहपुर) : को-एम्बिस्टेंस है।

ओ ब्रतान् सिंह : डिक्टेटरशिप और जनतंत्र की को-एग्जिस्टेंस कहिये या कुछ भी कहिये तेकिन डिक्टेटरशिप भी और जनतंत्र भी दोनों इस में चल सकते हैं और वह अलग चीज़ है। लेकिन खेद की बात यह है कि जितने भी महत्व के प्रश्न मैंने उठाये हैं उसका किसी भी माननीय सदस्य ने उत्तर नहीं दिया है। उनका डिप्टी मिनिस्टर महोदया ने भी कोई जबाब नहीं दिया है। अभी उन्होंने कहा कि हमारी जो एक्स्पोर्ट ट्रेड है वह ज्यादातर यू. के॰ के साथ हो रही है। लेकिन इप्पोर्ट ट्रेड की तरफ भी ध्यान जाना चाहिये था। इप्पोर्ट ट्रेड का क्या हो रहा है। जो हमारे यहां आ रहा है वह धीरे धीरे कम होता जा रहा है। मैंने आंकड़े दे कर साबित किया है कि आयात कम हुआ है निर्यात अधिक हो रहा है। इसका नतीजा यह हो रहा है कि कंज्यूमर प्रेफेंस के मुताबिक हमें नुकसान होता है और उनको लाभ होता है। उनको बाजार चाहिए और वे हमारा कच्चा माल लेते हैं। हिन्दुस्तान का निर्यात वे कराते हैं कामनवैल्य का सदस्य होने के नाते, और कच्चा माल निर्यात करवाते हैं, जिस से हमें नुकसान होता है। यह जो दलील मैंने दी थी, इसका कोई उत्तर नहीं दिया गया है। यह कहना कि इस तरह की मांग जनता की है कि हम कामनवैल्य में रहें और इस तरह का प्रस्ताव यहां नहीं प्राप्त चाहिए, मुल्क ने इलेक्शन के जरिये हमारी इस पालिसी को माना है और अब इस पर बहस नहीं होनी चाहिये, किसी भी दृष्टि से ठीक नहीं है। यह भी कहा जाता है कि यह एक बालेंटरी आर्गेनाइजेशन है, इस से कभी भी अलग हो सकते हैं, यह एक मरा हुआ घोड़ा है तो मैं पूछता चाहता हूँ कि क्यों आप अलग नहीं हो जाते हैं, क्यों मरे हुए घोड़े को ले जा रहे हैं। मैं निवेदन करना चाहता हूँ कि एक स्पष्ट और साफ ड्रिंग्कोन मैंने आपके सामने रखा था जिस का आपने कोई उत्तर नहीं दिया है। आपकी तरफ से कहा गया है कि

साइप्रस की समस्या हल होने लगी है, कीर्णिया की समस्या हल होने लगी है, अफ़्रीका की समस्या हल होने लगी है और यह कामनवैल्य की बजह से है, ठीक नहीं है और मैं समझता हूँ कि उसके बाबजूद भी उनकी समस्या हल होगी। हमारी कुछ परम्परायें थीं, और उन के मुताबिक हमें उनकी सहायता करनी चाहिये थीं लेकिन मैं दौहराना चाहता हूँ कि हम उस में बहुन दुरी तरह से असफल रहे हैं और हमारी जो परम्परायें रही हैं उनका हम पालन नहीं कर पाये हैं और उनकी मदद नहीं कर पाये हैं। मदद देने से मेरा मतलब यह नहीं कि किसी के मामल में, किसी के अन्दरूनी मामलों में हम दखल दें। इस तरह का दखल देने का कोई सवाल ही नहीं था हमारी जब आजादी की लड़ाई लड़ी जा रही थी, तो दूसरे मुल्कों ने बिना दखल दिए हुए भी कुछ सहायता, मारल सपोर्ट हम को दी थी और मुझे तो ऐसा लगता है कि मारेल सपोर्ट भी हम उनको नहीं दे रहे हैं। साइप्रस के मसले को हल नहीं किया जा रहा है, उसको टाला जा रहा है लेकिन हम कुछ नहीं कर रहे हैं। केनिया का मसला हल नहीं हो रहा है। दूसरे अफ़्रीका के देश हैं जिनके मसले हल नहीं हो पा रहे हैं और हम कुछ भी नहीं कर पा रहे हैं। आर्थिक कारणों की बजह से भी मैं कहना चाहता हूँ कि इस में रहने से हमको हानि उठानी पड़ रही है।

मैं यह नहीं कहना चाहता कि हम आइ-सोलेशन में चले जायें। प्रधान मंत्री की पुरानी स्पीचिज से मैंने कुछ उद्धरण दिए थे और माननीय सदस्यों ने भी उसको उद्धृत किया है। लेकिन मैं कहना चाहता हूँ कि आज १६४६ नहीं है, १६५६ भी नहीं है। उस बबत यह कहा जा सकता था कि हम आइ-सोलेशन में चले जायेंगे। आज आइसोलेशन का सवाल नहीं है। १६५५ में हमने बांडुग सम्मेलन किया था। उसके बाद दूसरा सम्मेलन करने की कोशिश हो सकती थी जो हमने नहीं की और ऐसा सम्मेलन करके

[श्री ब्रजराज सिंह]

हम अफीका और एशिया के देशों को इकट्ठा कर सकते थे। यह हमने क्यों नहीं किया? कौन कहता है कि आप आइसोलेशन में जाएं। हम खुद चाहते हैं कि आप आइसोलेशन में न जाएं। हम यू० एन० ओ० के सदस्य हैं, उस से सम्बद्ध कई संगठनों के सदस्य हैं और ऐसी हालत में अलग रहने का कोई सवाल ही पैदा नहीं होता है, और उसके बजाय एक और आयोजना इजेशन रहे, इसकी कोई आवश्यकता नहीं है। हम चाहते हैं कि हमारी दुनिया के सभी राष्ट्रों के साथ दोस्ती के सम्बन्ध रहें, हम किसी से अलग न रहें, हमारी किसी के साथ दुश्मनी न हो।

16.55 hrs.

[MR. SPEAKER in the Chair]

लेकिन मतभेद इस पर है कि आप एक छोटा सा गुट बनाना चाहते हैं लेकिन आप कहते हैं कि यह आपका उद्देश्य नहीं है। जब यह आपका उद्देश्य नहीं है तो किर आप क्यों एक छोटा सा गुट बनाये हुए हैं? जब दो चार या दस राष्ट्रों के प्रधान मंत्री मिलते हैं, नेता मिलते हैं, तब कुछ न कुछ उनके मकान सद अवश्य होते हैं, कुछ न कुछ हेतु अवश्य होते हैं, ऐसा नहीं होता है कि एक दूसरे की शक्ति देखने के लिए वे मिलते हैं, या आदर भावना प्रकट करने के लिए वे मिलते हैं। मैंने जो जो दलीलें दी हैं उनका उत्तर देने की किसी भी माननीय सदस्य ने जिन्होंने इस प्रस्ताव का विरोध किया है, आवश्यकता नहीं मानी है। कुछ ने कहा कि यह निश्चय कर लिया गया है कि कामनवैल्य में रहेंगे और अगर यह सही है तो मुझे कुछ नहीं कहना है लेकिन यह न कहिये कि आपने कामनवैल्य के मसले को से कर मुल्क से वोट मांगा और मुल्क ने आपके हक में वोट दे दिया और इस लिए अब आप इस नीति पर चलते रहेंगे। यह अच्छा तरीका कहने का नहीं है और न ही यह ठीक बात है।

अन्त में मैं इतना ही निवेदन करना चाहता हूं कि हम दुनिया के उन देशों के साथ जाकर रहें जो कल तक शोषित रहे हैं, पद-दलित रहे हैं, आज गुलाम हैं, और उनकी गुलामी को दूर करने में हम जितना अधिक सहयोग दे सकते हैं वें। हमें किसी देश के भीतरी भागों में दखल नहीं देना है और न ही किसी को यह मालूम पड़ना चाहिए कि हम ऐसा कर रहे हैं बल्कि अपने ऐसे तरीकों से हम इस दिशा में प्रयत्न करे जिस से दुनिया से गुलामी, पराधीनता, पिछड़ापन, अद्विकसित पन हमेशा हमेशा के लिए खत्म हो जाए। मैं समझता हूं कि हिन्दुस्तान की यही परम्परायें रहीं हैं, हिन्दुस्तान का यही इतिहास रहा है और आज की दुनिया का यही एक तकाजा है।

मैं आशा करता हूं कि मेरे इस प्रस्ताव को स्वीकार कर लिया जाएगा और जो पिछली गतियां हुई हैं, उनको आगे नहीं दोहराया जायगा। मैं समझता हूं कि अगर कामनवैल्य से हम अलग हो जाते हैं तो इससे अगर हमें कोई फायदा नहीं होता है तो नुकसान भी नहीं होने वाला है। इतना लाभ तो अवश्य होगा कि हम आजाद हो जाएंगे इस बात के लिए कि दुनिया के उन देशों को एक साथ करने की कोशिश करें जो लड़ाई नहीं चाहते हैं, जो दाति चाहते हैं, जो विश्व सरकार बनाने का प्रयत्न कर रहे हैं।

Mr. Speaker: Should I put the resolution to vote, or does the hon. Member want to withdraw it?

Shri Braj Raj Singh: I am not withdrawing it.

Mr. Speaker: The question is:

"This House is of opinion that India should quit the Commonwealth of Nations."

The motion was negatived.

Appointment of a
Committee for Eva-
luation of Agricul-
tural Research
Programme

16.59 hrs.

**RESOLUTION RE: APPOINTMENT
OF A COMMITTEE FOR EVALUA-
TION OF AGRICULTURAL
RESEARCH PROGRAMME**

Shri Inder J. Malhotra (Jammu and
Kashmir): I beg to move:

"This House calls upon the Government to appoint a Committee consisting of Members of Parliament, well-known agriculturists of the country, and agricultural experts to evaluate the Agricultural Research Programme in the country and to suggest ways and means for better co-ordination and improvement."

As you know, Sir, ours is an agricultural country. Three-fourths of the population of our country depend directly or indirectly on agriculture. For the last so many years, we have been making efforts and trying our best to increase agricultural production in the country. Agricultural research, especially, agricultural research conducted in the various research institutes in the country plays an important role in the increase of agricultural production.

Mr. Speaker: The hon. Member may continue his speech on the next day.

17 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock, on Monday, Feb-
ruary 29, 1960/Phalgun 10, 1881
(Saka).*

[Friday, February 26, 1960/Phalgun 7, 1881 (Saka)]

ORAL ANSWERS TO QUESTIONS

2865—2906

COLUMNS

WRITTEN ANSWERS TO QUESTIONS—contd.

S.Q. No.	Subject	COLUMNS
412.	Loss of cash at G.P.O. Delhi	286—66
413.	Sugar cane planter	2866—68
414.	Yamuna Hydel Project	2868—70
415.	Commission on agriculture	2870—73
416.	Gangmen run over by Toofan Express.	2873—76
418.	Paddy production in West Bengal	2876—79
419.	Japanese collaboration in fishing Industry	2880—81
421.	Electricity for irrigation	2881—85
422.	Sugar Factories	2886—89
423.	Recruitment of Indian seamen	2889—92
424.	Free passage to students	2892—94
427.	Strike by J.A.C. Calcutta	2894—95
429.	Najafgarh Sewage Trench	2895—97
430.	Krishna Barrage in Andhra Pradesh	2897—98
431.	Drainage Scheme for Agartala	2898—2900
433.	Chittaranjan Locomotive Works.	2900—01
434.	Inter-State River Waters Dispute between Madras and Kerala	2901—02

S.N.Q.
No.

3. Telephone Trunk Call Rates 2903—c6

WRITTEN ANSWERS TO QUESTIONS 29c6—40

S.Q.
No.

411.	Fruit production	2907—07
417.	Rickshaw Pullers' Co-operatives	2907—08
420.	Import of French Fertilizers	2908—09
425.	Nepal Airlines Service	2909
426.	Khanda sugar	2909—10
428.	Bomb explosion on Amritsar and Pathankot Railway Line.	2910
432.	Forests in Andamans	2910—11

S.Q. No.	Subject	COLUMNS
435.	Supply of wheat to West Bengal	2911—12
436.	Sugar Production	2912
437.	Silting of Bhakra Reservoir	2912—13
438.	Revised Trunk Cal Rates	2913
439.	Short wagon supply for food movement	2914
440.	Zoological Park in Delhi	915—16
441.	State Trading in Food-grains	2916
442.	Canal water dues from Pakistan	2916—17
443.	Package Programme	2917
444.	Retrenchment of employees of the Town Planning Organisation	2917—18
445.	Counterfeit tickets	2918—19
446.	Road maps	2919
447.	Free Trade Zone at Kandla Port	2920
448.	Central Board of Forestry	2920

U.S.Q.
No.

475.	Signals at Dum Dum junction	2920—21
476.	Telephone connections in Bankura (West Bengal)	2921—22
477.	Research in Potato, Wheat and Maize	2922
478.	Agricultural Development of Delhi	2922
479.	Soil erosion in Delhi	2922—23
480.	Ticket checkers and collectors on W. Railway	2923
481.	Unauthorised vendors and hawkers on N. Railway	2923—24
482.	Linseeds	2924
483.	P.L. 480	2924
484.	Port at Haldia	2925
485.	Delhi-Moscow Radio Teletypewriter link	2925—26
486.	Ajmeri Gate Slum Clearance	2926
487.	Kharif campaign	2927
488.	Overbridge at Kozhikode	2927

WRITTEN ANSWERS TO
QUESTIONS—contd.

COLUMNS

U.S.Q. No.	Subject	COLUMNS
489.	Research, Designs and Standards Organisation	2927-28
490.	Press messages from Durgapur	2928
491.	Development of Orchards in Bombay	2928-29
492.	National Parks	2929
493.	Reservation for M. Ps. in trains	2929-30
494.	Reservation in Howrah-Delhi and Delhi-Howrah mails	2930-31
495.	Sugarcane production	2931-32
496.	Cow slaughter	2932
497.	Review of Family Planning	2932
498.	Post Offices in Rented Buildings in Punjab	2932-33
499.	Corruption cases on Railways	2933-34
500.	Co-operative Societies in Delhi	2934-35
501.	Rabi Production Campaign	2936
502.	V.M. Hospital, Agartala	2936-37
503.	Telephone Advisory Committee, Allahabad	2937
504.	Coaches	2937-38
505.	Movement of rice from Orissa to West Bengal	2938
506.	Passenger and goods traffic at Pathankot	2938-39
507.	Quantities of sugarcane crushed by Industries	2939
508.	Wireless equipment in trains	2940
509.	Leprosy control units in Mysore	2940

PAPERS LAID ON THE
TABLE

2941-42

(1) A copy of Notification No. G.S.R. 157 dated the 13th February, 1960 under sub-section (1) of Section 28 of the Mines and Minerals (Regulation and Development) Act, 1957, making certain further amendments to the Mining Leases (Modification of Terms) Rule, 1956

PAPERS LAID ON THE
TABLE—contd.

(2) A copy of each of the following Reports under sub-section (1) of Section 639 of the Companies Act, 1956:—

(i) Annual Report of the Eastern Shipping Corporation Limited along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor General thereon

(ii) Annual Report of the Western Shipping Corporation Limited along with the Audited Accounts for the year 1958-59 and the comments of the Comptroller and Auditor General thereon

(3) A copy of each of the following Notifications under sub-section (6) of Section 3 of the Essential Commodities Act, 1955:—

(i) G.S.R. No. 173 dated the 15th February, 1960 making certain further amendments to the Rice (Uttar Pradesh) Price Control Order, 1959.

(ii) G.S.R. No. 195 dated the 20th February, 1960 containing the Rice (Punjab) Price Control Order, 1960

(iii) G.S.R. No. 200 dated the 19th February, 1960 making certain further amendments to the Rice (Uttar Pradesh) Price Control Order, 1959

MESSAGE FROM PRESI-
DENT

2942-43

The Speaker communicated to Lok Sabha the following message from the President:—

“I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the address I delivered to both the Houses of Parliament assembled together on the 8th February, 1960.”

COLUMNS

MESSAGES FROM RAJYA SABHA

2943-44

Secretary reported the following messages from Rajya Sabha: -

(i) That at its sitting held on the 25th February, 1960, Rajya Sabha had carried in the recommendation of Lok Sabha to appoint one member to the Joint Committee of the Houses on the Companies (Amendment) Bill, 1959, in the vacancy caused by the death of Shri H.D. Rajah, and had nominated Shri Mulka Govinda Reddy to serve on the said Joint Committee

(ii) That at its sitting held on the 19th February, 1960 Rajya Sabha had passed the Orphanages and Other Charitable Homes (Supervision and Control) Bill, 1960, by Shri Kailash Bihari Lall

BILL PASSED BY RAJYA SABHA LAID ON THE TABLE

2944

Secretary laid on the Table the Orphanages and Other Charitable Homes (Supervision and Control) Bill, 1960, by Shri Kailash Bihari Lall, as passed by Rajya Sabha

REPORT OF JOINT COMMITTEE ON OFFICES OF PROFIT PRESENTED

2944

First Report was presented

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

2944-46

Shri Dasaratha Deb called the attention of the Minister of Home Affairs to the seri-

COLUMNS

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE—*contd.*

ous famine situation created by the invasion by wild tribes in the Tribal areas of Tripura

The Minister of Home Affairs (Shri G.B. Pant) made a statement in regard thereto

RAILWAY BUDGET - GENERAL DISCUSSION

2947-3005

General Discussion on the Railway Budget for 1960-61 continued. The discussion was not concluded

REPORT OF COMMITTEE, ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS ADOPTED

3005

Fifty-sixth Report was adopted

PRIVATE MEMBER'S RESOLUTION NEGATIVE

3005-76

Further discussion on the Resolution re: Quitting the Commonwealth Council and the Resolution was negatived

PRIVATE MEMBER'S RESOLUTION UNDER CONSIDERATION

3077-78

Shri Inder J. Malhotra moved the Resolution re: Appointment of a Committee for Evaluation of Agricultural Research Programme. The discussion was not concluded

AGENDA FOR MONDAY, FEBRUARY 29, 1960 (PHAI - GUNA 10, 1881 (SAKA) -

Further discussion on the Railway Budget, 1960-61 and presentation of the Budget (General) for 1960-61.