



Wednesday
18 February, 1953

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE
OFFICIAL REPORT

PARLIAMENT SECRETARIAT
NEW DELHI

Price Six Annas (Inland)
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THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)

OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Wednesday, 18th February, 1953

The House met at Two of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

EASTERN RAILWAY (ADMINISTRATIVE CHANGES)

*133. **Shri B. K. Das:** Will the Minister of Railways be pleased to state:

(a) what administrative changes have been effected in the Eastern Railway since the re-grouping scheme has been given effect to;

(b) whether it has resulted in any increase in expenses; and

(c) what has been its effect from the point of view of efficiency?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The Headquarters officers of the ex-B. N. and E. I. Railways have been merged into one Headquarters Office and

(i) a Regional Traffic Superintendent has been posted at Bilaspur for exercising administrative supervision on Transportation and Commercial working of the Districts in the Bilaspur Region.

(ii) Adra District has been placed for administrative supervision of Operating Work under the Divisional Transportation Superintendent Dhanbad, except that the section Damodar to Burnpur has been placed under the Divisional Superintendent, Asansol.

(b) No.

(c) It is too early to assess the full extent of the increase in efficiency. It is only after some time has elapsed after integration has been completed that a worthwhile assessment can be undertaken.

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Shri B. K. Das: May I know whether any staff has been found surplus as a result of this regrouping?

Shri Alagesan: Yes, Sir. This has been answered on previous occasions. Such of the staff as have been found surplus will be kept on until vacancies arise. When vacancies arise, those vacancies will not be filled.

Shri B. K. Das: How many in the gazetted cadre and how many below that cadre?

Shri Alagesan: I should like to have notice.

Shri B. K. Das: May I ask whether there has been any general improvement in the movement of goods traffic in this area?

Shri Alagesan: This point also I have answered many a time in this House. There has been a very good improvement in the movement generally and in the movement of coal in particular.

Mr. Deputy-Speaker: May I mention that only a few days ago with respect to another grouping of railways the same questions were put and the same answers were given. It is too early to say what exactly, in terms of money and other conveniences, has accrued by regrouping. In view of the fact that the Railway Budget is going to be discussed, I think these supplementaries may be avoided. We shall now proceed with the other questions.

Shri S. C. Samanta: May I know whether the attention of the Government has been drawn to the irregularity that has crept in the Eastern Railway that as a result of the regrouping officials of the same cadre who were serving in the B. N. Railway and in the E. I. Railway are drawing different amounts of salaries even now because they were allowed such salaries?

Shri Alagesan: I do not see how it arises here, but I shall look into it and give such information as the hon. Member needs.

IMPORT OF FOODGRAINS

*134. **Shri B. K. Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) the import programme of food grains for 1953;

(b) the quantities of food grains to be purchased abroad under agreements already entered into; and

(c) the price prospects for imported food grains?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa):

(a) The import programme for 1953 has not yet been finalised. It is, however, estimated that imports may be up to 29 lakh tons.

(b) Wheat including wheat flour 14,52,890 tons, rice 22,900 tons and milo 108,000 tons.

(c) Prices during this year are not likely to be less than those prevailing last year in the case of rice and milo. In the case of wheat the landed cost will be less than what it was last year.

Shri B. K. Das: Is it a fact that there has been a rise in the price of rice import from Burma?

Shri M. V. Krishnappa: We have not yet concluded our contracts with Burma but it is certain that we will have to pay about 10 per cent. more than what we have paid last year.

Shri B. K. Das: Under the contract with Burma we would have 3.5 lakh tons of rice each year, but was not the price fixed at the time when the contract was made?

Shri M. V. Krishnappa: According to the trade contract we are entitled to get 3.5 lakh tons of rice. If the price are favourable we would try to fulfil the contract.

Shri B. K. Das: Is there any contract with Pakistan to have rice from that country this year?

Shri M. V. Krishnappa: No; we have not got any contract with Pakistan but Pakistan will have to give us 22,000 tons of rice under the barter agreement.

Shri Raghavaiah: In view of the stalemate at the International Wheat Conference is the Government of India in a position to get wheat from abroad?

Shri M. V. Krishnappa: The International Wheat Agreement that has already been entered into will expire only by the end of July this year. By the end of July we are getting about 15 lakhs tons of wheat according to the old terms. Any change in the International Wheat Agreement prices won't affect the price of this wheat.

Shri B. K. Das: From which country are we expecting rice this year?

Shri M. V. Krishnappa: We can get 3.5 lakh tons from Burma and the rest we usually get from Thailand and China. This year we are negotiating with Burma for a barter deal according to which we will get about 5 lakh tons of rice. We hope to import 7 lakh tons of rice this year and we propose to get 5 lakh tons of rice from Burma and then for 2 lakh tons of rice, we will have to go to Thailand or China.

Dr. Suresh Chandra: May I know whether it is on Government to Government basis or on a private basis?

Shri M. V. Krishnappa: The import of rice is on Government to Government basis. According to the trade agreement with Burma, we have to get 2,30,000 tons of rice on Government to Government basis and the rest by trade.

Shri Dabhi: May I know if the price of milo imported was more than the price of wheat?

The Minister of Food and Agriculture (Shri Kidwai): It was more than the price of wheat. This year also it will be slightly over the wheat prices.

Shri Dabhi: When the price is higher may I know why we should import milo?

Shri Kidwai: There are people who want to eat milo and not wheat.

सेठ अचल सिंह : क्या गवर्नमेंट यह मुनासिब नहीं समझती कि जो गल्ला गवर्नमेंट खरीदती है वह व्यापारियों के जरिये खरीदा जाय ?

श्री किदवाई : हम बाहर गल्ला देखते नहीं हैं ।

सेठ अचल सिंह : जो गल्ला गवर्नमेंट लेविल पर खरीदा जाता है क्या यह मुनासिब नहीं होगा कि यहां के व्यापारी वह गल्ला खरीदें ?

श्री किदवाई : व्यापारी जब सौदा करने जाते हैं तो दाम बढ़ जाता है ।

श्री गणपती राम : क्या यह बात सत्य है कि बरमा से जो चावल आयात हो रहा उस का दाम पहले की बनिस्बत बरमा सरकार ने बढ़ा दिया है ?

श्री किदवाई : यह सत्य है ।

Shri S. N. Das: May I know, Sir, the names of the countries from where foodgrains are going to be imported during this year?

Shri M. V. Krishnappa: What foodgrains? If it is wheat.....

Shri S. N. Das: Wheat, rice, milo etc.

Shri Kidwai: Wheat is available from Australia, Canada and U.S.A. and sometimes we receive it from Argentina in barter; sometimes we receive offers also from Russia. The rice we get from China, Siam and Burma, and milo wherever we can get we procure it.

Shri P. T. Chacko: May I know, Sir, whether any portion of the foodgrains imported during 1952 was given to any of the foreign governments in the enclaves in India?

Shri Kidwai: We supplied to Pakistan some wheat in exchange for rice and loaned some rice to Ceylon.

Shri P. T. Chacko: I was asking about the foreign enclaves such as Pondicherry and Goa.

Shri M. V. Krishnappa: For Pondicherry, they had asked for a loan of about 30 tons of wheat flour. We told them that they would purchase the quantity. They have purchased from us that quantity and we have given it to them.

Shri G. P. Sinha: Will the proposed U.S.A. naval blockade affect the supply of rice from China?

Shri Kidwai: This has nothing to do with that.

Mr. Deputy-Speaker: The naval blockade is indefinite and this is also indefinite.

Shri T. N. Singh: In view of the statement made by the Hon'ble Minister last session of bumper crops of bajra in C.P. and other places, have Government reduced the import programme for milo and if so, to what extent?

Shri Kidwai: Government had no intention of importing milo this year but on account of the failure of milo crops in Madras, Mysore, Maharashtra and Saurashtra, we had to revise our programme.

Dr. Jaisooram: May I know, Sir, the budget estimate for these imports this year?

Shri Kidwai: That can be given only after we have negotiated the price.

Shri Meghnad Saha: Has the hon. Food Minister made a statement on January 12, that there is no essential food shortage taking the country as a whole but the whole problem is one of procurement and maladministration?

Shri Kidwai: Government is always aware of the statement it makes but the question is whether any such statement was made.

सरदार ए० एम० सहगल : बरमा सरकार ने जो चावल का भाव बढ़ा दिया उस की वजह से भारतीय सरकार को कितना ज्यादा पैसा और देना पड़ेगा ?

श्री किदवाई : बरमा सरकार और दूसरी सरकारें जो चावल भेजती हैं वे हर छठे महीने कुछ दाम बढ़ा देती हैं । कितना ज्यादा देना पड़ेगा यह इस पर मौकूफ है कि कितना चावल हम खरीदेंगे ।

D.T.S. WORKERS' UNION (MEMORANDUM)

*135. **Shri Nambiar:** (a) Will the Minister of Transport be pleased to state whether Government are aware of the unrest that prevails among the employees of the Delhi Transport Service?

(b) Is it a fact that the Delhi Transport Service employees have complained that their legitimate demands are not being conceded and that their leaders are being victimised?

(c) Will Government place on the Table of the House, a copy of the Memorandum submitted by the Delhi Transport Service Workers' Union containing their grievances and demands?

(d) What steps do Government propose to take in order to meet the demands of the Delhi Transport Service employees?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Government are not aware of any general unrest amongst the employees of the Delhi Transport Service.

(b) to (d). The Delhi Road Transport Authority has from time to time received representations from the Delhi Transport Service Workers' Union relating to their conditions of service. Some of their demands have already been met and some others are still under consideration.

Shri Nambiar: May I know, Sir, whether the General Secretary of that Union is victimised and that an appeal from the General Secretary is lying with the Delhi Transport Authority and whether the Government have taken any action on that?

Shri Alagesan: Sir, it is not right to say that the General Secretary has been victimised but he has been sent out because of serious charges against him. He was administered warnings one after another but he did not seem to improve and he was sent out. Now the whole thing is lying before a Committee.

Shri Nambiar: May I know, Sir, whether the grievances of the staff, such as the Provident Fund Rules being brought into effect from 1-7-50 and the confirmation of the temporary staff who are paid now daily wages, receiving the attention of the Government and whether any action is being taken?

Shri Alagesan: I think various demands have been received by the Delhi Transport Authority and they are under their consideration. As I have said already some of them have already been met. I do not know whether these particular demands have been met and what happened to them.

Shri Nambiar: May I know whether there was a contemplated move to reduce the leave given to them from 22 days to 10 days and there was an agitation against that?

Shri Alagesan: I cannot be answering about individual demands, Sir.

Shri Nambiar: May I know whether the Government will consider all these demands put together and give a satisfactory reply to the Union and the staff concerned, because there will be trouble for our work also?

Mr. Deputy-Speaker: We have had troubles previously also. The Government have answered that they are considering.

Shri Alagesan: The reply has already been given, Sir.

Shri K. K. Basu: May I know whether the frequent representations made by the General Secretary is considered to be one of the charges against him?

Shri Alagesan: Not at all, Sir.

Shri Jangde: Has the Government received the report that the D.T.S. staff, particularly the conductors are not behaving properly towards the passengers?

Shri Alagesan: I think some such reports have also been received.

AGRICULTURAL INFORMATION ORGANISATION

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

(a) whether the contemplated All-India Organisation for the dissemination of agricultural information has been set up;

(b) whether any foreign specialist has been invited to advise the organisation;

(c) if so, the name and qualifications of the specialist invited; and

(d) how the peasants and workers are co-operating with the organisation?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) It was not intended to set up an All-India Organisation for dissemination of agricultural information. The recommendation of the Lucknow Conference on agricultural information was that the agricultural information machinery should assume the form of an agricultural information committee at the Centre under the Indian Council of Agricultural Research and similar committees at the State, District, Tehsil and village levels. The State Governments have been requested to accept the recommendation and set up such committees. The Central Committee will come into being shortly.

(b) and (c). No new foreign Specialist has been invited to advise us in this connection but we have already had with us for some time an American Specialist in this work. His name is Mr. Malcolm Orchard and he is attached to the Indian Council of Agricultural Research for help in this connection.

(d) This will be known only after the information committees at different levels start working.

that the village units which have been
Shri S. C. Samanta: May I know whether it is the intention of Government

mentioned just now by the hon. Minister will be opened at present in Project Development centres only?

Dr. P. S. Deshmukh: No, Sir. This is intended to cover the whole country.

Shri S. C. Samanta: May I know, Sir, what media will be employed by these Committees excepting circulating printed leaflets to the agriculturists because they are mostly illiterate?

Dr. P. S. Deshmukh: Sir, every possible media is intended to be brought into operation. For instance, the spoken word, the films, the pictures and every kind of thing.

Shri S. N. Das: May I know Sir, to what extent the recommendations of the Conference held at Lucknow have been implemented so far?

Dr. P. S. Deshmukh: I think, Sir, it has been given in the answer itself. The Central Committee will be soon formed and the State Governments have been requested to form the State Committee.

Shri T. N. Singh: In the Plan it has been stated that the functions of extension services will include reaching of information regarding agricultural matters to the peasants. Has that organisation and the new organisation that is now proposed got any relation and will it not be duplication?

Dr. P. S. Deshmukh: As I stated in the answer itself this is not going to be a new organisation. All those who are working at the present time would be brought into service and work will be done only through them. There is no additional or new service meant.

Pandit Thakur Das Bhargava: What is the proposed expenditure for this for the whole of India?

Dr. P. S. Deshmukh: As I said, we are not going to bring into operation any new service. The expenditure at the Centre is only about one lakh of rupees and the rest of the expenditure would be met by the States. There is no likelihood of any very large expenditure being incurred.

CIRCULAR RAILWAY ROUND CALCUTTA

*137. **Shri S. N. Das:** Will the Minister of Railways be pleased to state:

(a) whether the Committee appointed to go into the question of the proposed circular railway round Calcutta has submitted its Report; and

(b) if so, what are the important features of the Report?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No.

(b) Does not arise.

Shri S. N. Das: May I know whether the necessity, desirability and feasibility of having a circular railway round about Calcutta has been accepted by the Government or the Committee will also enquire into these matters?

Shri Alagesan: All the things the hon'ble Member pointed out were urged by the West Bengal Government and this Committee has been appointed to go into the question. They have just begun their work and they will be submitting their report by the middle of next month.

Shri S. N. Das: May I know, Sir, the precise work that has been entrusted to this Committee?

Shri Alagesan: The terms of reference I can give.

Mr. Deputy-Speaker: Are not the terms of reference published already in the Gazette?

Shri S. N. Das: No, Sir.

Shri Alagesan: I can give the terms of reference, which are as follows:—

(1) To investigate the feasibility and extent of running suburban passenger trains on the Port Commissioners' Railway lines in Calcutta, having regard to the requirements of the present and future goods traffic to be dealt with by this Railway.

(2) To determine what works and other facilities including road over or under-bridges in replacement of level crossing to avoid further congestion of road traffic will have to be provided, and to specify which items should be provided by each of the authorities concerned, viz., the Port Commissioners, the Eastern Railway, the Calcutta Municipal Corporation, the West Bengal Government, etc.

(3) To prepare a rough estimate of the initial and recurring costs of the complete scheme and show the share to be borne by each of the various parties concerned. The financial results of operating this scheme should also be estimated.

(4) To indicate whether, and to what extent, the line or lines on

which the passenger services will be run can be controlled by the Eastern Railway.

Shri S. N. Das: May I know by what time the Committee is expected to submit its report?

Shri Alagesan: I have already replied that the report is expected by the middle of next month.

Shri B. K. Das: May I know whether this contemplated railway will be a steam-operated one or electrically-operated one?

Shri Alagesan: I cannot answer definitely just now. I think it will be a steam-operated railway.

Shrimati Renu Chakravartty: Are we to understand that this new railway is being constructed to cover only that part of the line which is under the Port Commissioners?

Shri Alagesan: That is the very limited objective.

Shri A. C. Guha: Is there no scheme for diverting the suburban railways also along with the circular lines?

Shri Alagesan: With reference to diverting or extending the suburban railway only this work is being undertaken.

Shri A. C. Guha: May I know if any part of the proposed scheme has been given effect to pending the report of the Enquiry Committee?

Shri Alagesan: No, Sir.

Shri Meghnad Saha: Do the terms of reference include an examination of the proposal by the Bengal Government for a tunnel between Sealdah Station and Howrah?

Shri Alagesan: It does not come under this.

FOOD SCARCITY AREAS

*138. **Shri Lakshman Singh Charak:** (a) Will the Minister of Food and Agriculture be pleased to state how many villages and Districts in each State have been declared famine areas up to the end of January, 1953?

(b) What steps have the Central Government in consultation with the respective State Governments taken to combat this famine?

(c) What are the main reasons of famine in these areas?

(d) How many areas have State Governments declared as famine areas so far?

(e) Is it a fact that a Famine Commission has been set up to investigate the position in the famine areas?

(f) Who are the personnel of the Commission and what are its terms of reference?

(g) Has any preliminary report been submitted by the Commission to the Central Government?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) 'Famine' in the technical sense contemplated in the different Indian Famine Codes has not been declared in any area in India. But scarcity conditions are existing in parts of States of Madras, Bombay, Mysore, Madhya Pradesh, Madhya Bharat, Saurashtra, Rajasthan, Hyderabad and Vindhya Pradesh.

(b) Relief in scarcity areas is primarily the responsibility of the State Governments. The Government of India have, however, been giving financial and/or technical assistance in special cases to certain States.

(c) Scarcity is caused by failure of crops due to drought or scanty rainfall and/or by other natural calamities like flood and cyclone.

(d) Nil.

(e) to (g). No famine Commission as such has been appointed by the Government of India. Teams of Central Government Officers have been specially deputed to study in detail the nature and extent of distress prevailing in chronically scarcity affected areas and to recommend suitable measures for providing relief on a permanent and semi-permanent basis. The teams have already visited Mysore, Bombay, Madras, Hyderabad, and West Bengal and submitted their reports which are under consideration.

Shri Dabhi: May I know the names of individuals or organisations who have represented before that Committee which visited Gujarat, and whether Government would be pleased to place on the Table a copy of the recommendations?

Dr. P. S. Deshmukh: It would be a huge document. I do not think it would be worth while or necessary. It may not be advantageous also to give all those details.

Shrimati A. Kale: May I know whether the Government is aware that due to scarcity of rain in the State of the hon. Minister and myself, viz. Madhya Pradesh, there being a deficit of 11" the people are suffering greatly and no attempt has been made to supply water?

Dr. P. S. Deshmukh: I am aware of the conditions there. There is great scarcity of drinking water, but I do not think any efforts have been spared either by the State Government or by the Central Government to give whatever assistance is possible.

Shrimati A. Kale: I know that there is a so-called water scheme in government files, but no concrete action has been taken.

The Minister of Food and Agriculture (Shri Kidwai): That comment will be conveyed to the Government concerned.

Shri S. N. Das: What is the total population affected by this scarcity, and what is the total area?

Dr. P. S. Deshmukh: I have not got the figures. It will be rather a large population.

Pandit Thakur Das Bhargava: How have these areas been known? Either the States have reported their names, or some other enquiry has been made. May I know whether the Punjab State has reported or not.

Dr. P. S. Deshmukh: We have not had any report from Punjab, but so far as the others are concerned, there has been public demand and we have taken notice of it even without the State Governments telling us.

श्री एस० आर० भारतीय : जिस समिति ने महाराष्ट्र का दौरा किया है उस ने महाराष्ट्र के लिये किन किन योजनाओं की सिफारिश की है ?

श्री किडवाई : इस की इत्तला तो मेरे पास नहीं है ।

Shri Velayudhan: May I know whether there was any demand from any State for declaring certain scarcity areas as famine areas, so that relief may be afforded on the basis of the Famine Code?

Dr. P. S. Deshmukh: There could not be any demand made to the Central Government, because the declaration of scarcity areas is done by the State Governments.

Shri T. N. Singh: Are Government aware of the fact that in certain districts of Eastern U. P. there has been failure of rains consecutively for the last three or four years? In those areas Government had planned three years ago to construct tubewells for which the Government of India had given

the contract; if so, may I know what progress has been made, and if no progress has been made or only a little progress has been made, what action is being taken in this regard?

Dr. P. S. Deshmukh: Tubewell construction is going on in all those areas which were selected for this purpose. Since the question refers to chronically famine-affected areas, I may say that in Bombay the progress is not very encouraging in U. P. the progress is fairly good.

Shri Nambiar: May I know whether certain districts in the Madras State such as South Arcot, Ramnad, Tinnevely and Coimbatore have been declared as famine areas or not?

Shri Kidwai: The question should be asked in the Madras Legislature.

Shri Nambiar: Are the Government of India aware that these districts are famine-affected, and are they in a position to give any relief, and whether any relief has been sought?

Shri Kidwai: We are not in a position to give any information which is not available to the Madras Legislature.

Shri M. S. Gurupadaswamy: May I know whether in certain scarcity areas, particularly certain districts in Mysore, procurement is done, and has there been any representation made to the Central Government in this behalf?

Shri Kidwai: We have not received any representation.

Shri Nanadas: May I know whether the Central Government propose to create a Rs. 30 crores fund known as the Famine Fund?

Dr. P. S. Deshmukh: The suggestion by the Planning Commission is to spend this amount of Rs. 30 crores within the next three years on minor irrigation works.

Mr. Deputy-Speaker: I will proceed to the next question. The whole country is famine-stricken. Hon. Members are aware that this is a very general question. If they ask what are the famine-affected areas, what are the districts affected, what are the villages affected, and so on, it will take a whole year to go on mentioning the conditions in each village. Therefore, in the interests of the business of the House, I would suggest that inasmuch as the country as a whole is interested in this subject, Government may from time to time circulate a statement to hon. Members giving information about whatever steps are being taken to meet the famine conditions. The other day we had a half-an-hour dis-

cussion (during the last session) regarding Maharashtra famine areas. Madras is affected and so also other parts.

Shri Kidwai: We can place a statement on the Table of the House every fortnight.

Mr. Deputy-Speaker: That will ease the situation.

Sardar A. S. Saigal: We want that it should be circulated to Members.

Mr. Deputy-Speaker: Certainly it will be circulated to Members.

Dr. P. S. Deshmukh: In the Press it will be available far earlier than we can give it.

Mr. Deputy-Speaker: Next question.

SUGAR FACTORIES

*139. **Shri S. C. Singhal:** (a) Will the Minister of Food and Agriculture be pleased to state whether the sugar factories have started production late in the Punjab and U.P. and if so, what is the reason for it and how will it affect the production of sugar?

(b) Is it a fact that the sugar mill-owners have paid in sugar to the cane-suppliers for the price of the cane and the mill-owners purchased the same sugar back from the cane growers at reduced prices?

(c) How much money do the sugar mill-owners owe to the cane growers at present?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes. The main reason for late starting of the sugar factories in U. P. and Punjab this season is that the cane crop in areas of most of the factories is poor. It was, therefore, not necessary for factories to start early to crush the available cane. Further, as recovery of sugar in the early part of the season is low, most of the factories delayed crushing in order to obtain higher average recovery.

The loss in production due to late starting of factories in U. P. and the Punjab is about 78,000 tons. The total production in these States upto 31st January last year was 3.58 lakh tons as compared with 2.80 lakh tons this year.

(b) Yes. The sugar factories have paid for cane in the form of sugar in cases where such mode of payment was acceptable to the cane suppliers. No case of the factories purchasing back

such sugar from the cane growers at reduced rates has, however, been brought to the notice of the Government.

(c) In U.P., the arrears of cane price in respect of 1951/52 season on 31st January, 1953, totalled Rs. 1.5 crores. In the Punjab, where there is only one factory, the amount remaining unpaid was only Rs. 23,000.

Shri T. N. Singh: In view of the supplementary grant of the order of crores made by Parliament for this purpose, why are the payments of these labourers still being withheld and does not yet cleared up?

The Minister of Food and Agriculture (Shri Kidwai): Government has not distributed the whole amount yet. Payment is being made as we receive the bills of sale. Corresponding payment to cane growers will be made every week.

Shri T. N. Singh: Is there any prospect of early clearance of these dues as a result of Government action?

Shri Kidwai: They must be cleared this month.

Shri N. Sreekantan Nair: Are Government aware that the millowners have created a scarcity in South India and on that ground there was a news item published by the P. T. I. in the South Indian papers that Government intend controlling the export of sugar and gur?

Dr. P. S. Deshmukh: Government have no information.

Shri S. N. Das: Arising out of answer to part (b) of the question, are Government aware of the quantity of sugar given to the sugar-cane growers and the price?

Dr. P. S. Deshmukh: We have no complete information; but we believe that the quantity was very small.

TRANSFER OF COMMERCIAL OFFICE FROM GORAKHPUR TO CALCUTTA

*140. **Shri R. N. Singh:** (a) Will the Minister of Railways be pleased to state whether Government are aware of the inconvenience and hardship that has been caused to the public of the three districts of Banaras, Sonopore and Samastipur as a result of the transfer of the commercial office of the former O.T. Railway from Gorakhpur to Calcutta and are they aware of the delay involved in dealing with their claims from a distant place like Calcutta?

(b) Did Government receive any protests or representations from the public in this behalf, and if so, what action has been taken or is proposed to be taken thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). There have been some representations from the public to this effect. In the initial stages of transfer, there was some delay but it was not abnormal considering the overall position of claims cases. A strict watch is, however, being kept to see if any adjustment is required in the distribution of work between Calcutta and Gorakhpur.

Shri M. S. Gurupadaswamy: May I know whether Government consulted all trade interests before making this transfer?

Shri Alagesan: I do not think the trade interests were consulted.

Several Hon. Members rose—

Mr. Deputy-Speaker: The hon. Member who tabled the question is crowded out.

श्री आर० एन० सिंह : क्या सोनीपुर डिस्ट्रिक्ट गोरखपुर स्टेशन तक फैला हुआ है ?

Mr. Deputy-Speaker: There are revenue districts and there are railway districts. What the hon. Member evidently wants to know is whether the Gorakhpur railway district covers revenue districts other than Gorakhpur?

Shri Sinhasan Singh: What the hon. Member evidently wants to know is this. There are three districts Banaras, Sonopore and Samastipur. He wants to know whether the Sonopore district extends up to the border of Gorakhpur City.

Mr. Deputy-Speaker: The hon. Member is not putting a question; he is giving an answer. The hon. Member need not take the place of the Minister. He must wait for some time.

Shri T. N. Singh: May I know what special considerations weighed with the Government in making this change and transferring the office to Calcutta, thus causing inconvenience to near-by stations?

Mr. Deputy-Speaker: Hon. Members are aware that this matter was discussed for a whole day when the question of regrouping came up. Every effort was then made to show why one

place was more convenient than the other.

Shri T. N. Singh: According to regrouping the Head Office was to be at Gorakhpur and this is something which has been done otherwise.

Mr. Deputy-Speaker: After the regrouping?

Shri T. N. Singh: Yes, Sir. A particular office, the Claims Office was shifted from Gorakhpur, which was the headquarters, to Calcutta.

Mr. Deputy-Speaker: That was not in the original scheme?

Shri T. N. Singh: According to the original scheme, Gorakhpur was to continue to be the headquarters.

Shri Alagesan: As a result of the views expressed in this House by the hon. Member as well as other Members, it was decided to locate the headquarters of the North-Eastern Railway at Gorakhpur. When we did so, we wanted to get accommodation facilities for stationing the headquarters there. So this office had to be transferred to Calcutta. That is one thing. Another thing is we gave an assurance to the staff in the Pandu region that they will not be transferred without their consent. So we had to house them at Calcutta. They opted for Calcutta and we had to house them. So this claims office had to be shifted from Gorakhpur to Calcutta.

CULTIVATION OF RICE BY JAPANESE METHOD

*142. **Shri Gidwani:** (a) Will the Minister of Food and Agriculture be pleased to state whether Government are aware that Kora Gram Udyog Kendra at Borivli (Bombay State) has successfully tried the system of Japanese rice cultivation resulting in increase of rice output by tenfold and the Gandhi National Memorial Trust and the Kasturba National Memorial Trust have decided to popularise the scheme and have set apart Rs. 9 lakhs for the same?

(b) Have Government tried the Japanese method of rice cultivation in any experimental Agriculture Farm?

(c) If so, what are the results?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes. According to a pamphlet issued by the Kora Kendra the increase in yield is considerable. It can under proper conditions be tenfold and above the average Indian production of about 650 lbs. per acre.

(b) Yes, the Japanese method of rice cultivation has been tried in the Government Agricultural School at Kosbad, District Thana, Bombay State, and at Karjat Rice Breeding Station, Bombay State.

(c) The detailed results have been called for and will be furnished as soon as these are received.

In view of the interest shown by Members of the House on the Japanese method of rice cultivation a detailed note on the subject is laid on the Table of the House which attempts to answer the points raised by Members in a number of questions of which advance notice has been received. [See Appendix I, annexure No. 31]

I may be permitted to add, Sir, that the report that the Government of India is proposing to import or bring into India five thousand Japanese families is completely unsubstantiated and is not true at all.

Shri Gidwani: What is the information about crop yields in places where experiments are tried?

Dr. P. S. Deshmukh: As I said it goes right up to ten times. In many places it is five to six times.

Shri K. K. Basu: May I know whether Government have got any scheme to popularise the Japanese method of rice cultivation?

Dr. P. S. Deshmukh: Yes, Sir, a very detailed scheme which is already being put into effect.

Shri Velayudhan: May I know whether Government have calculated the expenditure incurred for a particular unit of production and compared it with the production of the Indian cultivator?

Dr. P. S. Deshmukh: Yes, Sir. We have got details of it. As I stated, we have called for more details from Kora Kendra.

Prof. H. N. Mukerjee: May I know if it is a fact that the Minister of Agriculture admitted in a recent speech that Japanese cultivation which is all irrigated cultivation is based upon plentiful supply of rain and if so how is he going to ensure plentiful supply of rain?

Dr. P. S. Deshmukh: We have no intention of trying this method in places where rainfall is uncertain. We have a total area of seven and a half crore acres under paddy, one-third of which is under irrigation. And there are plenty of lands, almost millions of acres, where there is no question of scanty rainfall. We are going to try it only in suitable places.

Shri H. N. Mukerjee: May I know whether his attention has been drawn to certain press reports regarding the consternation among the workers of the Gram Udyog Kendra at Borivli, Bombay—workers of the Gandhi Nidhi—who suspect that the Government's scheme is a sort of subtle method to bring about the sale of ammonium sulphate which according to them is rather injurious?

Dr. P. S. Deshmukh: That is a very misleading report. Sir. The Gandhi Nidhi workers and Government are working in perfect harmony and co-ordination. Neither are the Gandhi Nidhi people against the use of ammonium sulphate, nor do we indulge in any propaganda for the sake of being salesmen of the Sindri Fertilizer Factory. That is not true.

Shri Nambiar: May I know whether it is due to this Japanese method of cultivation that we have a large stock of fertilizers in the Sindri Factory?

Mr. Deputy-Speaker: Yesterday questions were asked about the Sindri Factory. And it is an ironical question.

Dr. P. S. Deshmukh: Sir, it is our good fortune to have a good stock of fertilizers.

Shri Nanadas: May I know the number of acres that a family of four adult members can cultivate under this Japanese method?

Dr. P. S. Deshmukh: We are proposing only what they can cope with. We do not ask them to do the impossible.

RAILWAY ACCIDENT BETWEEN SANTALPUR AND PIPRELA STATIONS

*143. **Shri Gidwani:** (a) Will the Minister of Railways be pleased to state whether it is a fact that there was an accident on the Kandla-Deesa Railway on the 28th December, 1952 between Santalpur and Piprela Railway Stations?

(b) Has any enquiry been held into the causes of the accident?

(c) Were there any casualties?

(d) If so, what was the number of such casualties?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes. At about 5-45 hours on 28th December, 1952, 65 UP Mixed train partly derailed while running between Santalpur and Piprela stations.

(b) Yes. An enquiry was held by the Government Inspector of Railways, Bombay.

(c) and (d). No one was killed. Six persons received injuries; the injuries to two of them were grievous.

Shri Raghavaiah: Is this train accident the result of the running of the Pacific engines in this country?

Shri Alagesan: The provisional finding of the Inspector who has gone into this matter is that the accident was due to the failure of mechanical equipment, namely breakage of the axle of a wagon due to defective metal. That is the provisional finding.

Shri Raghavaiah: Is it not a fact that in the last Budget session the Minister of Railways categorically stated in his speech that it is as a result of the Pacific engines that many railway accidents are taking place in this country?

Mr. Deputy-Speaker: He said that the future accidents will also be due to Pacific engines?

Shri Raghavaiah: In the last Budget session he stated that it is as a result of these engines ...

Shri Alagesan: As I have stated, Sir, the accident was due to the breakage of the axle of a wagon; it is not due to any engine.

NATIONAL TRAINING WITHIN INDUSTRIES PROGRAMME

***144. Shri Bansal:** Will the Minister of Labour be pleased to state:

(a) whether Government are considering the institution of a National Training within Industries Programme for India; and

(b) if so, what steps have been taken in that direction?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes, but no final decision in the matter has been taken.

(b) The Government of India have requested the I.L.O. to make available the services of two foreign experts on Training within Industry for a period of one year. The experts will hold Training within Industries institutes in the country and prepare plans for the organisation of a national Training within Industries programme.

Shri Bansal: What is the response from the I. L. O.?

Shri Abid Ali: We have written to the I. L. O., but have not received any reply as yet.

FOOD SCARCITY IN BIKANER DIVISION OF RAJASTHAN

***145. Shri Kasliwal:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to scarcity conditions prevailing in the Bikaner Division of Rajasthan; and

(b) what steps have been taken to alleviate these conditions?

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

(b) The State Government, who are primarily concerned, are providing relief to the people by means of following measures:

1. Relief works such as construction of Pucca wells and Kutcha tanks for storage of water for drinking purposes, construction of roads, etc.

2. Arrangements to provide drinking water.

3. Conservation of cattle.

4. Gratuitous relief.

5. Taccavi loans.

Shri Kasliwal: How many villages, aggregating how much population, are affected?

Dr. P. S. Deshmukh: I have got the names of the tehsils. In District Bikaner, all tehsils. In District Ganganagar, Suratgarh, Hanumangarh, Nohar and Bhadra. In District Chura, Taranagar, Sardarsher, Rajgarh and Dungeregarh.

I have also got the figures of expenditure, if he wants.

Shri Balwant Sinha Mehta: May I know whether there is any scarcity of fodder and drinking water also?

Dr. P. S. Deshmukh: Yes.

Shri Balwant Sinha Mehta: Which part is mostly affected?

Dr. P. S. Deshmukh: I have mentioned the various areas.

Shri Morarka: May I know whether any help is given by the Central Government and, if so, in what form and to what extent?

Dr. P. S. Deshmukh: A request has been received from the State Government and the matter is under consideration.

SOUTHERN RAILWAY LABOUR UNION

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

(a) what steps Government have so far taken to recognise the Southern Railway Labour Union whose recognition was withdrawn in 1949;

(b) whether it is a fact that a large number of Railwaymen have submitted mass petitions to the Railway Minister for grant of recognition to the above Labour Union;

(c) if so, what action has been taken on the above petitions;

(d) whether the Railway Board has issued directions for the recognition of such labour organisations as have the maximum support of the employees;

(e) if so, whether a ballot of the staff is taken to ascertain the representative character of the respective organisations;

(f) whether Government are prepared to state what Labour Organisations on the Southern Railway System are recognised at present with the reasons for grant of such recognition;

(g) whether Government have received complaints of discrimination shown in the grant of recognition to labour organisations on the Southern Railway; and

(h) if so, what action has been taken on such complaints?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Government have not taken a decision as regards the recognition of the Southern Railway Labour Union.

(b) A number of petitions bearing a large number of signatures have been forwarded by the hon. Member himself.

(c) No action has been taken as Government do not at present propose to consider the recognition of unions other than those formed in consequence of regrouping by amalgamation with, or of one or more unions which are already recognised, keeping in mind the decision to deal at the Ministry level with only the All India Railwaymen's Federation and the Indian National Railway Workers' Federation.

(d) No.

(e) Does not arise.

(f) The hon. Member is referred to the reply given on 23rd May, 1952 to part (b) of his starred question No. 128. Government have no information regarding the reasons for the grant of recognition to each railway union.

(g) Yes, from the Southern Railway Labour Union.

(h) This complaint was taken into account before Government reached a decision on the subject.

Shri Nambiar: May I know whether the petitions given by the railway workers are signed by the workers or by the hon. Member; or is it that they were presented by the hon. Member here?

Shri Alagesan: The petitions were presented by the hon. Member.

Shri Nambiar: What was the number of the signatories? Is it something like 15,000 or 20,000?

Mr. Deputy-Speaker: The hon. Member knows the petition he presented. If it is a question of propaganda or a question of information to the House, there are other ways of doing so. I would only make this request of hon. Members. Every day I am able to get through only twelve or thirteen questions out of 29 or 30. In other Parliaments they get through thirty or forty. Therefore, if an hon. Member who presented a petition knows that there are 15,000 signatories, there are other ways of informing the House outside. Wherever an hon. Member has got information, I would request him not to make it appear that he wants the information. He knows it.

Shri Nambiar: But from the answer it looked as if the hon. Member petitioned.

Mr. Deputy-Speaker: We did not understand it that way.

Shri Nambiar: I want to know whether the policy of the A Railways is to recognize unions on an all-India basis, that is Central Federations, or on each Railway.

Shri Alagesan: I shall repeat my answer to part (c).

Mr. Deputy-Speaker: It has already been given. The hon. Minister is considering only those applications from persons who wanted to re-start or amalgamate unions as a consequence of regrouping, not those unions for which recognition was refused or withdrawn long ago. That is a matter still under consideration.

Shri H. N. Shastri: Have Government tried to ascertain if any of the persons who are said to have signed the so-called mass petition are actually members of the union concerned?

Shri Alagesan: That is a very difficult job to do. It contained a large number of signatures. We have no means of finding out whether those signatures are of the members of the union.

Mr. Deputy-Speaker: When it is said that the hon. Member presented a representation with a number of signatures, we need not go into that matter. We are not passing or delivering a judgment whether those signatures are right or wrong.

Shri H. N. Shastri: It is not a question of authenticity. What I want to know is if the persons who have signed the said petition are actually members of the Union or whether they are not members of the Union?

Shri Alagesan: We have no means to find it out.

Shri Nambiar: Will the decision of the Government that only Central organisations will be recognised prejudice the decision of recognition of the Labour Union?

Mr. Deputy-Speaker: It does not. Each will be decided on its own merits.

Shri K. K. Basu: May I know whether Government has any intention to recognise any Unions other than this Union?

Mr. Deputy-Speaker: It is a matter of general policy. It does not arise out of this. This arises only with respect to the South Indian Railway Labour Union with respect to which the Minister has already given answers.

Shri Raghavaiah: Is it a question of policy?

Mr. Deputy-Speaker: No question of policy.

STAFF TRIBUNAL

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

(a) whether Government have appointed a Staff Tribunal to go into the disputes between the Railway Board and the Railwaymen;

(b) if so, who are the personnel of the Tribunal and the issues referred to the Tribunal;

(c) whether Government have received complaints about the manner in which the Tribunal has been constituted;

(d) if so, what action has been taken on such complaints; and

(e) whether Government have given representation to organised labour other than those affiliated to the All-India Railwaymen's Federation and the I.N.R.W.F. in the Tribunal?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a), (b) and (e). Though Government have agreed to the setting up of an *ad hoc* Tribunal, its composition and the subjects for reference have yet to be finalised.

(c) Yes, one from the Southern Railway Labour Union.

(d) No action was taken, as it is our policy to deal formally only with recognised unions.

Shri Nambiar: May I know whether it is a fact that a large number of railwaymen who do not come under these recognised unions are to be given the benefit or representation in this Tribunal or not?

Shri Alagesan: As I said, the composition and the terms of reference of the Tribunal are still under consideration. No representation will be given to people who do not come under these two.

Shri Nambiar: What is the means whereby these railwaymen who do not come under these two recognised (so-called) Unions do get their representation?

Shri Alagesan: They may put their case before the Tribunal. They will not have any representation.

Shri Nambiar: Why they will not have any representation?

Mr. Deputy-Speaker: We are not arguing. It cannot be asked.

Shri Raghavaiah: Is it the policy of the Government to compel this worker or that worker in the railway to become a member in one or the other Union?

Mr. Deputy-Speaker: No question of policy. The Trade Union Act is there. It will be in the interests of the workers themselves to organise themselves on trade union basis. That is what they have done.

Shri Nambiar: For the workers who organised themselves in the Trade-

Union, what is the means to represent their case?

Mr. Deputy-Speaker: They can appear before the Tribunal.

INTEGRATION OF AIR TRANSPORT COMPANIES

***148. Shri A. M. Thomas:** (a) Will the Minister of Communications be pleased to state what will be the total outlay which will become necessary for the proposed State Corporation merging all the existing air-line Companies in India?

(b) What is the amount of compensation to be paid?

(c) What is the amount proposed to be awarded to each Company?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) to (c). I regret I am not at present in a position to give information on these points as the basis on which compensation is to be paid to the existing air transport undertakings is still to be finally settled.

Shri Jaipal Singh: How long will it take for Government to pay compensation?

The Minister of Communications (Shri Jagjivan Ram): I think we will be introducing a Bill in the House by the first week of next month.

Shri Jaipal Singh: It is a question of one State Corporation or more than one State Corporation?

Mr. Deputy-Speaker: A reply to this question will be covered in by the Bill itself.

SUGAR-CANE CULTIVATION

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

(a) whether there is any scheme of planning under consideration in connection with sugar-cane cultivation;

(b) whether Government are going to start any special scheme of irrigation in the sugar-cane areas for better yield; and

(c) whether Government propose not to encourage increase of acreage under sugar-cane cultivation in scarcity areas like the eastern districts of U.P. for the purpose of increasing the acreage of foodgrains?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Planning Commission have recommended targets for increased production of sugarcane in various states. Sugarcane development schemes providing among other things, for adequate irrigation facilities, are in operation in all important states with a view to securing higher yields and the necessary additional production. These schemes are being financed partly by the Central Government and partly by the State Governments.

(c) No. The policy of the Government is to achieve increased yields by intensive cultivation and not by extending the area under the crop.

Shri S. N. Das: In view of the fact that target for the production of sugar fixed by the Planning Commission has already been reached, may I know whether the Planning Commission has still recommended increase in the acreage of sugar cultivation.

Dr. P. S. Deshmukh: It has very little reference to the acreage and it is our policy to diminish the acreage and not to increase.

Shri H. N. Mukerjee: On the Republic Day the President in his speech referred to increase in the production of sugar. On the 30th of January the Government Press Note stated that the production would fall. In view of this anomaly, would Government take this House into confidence regarding any steps to prevent recurrence of this kind of thing?

Dr. P. S. Deshmukh: Although there may be lesser production as compared with last year, so far as the country is concerned, it is more than sufficient.

Shri Sinhasan Singh: May I know whether Government is considering to ask the millowners to provide irrigation facilities to cane growers for better yield of cane and more land for grow more food campaign?

Dr. P. S. Deshmukh: I could not follow the question.

Mr. Deputy-Speaker: It appears to be a suggestion for action.

Shri Gopala Rao: Is it a fact that due to the reduction in sugar cane price by Rs. 12/- a ton sugar cane growers in various parts of the country have almost come to a decision to give up sugar cane cultivation?

The Minister of Food and Agriculture (Shri Kidwai): That is not a fact.

AGRICULTURAL LABOURERS

*153. **Shri K. G. Deshmukh:** (a) Will the Minister of Labour be pleased to state whether the survey to bring about a uniform system of minimum wages to Agricultural labourers has been completed?

(b) If so, what time will it take for introducing a Bill in this direction?

(c) If the answer to part (a) above be in the negative, what is the approximate time that will be required to finish the survey?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (c). No survey has been undertaken to obtain a uniform system of minimum wages to agricultural labourers. If, however, the reference is to the Agricultural Labour Enquiry conducted by the Labour Ministry, the Enquiry has been completed. The final report is being drafted.

(b) Reference to the Bill is not understood. It is not contemplated to introduce any such Bill. If the Minimum Wages Act, 1948, is contemplated, minimum wages for employments in agriculture as specified in Part II of the Scheduled to the Act are required to be fixed by the States before the 31st December, 1953.

Shri K. G. Deshmukh: Do Government propose to bring a uniform system of minimum wages?

Shri Abid Ali: It is not possible, Sir.

Shri Nanadas: May I know whether this Committee has recommended cash payments or payments in kind?

Shri Abid Ali: A comprehensive statement was placed on the Table of the House in reply to question No. 76, and all the information will be available there.

Shri Raghavaiah: Will Government in this country see that forced labour among agricultural labourers is removed?

Mr. Deputy-Speaker: It does not arise out of this question.

FAMINE RELIEF WORKS IN MADHYA PRADESH

*154. **Shri K. G. Deshmukh:** (a) Will the Minister of Food and Agriculture be pleased to state whether the Government of Madhya Pradesh have asked any financial assistance from the Government of India for famine relief works in the famine-stricken areas of that State?

(b) If so, what is the amount so far sanctioned?

(c) Will this amount be treated as a loan or grant to that State?

(d) What are the relief works that have already been started in the areas under famine in the said State?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No.

(b) and (c). The question does not arise.

(d) The State Government have started 23 Road works, 27 tank and other irrigation works and 18 metal breaking centres. Irrigation works include digging of Jharias in beds of rivers and nullahs, bunding of nullahs and streams, and construction, repairs and deepening of wells.

WRITTEN ANSWERS TO QUESTIONS

ACADEMY OF MEDICINE, VIENNA

*131. **Shri Eswara Reddy:** (a) Will the Minister of Health be pleased to state whether the Academy of Medicine, Vienna, has offered to admit in the Academy Indian Doctors, for doing post-graduate work?

(b) if so, what are the details of the offer and how many seats have been offered for Indian Doctors?

(c) What authority has been entrusted with the selection of Indians desiring to avail of this offer, and what is the machinery of selection?

(d) How many applications have been received up till now, who are the applicants and what are the qualifications of each?

(e) If selections are already over, how many have been selected and on what considerations?

(f) If selections are not yet over, what will be the methods of selection?

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

(b) The offer was for post-graduate training for about 20 Indian Doctors during the session commencing April 1953. It has been accepted and applications from intending candidates have been called for through a press note.

(c) (e) and (f). There will be no selection in India. Applications of all

the eligible candidates will be forwarded to the Academy for selection and acceptance.

(d) A statement giving the information is laid on the Table of the House. [See Appendix I, annexure No. 32.]

FERTILIZERS (DISTRIBUTION)

*132. **Shri M. L. Dwivedi:** (a) Will the Minister of Food and Agriculture be pleased to state whether the proposal of exchanging one maund of rice for one maund of fertilizers with the cultivators has been found acceptable to various State Governments?

(b) What are the details of the proposal?

(c) How many State Governments have not approved of the proposal?

(d) What is the total quantity of fertilizer pooled together available for the deal in the year 1953?

The Minister of Food and Agriculture (Shri Kidwai): (a) West Bengal has accepted the proposal, Uttar Pradesh has expressed doubts and replies from the other State Governments are awaited.

(b) The details are being worked out. The main feature of the deal is to supply fertilizers like the sulphate of ammonia to cultivators on credit and recover the cost at harvest, either in cash or in kind, depending upon the convenience of the farmer.

(c) As stated under (a) above, replies from the State Governments other than West Bengal and Uttar Pradesh, are awaited.

(d) The quantity of fertilizers expected to be pooled is estimated to be about 4,70,000 tons. Out of this quantity about 80,000 tons may go for cash crops and the balance 3,90,000 tons may be available for food crops on credit basis.

AIR TRANSPORT COMPANIES

*149. **Shri T. S. A. Chettiar:** (a) Will the Minister of Communications be pleased to state in connection with the proposal to nationalise the airlines how many airline companies have been working at a profit?

(b) What is the amount of subsidy paid to the Companies which have been running at a loss?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) During the year 1951, the operations of only one internal airline, viz., Airways (India), resulted in a profit.

(b) The amount of subsidy paid to the Companies which were running at a loss during 1951 was Rs. 31,15,566/-.

ALL-INDIA TRADES CERTIFICATION BOARD

*155. **Shri Jhulan Sinha:** Will the Minister of Labour be pleased to state the progress made towards the establishment of an All-India Trades Certification Board in terms of the recommendations of the Committee set up for the purpose last year?

The Deputy Minister of Labour (Shri Abid Ali): The Committee submitted its report on November 6th, 1952. The recommendations of the Committee are under examination of the Government in consultation with the different Ministries concerned. A final decision is likely to be taken shortly.

VOCATIONAL TRAINING CENTRE

*156. **Shri Jhulan Sinha:** Will the Minister of Labour be pleased to state:

(a) which of the states, if any, have given recognition to the Diplomas awarded by the various Vocational Training Centres and the reasons, if any, assigned by others in not recognising the said Diplomas; and

(b) the total number of Diplomas awarded so far by the Vocational Training Centres and the number of Diploma holders who have been provided with jobs?

The Deputy Minister of Labour (Shri Abid Ali): (a) Assam, Madhya Pradesh, Bihar and Orissa have recognised Diplomas issued by the Ministry of Labour in all trades while Bombay and Madras Governments have recognised our Diplomas in certain trades. No reasons have been assigned by other State Governments for not recognising the diplomas and the matter is under correspondence with them.

(b) 41,744 trainees have been awarded diplomas upto the end of December, 1952. Of these, 7,345 were placed in jobs by the Employment Exchanges upto 31st December, 1952 and 3,721 were on the Live Registers of Exchanges for employment assistance on that date.

TRANSPORT ADVISORY COUNCIL

*157. **Shri M. S. Gurupadaswamy:**
(a) Will the Minister of Transport be pleased to state whether a meeting of the Transport Advisory Council was held recently in Delhi?

(b) If so, what was the agenda of the session?

(c) What were the decisions arrived at the session?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) A copy of the agenda is laid on the Table of the House. [See Appendix I annexure No. 33]

(c) The proceedings of the Council will be laid on the Table of the House as soon as the draft is finalised.

RAILWAY ACCIDENT AT SAMBALPUR

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

(a) whether it is a fact that on the 15th January, 1953, a passenger train collided with a goods train at Sambalpur (Orissa) in the Eastern Railway Zone;

(b) whether there was any loss of property and life and if so, to what extent;

(c) whether any enquiry was conducted to ascertain the causes leading to the accident; and

(d) if so, what are its results?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes. At about 16-25 hours on 15th January, 1953, while No. 66 Up Passenger train was standing at Sambalpur Road station on the Jharsuguda-Sambalpur Branch Line of the Eastern Railway, an Up Through Goods train which was following it from Jharsuguda station, ran into its rear.

(b) There was no loss of life but three passengers received injuries, the injuries to two were minor. The approximate cost of damage to the engine rolling stock and permanent way was Rs. 85,700.

(c) and (d). An enquiry was held by the Government Inspector of Railways, Circle No. 1, Calcutta. His final report is awaited. *Prima facie* the accident was caused by failure of Railway staff.

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TOURIST OFFICE IN NEW YORK

*160. **Shri Buchhikotaiah:** (a) Will the Minister of Transport be pleased to state whether a Tourist Office has been opened by Government in New York?

(b) What is the initial expenditure involved in opening this office?

(c) What are the estimates regarding the annual recurring expenditure on this office?

(d) What is the total number of staff, belonging to various categories, employed in this office?

(e) How many of them are Indian and how many non-Indian?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The estimated expenditure during 1952-53 is Rs. 79,000.

(c) Rs. 1,51,000.

(d) Three as detailed below:—

Director	...	1
Tourist Information Assistant	...	1
Secretary to the Director	...	1

(e) Two Indians and one non-Indian.

VIJAYAWADA AERODROME

*161. **Shri Gopala Rao:** (a) Will the Minister of Communications be pleased to state what steps the Government of India propose to take to improve the aerodrome at Vijayawada in view of the formation of the Andhra State?

(b) Do Government propose to arrange facilities at Vijayawada aerodrome for air-service to civilian population, in view of the formation of the Andhra State in the near future?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The aerodrome facilities at present available at the Vijayawada Aerodrome are adequate to serve its present needs.

(b) On account of the poor air traffic potential of Vijayawada, none of the air companies is willing to operate an air service from this town or to provide a scheduled halt there.

INDUSTRIAL STRIKES

*162. **Shri L. J. Singh:** Will the Minister of Labour be pleased to state:

(a) the number of Industrial Strikes recorded in the year 1952;

(b) the man days lost, the number of workers involved and the amount of losses to Industries;

(c) the names of the Industries that suffered by these strikes; and

(d) the worst affected States by such strikes?

The Deputy Minister of Labour (**Shri Abid Ali**): (a) and (b). The total number of stoppages of work recorded during the period January to November 1952, was 891, involving 785, 886 workers and a time loss of 3,172, 991 man days. Information regarding the pecuniary loss to the industries on account of strikes is not available.

(c) The principal industries that suffered by these stoppages were Textiles, Engineering, Minerals and Metals, Food, Drink and Tobacco, Wood, Stone and Glass, Mines, Transport, Docks and Ports and Plantations.

(d) Bombay, Madras, West Bengal and Uttar Pradesh.

NIZAM-UD-DIN—GHAZIABAD RAILWAY LINE

*163. **Giani G. S. Musafir:** (a) Will the Minister of Railways be pleased to state whether Government propose to join Nizam-ud-Din Railway Station with Ghaziabad by constructing a new direct track?

(b) If so, when is its construction likely to start?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): (a) The matter is still under examination and no definite decision has been reached.

(b) Does not arise.

FARM YOUTH (TRIP TO AMERICA)

*164. **Shri Mohana Rao:** (a) Will the Minister of Food and Agriculture be pleased to state whether the Ministry has invited applications from farm youths for a trip to America?

(b) By whom is this trip sponsored and for what purpose?

The Minister of Food and Agriculture (**Shri Kidwai**): (a) Yes.

(b) The programme of International Farm Youth Exchange is sponsored by

the National 4-H Club which is a non-governmental organization and is financially supported by voluntary contributions of its members, both boys and girls and some private philanthropic organisations, like the Ford Foundation.

The purpose is to acquaint Indian farm boys with American farm life by actually working on an American farm along with the American farmers' sons.

RAILWAY MAGISTRATES

*165. **Ch. Raghubir Singh:** (a) Will the Minister of Railways be pleased to state whether it is a fact that there are two categories of Magistrates appointed in the Railways?

(b) If so, what is the division of work between them?

(c) What amount is spent annually on the salaries and allowances of these Railway Magistrates?

(d) Is there any scheme before Government to give up the paid Railway Touring Magistrates and entrust the work to the Honorary Railway Magistrates?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): (a) Presumably, the Honourable Member is referring to Railway Magistrates appointed by State Governments to try railway cases primarily in connection with ticketless travelling. If so, the position in regard to categories of Magistrates varies on different Railways. On some Railways there are Stipendiary Magistrates and on others both Stipendiary and Honorary Magistrates.

(b) There is no hard and fast division of work between the Stipendiary Magistrates and Honorary Magistrates.

(c) This information is not readily available, as salaries and allowances to Stipendiary Magistrates are paid by State Governments who appoint them.

(d) No.

SUPPLY OF FOODGRAINS TO WEST BENGAL

*166. **Shri N. E. Chowdhury:** Will the Minister of Food and Agriculture be pleased to state the quantities of wheat, rice and other foodgrains that would be made available to the Government of West Bengal by the Government of India during the current year under the arrangements agreed to by the Minister with the West Bengal Government?

The Minister of Food and Agriculture (Shri Kidwai): During 1953, the Government of India have undertaken to supply to West Bengal one lakh tons of rice for issue through normal ration shops and upto 50,000 tons for issue through special shops at economic price in the Greater Calcutta area. West Bengal Government's requirements of wheat will be met in full.

RAILWAY EMPLOYEES AT KHARAGPUR

***167. Shri N. B. Chowdhury:** Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from the Railway employees of Kharagpur City regarding their demand for house rent allowance; and

(b) if so, what is the decision of Government on the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The matter is under consideration of Government.

NATIONAL HIGHWAYS IN RAJASTHAN

114. Shri Bheekha Bhai: Will the Minister of Transport be pleased to state:

(a) the number of National Highways in the State of Rajasthan;

(b) the length of each Highway, the names of places through which they pass;

(c) the length of National Highway No. 8 in Rajasthan;

(d) the mileage of National Highway No. 8 already constructed; and

(e) the amount spent so far and the amount proposed to be spent in the year 1953-54?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Two National Highways Nos. 8 and 3.

(b) National Highway No. 8 is 990 miles long and connects Delhi with Bombay via Alwar, Ajmer, Beawar, Dewair, Udaipur, Himmatnagar, Ahmedabad, Baroda and Bulsar.

National Highway No. 3 is 730 miles long and connects Bombay with Agra via Nasik, Dhulia, Indore, Guna, Shivpuri, Gwalior and Dholpur.

(c) 370 miles.

(d) 345 miles.

(e) Rs. 28.39 lakhs since 1st April 1950, and Rs 18 lakhs next year.

MALNAD DEVELOPMENT COMMITTEE

115. Shri R. G. Dubey: Will the Minister of Food and Agriculture be pleased to state:

(a) the recommendations made by the Malnad Development Committee; and

(b) the steps that have been or are contemplated to be taken to implement the recommendations?

The Minister of Food and Agriculture (Shri Kidwai): (a) The recommendations made by the Central Malnad Planning Committee in its Interim Report were in the nature of all round development of the Malnad region.

(b) As stated in reply to parts (b) and (c) of Stated Question No. 1811 by Shri Thimmappa Gowda on the 6th Oct. 1951, the Government of India considered that it would not be possible to implement the Committee's recommendations in view of the heavy expenditure involved, and it was left to the State Governments to take up the schemes recommended by the Committee out of their own resources.

TECHNICAL TRAINING CENTRE

116. Shri Karni Singhji: (a) Will the Minister of Labour be pleased to state whether the advisability of opening a Technical Training Centre at Bikaner in Rajasthan has been considered?

(b) If so, has it been decided to open one?

(c) By when is the same likely to be started?

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

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

AIR TRANSPORT AGREEMENT

117. Shri Raghavaiah: (a) Will the Minister of Communications be pleased to state the names of the countries with which India has already entered into an Air Transport Agreement and the terms of these agreements?

(b) Is it a fact that informal talks were held between the representatives of the Government of India and U.S.A. in this connection in November, 1951 and if so, what was the stage at which the talks terminated?

(c) Is it a fact that correspondence is going on between the Government of India and U.S.A. in this connection?

and if so, what are the main points of disagreement between India and the U.S.A.?

(d) Is it also a fact that the points of disagreement related to the capacity provided on air services between India and the U.S.A. and the carriage traffic between India and third countries and the effect of such carriage on the development of Indian Commercial Aviation?

(e) If so, what are the views of the two Governments which are in conflict?

(f) What are the interim terms on which U.S. Air Service operates on the Indian skies?

(g) Which U.S. air companies ply their planes in India and how many weekly services do they run?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) I place on the Table a Statement giving the information desired.

(b) Yes, there were informal discussions, but only with reference to the air agreement, signed in November, 1946, between India and U. S. A. No decisions were reached.

(c) and (d). The two Governments are exchanging views in the matter and the points under discussion are those stated in question (d).

(e) The views of the two Governments are at present being exchanged on a confidential basis.

(f) and (g). Trans. World Airlines and Pan American Airways are each operating three services a week respectively to and across India. They are doing so under the provisions of the air agreement which was signed between the Government of India and the Government of United States on November 14, 1946, and which is still in force.

STATEMENT

India has concluded long term Agreements for the operation of air transport services with 12 countries, namely, U.S.A., France, Sweden, Pakistan, Ceylon, Switzerland, Australia, Philippines, Netherlands, United Kingdom, Afghanistan and Egypt. All these Agreements, copies of which are available in the Library of the House of the People, are on a reciprocal basis and include provisions regarding capacity which can be provided by the airlines and the categories of traffic which they can carry, the routes which should be followed by the airlines, the rates

they may charge, the facilities and customs treatment to which they shall be entitled, exchange of information and statistics relating to the air services, procedure for the settlement of disputes under the agreement, and certain other technical matters.

TEXTILE FACTORIES

118. Shri Tushar Chatterjea: Will the Minister of Labour be pleased to state:

(a) the number of textile factories in India working in the years 1947 to 1952 and on the 31st January, 1953;

(b) the total number of workers employed in these factories during these years, State-wise; and

(c) the total number of factories closed and workers thrown out of employment during these years, State-wise?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). Information is being collected and will be placed on the Table of the House in due course.

TEXTILE FACTORIES

119. Shri Tushar Chatterjea: Will the Minister of Labour be pleased to state:

(a) the number of Textile Factories which were working 3 shifts during 1947 to 1952 and on the 31st January, 1953;

(b) the number of factories working two shifts during these years;

(c) the number of factories which have closed the night shift during these years and workers thrown out of employment, State-wise; and

(d) the number of factories which have closed the second shift and the number of workers thrown out of employment during these years, State-wise?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (d). Information is being collected and will be placed on the Table of the House in due course.

INDIAN AGRICULTURAL RESEARCH INSTITUTE

120. Shri Eswara Reddy: (a) Will the Minister of Food and Agriculture be pleased to state whether a Glass House has been recently opened in the Indian Agricultural Research Institute?

(b) What are the uses to which this Glass House will be put?

(c) What was the total cost of construction of the Glass House?

(d) Which was the firm that constructed the same and at what terms?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes.

(b) The glass house is meant for testing wheat and barley plants against individual races of all the three rusts as also against their mixtures. In addition, the study of physiologic races of the rusts are to be carried out in the glass house so that samples from all over the country can be analysed with a view to help the breeders to evolve varieties resistant to these races on an all-India basis.

(c) Rs. 55,000/-.

(d) The construction of the glass house was done in two parts. Masonry work and supply and fixing of glass were done by Messrs. Kartar Singh and Niranjani Singh & Sons. The building portion costing Rs. 12,000/- was constructed by Shri Kartar Singh, contractor. The glass work costing Rs. 12,000/- was done by Shri Niranjani Singh and Sons. The second part consisting of the superstructure of steel and timber was done departmentally as the rates received from contractors were 40 per cent. above estimates. The total cost of this departmental work was about Rs. 31,000/-.

INDIAN SHIPPING

121. Pandit Munishwar Datt Upadhyay: Will the Minister of Transport be pleased to state how many ocean-going ships and how many ships for coastal trade were constructed by private enterprise in India and how many were constructed by Government since 1947?

The Deputy Minister of Railways and Transport (Shri Alagesan): Ten large cargo ships each of 8,000 D.W.T. and one small passenger ship of 245 D.W.T. were constructed in India at the Visakhapatnam shipbuilding yard since 1947. Out of the ten large cargo ships, six were constructed initially on Government account and were later sold to private companies in India and the remaining four were constructed by the Scindia Steam Navigation Co. Ltd. All these ships are employed in the coastal trade.

Ten other cargo ships of a total tonnage of 43,830 G.R.T. were also constructed for Indian shipping companies in foreign yards since 1947. Out of these four are employed in overseas trades and the rest in the coastal trade.

AIR STRIPS IN WEST BENGAL

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

(a) how far the scheme to develop two air-strips, one at Balurghat and the other at Cooch-Behar, in West Bengal has progressed;

(b) whether lands for the air bases have been acquired;

(c) how long it will take to complete construction; and

(d) how far the West Bengal Government is assisting in the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) to (d). The airstrips in question are at present controlled and maintained by the West Bengal Government but they have agreed to transfer them to the Central Government. The transfer is expected to be effected by about April, 1953. Steps will be taken to put in hand essential development works and to provide Air Traffic Control and Aeronautical Tele-communications facilities after the airstrips are taken over.

U.N.I.C.E.F.

123. Sardar Hukum Singh: (a) Will the Minister of Health be pleased to state what is the amount contributed by India to UNICEF so far?

(b) What amounts have been received by India upto the 31st January, 1952 for various relief and health programmes?

The Minister of Health (Rajkumari Amrit Kaur): (a) The amount contributed by India to UNICEF so far is Rs. 20,00,000.

(b) The amount allocated by UNICEF to India on various health programmes upto December, 1951 is Rs. 2,36,88,000.

RAW JUTE (PRICE)

124. Shri A. C. Guha: Will the Minister of Food and Agriculture be pleased to state:

(a) the price of raw jute at the mill rate in the months of October, November and December, 1952 and January, 1953;

(b) what was the price received by the cultivators for raw jute during these months;

(c) whether this price is considered to be economic; and

(d) if not, what measures Government have taken to give relief to the cultivators?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). Statements showing prices of raw jute at the mill rate and the prices received by the cultivators during the months of October, 1952 to January, 1953 are laid on the Table of the House. [See Appendix I, annexure No. 34]

(c) The price of raw jute received by the cultivators was generally not economic.

(d) With a view to preventing further decline in the prices of raw jute futures trading in jute goods has been prohibited by the West Bengal Government under the West Bengal Jute Goods Act, with effect from 18th December, 1952. Besides, on the intervention of the Government of India, the Committee of the Indian Jute Mills Association agreed to purchase two weeks' requirements of raw jute so as to support the jute market. Government are also considering the question of appointing an Inquiry Commission to examine the present marketing practices in raw jute and jute goods.

FOOD SCARCITY IN BOMBAY

125. Dr. Ram Subhag Singh: Will the Minister of Food and Agriculture be pleased to state the approximate number of persons affected by the recent food scarcity in the State of Bombay?

The Minister of Food and Agriculture (Shri Kidwai): About 60 lakhs is the number of persons facing conditions of inadequate water supply and lack of adequate employment arising out of failure of rains in the area.

AIR PARCEL SERVICE BETWEEN INDIA AND U.S.A.

126. Dr. Ram Subhag Singh: Will the Minister of Communications be pleased to state:

(a) whether air parcel service has been introduced between India and the U. S. A.;

(b) what are the terms and conditions of this service as compared to the surface route; and

(c) what is the maximum weight of this air parcel?

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

(b) Air Parcels to U.S.A. are accepted on the same terms and conditions as are applicable to parcels sent to U.S.A. by the surface route except that the maximum weight of an air parcel is limited to 11 pounds, instead of 22 pounds admissible by the surface route. A copy of the Postal Notice issued on the subject is placed on the Table of the House.

(c) Eleven pounds.

POSTAL NOTICE NO. 27

Introduction of air parcel service with Foreign Administration

With effect from 2nd January, 1953 a direct air parcel service will be introduced between this country and U.S.A., U.K., France, Egypt, Switzerland and Australia on the same terms and conditions as are applicable to parcels sent to these countries by the surface route. These terms and conditions regarding size, packing etc. and other restrictions are shown in the Foreign Post Directory of the P. and T. Guide, 1952 Edition.

(2) The rates of Postage cum air fee for the different countries are shown below:—

Name of the country	Postage cum air fee for the first pound.		Postage cum air fee for the subsequent 4 oz. or part thereof.	
	Rs.	P.	Rs.	P.
U.S.A.	15	8 0	3	8 0
U.K.	8	8 0	1	9 0
France	9	8 0	1	8 0
Egypt	7	0 0	1	0 0
Switzerland	8	0 0	1	8 0
Australia	8	8 0	1	12 0

(3) Air Parcels will be accepted only upto a maximum weight of 11 lbs. Insured air parcels, however, are not for the present accepted.

(4) Within the country these parcels will be sent by surface route only. Air Parcels for U. S. A., France, Switzerland, U.K. and Egypt will be forwarded by air from Bombay only and those for Australia from Calcutta.

New Delhi;

The 19th December, 1952.

INDIAN RAILWAYS CENTENARY EXHIBITION

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

(a) the venue and dates on which, the Indian Railways Centenary Exhibition is to be held;

(b) what is the estimated expenditure likely to be incurred by Government in this connection;

(c) what are the other features of the Centenary in addition to the Exhibition;

(d) whether any foreign country is also participating in the Exhibition; and

(e) if so, which country.

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The Exhibition is being held in New Delhi on a site off the Delhi-Mathura Road, near the Purana Qila. The Exhibition is scheduled to be open from March 7 to April 17, 1953.

(b) Government have sanctioned an expenditure of Rs. 15 lakhs in connection with the Exhibition.

(c) In addition to the Exhibition that is being organised in New Delhi, it is proposed to run Exhibition Trains, one on the broad and the other on the metre gauge railways. On the centenary date, viz., April 16, there will be local celebrations at the headquarters of the Central Railway, on which the first train in India was operated.

(d) and (e). The foreign countries officially participating are the U.S.A., Austria and Yugoslavia, but manufacturers of railway equipment from the U.K., West Germany, France, Italy, Switzerland, Sweden, Belgium, Denmark and Japan are arranging display at the Exhibition.

CENTRAL TRACTOR ORGANISATION

128. Shri Barman: Will the Minister of Food and Agriculture be pleased to state:

(a) the total area reclaimed by the Central Tractor Organisation till the end of 1951 and end of 1952;

(b) the reclaimed area under actual cultivation;

(c) the yield from the reclaimed area in 1951 and 1952; and

(d) the area under cultivators' plough and the area of mechanical cultivation undertaken by State Governments?

The Minister of Food and Agriculture (Shri Kidwai): (a) The total acreages reclaimed till the end of 1951 and during 1952 are 4,65,336 and 2,55,534 respectively.

(b) Almost the entire area reclaimed is under actual cultivation according to available information. Exact figures have not so far been received from the State Governments concerned.

(c) The information has been called for from the State Governments and will be placed on the Table of the House when received.

(d) No part of the reclaimed area in Madhya Pradesh, Madhya Bharat and Bhopal has so far been taken up by the State Governments for mechanical cultivation. Information regarding Uttar Pradesh and Punjab is awaited from the State Governments.

DELHI TRANSPORT SERVICE EMPLOYEES

129. Shri Nambiar: Will the Minister of Transport be pleased to state:

(a) the total number of employees of the Delhi Transport Service in each category of service, and how many are permanent and how many temporary;

(b) the wage scale, dearness allowance and conditions of service of these employees;

(c) the number of employees who have been provided with quarters or house rent; and

(d) the medical and educational facilities provided for them and their families, if any?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A statement is laid on the Table of the House showing the categories and the number of monthly rated and daily rated staff under the Delhi Transport Service as on 31st January 1953. [Placed in Library. See No. S-5/53.] The question of reviewing the permanent requirements of monthly rated staff is under the consideration of the Delhi Road Transport Authority.

(b) Three Statements giving the information asked for are laid on the Table of the House. [Placed in Library see No. S5/53]

(c) Seven peons and one driver have been provided with quarters. All other monthly rated staff are paid House Rent Allowance at the rates admissible to Central Government employees.

(d) The part-time services of a qualified physician are available for free consultation by the employees and attendance on their dependants at their residences in emergent cases. Besides, a dispensary has been provided at the Karol Bagh Depot for the staff and their dependants. No educational facilities are provided by the Authority to the employees or their families.

INDUSTRIAL TRAINING CENTRES

130. **Shri Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) the total number of Industrial Training Centres maintained by the Government of India (State-wise and trade-wise);

(b) the total number of men and women trained in these Centres every year since 1950, in different trades;

(c) the total number of these trained men and women who have been able to get jobs in Government Departments; and

(d) whether trained persons like Telegraph Signallers are given priority in the recruitment of signallers in the Railway, Police and Post and Telegraph departments?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). Statements are placed on the Table of the House. [See Appendix I, annexure No. 35]

(c) Not available.

(d) Telegraph Signallers are not trained in these Training Centres.

TAMPERING OF RAILWAY LINES

131. **Shri A. N. Vidyalankar:** Will the Minister of Railways be pleased to state:

(a) the number of cases reported during the years 1951 and 1952, where Railway Lines had been actually tampered with, or attempts had been made to do so;

(b) the names of places where such attempts had been made;

(c) the number of cases where the offenders had been successfully apprehended or actually brought to book;

(d) the total damage caused to property and life in each case; and

(e) the steps that Government are taking to avoid such interference with the railway track?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 122 cases in 1951 and 113 in 1952.

(b) Besides being voluminous as about 470 station names are involved, it is not in public interest to disclose the localities.

(c) In 4 cases in 1951 and 5 in 1952, offenders have been arrested and prosecuted.

(d) (i) Approximate cost of total damage to railway property, Rs. 99,297 in five cases, as follows, in 1951:--

- (i) Rs. 40,700.
- (ii) Rs. 8,412.
- (iii) Rs. 180.
- (iv) Rs. 50,000.
- (v) Rs. 5.

Rs. 88,534/- in five cases, as follows, in 1952:--

- (i) Rs. 108.
- (ii) Rs. 76.
- (iii) Rs. 50.
- (iv) Rs. 84,100.
- (v) Rs. 4,2000.

(ii) Loss of life: 4 in 1951 in one case and 3 in 1952 in one case. No damage to property or loss of life was involved in other cases.

(e) Intensive patrolling of selected lengths of railway lines, in consultation and collaboration with State Governments where necessary, provision of certain mechanical devices in the structure of the permanent way so as to make tampering with the track difficult etc., are among the measures taken for the prevention of interference with track.

COMPLAINTS re: GENERAL RAILWAY ADMINISTRATION ON NORTHERN RAILWAY

132. **Shri A. N. Vidyalankar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a number of complaints regarding the general Railway Administration on Northern Railway, the timings and connections of mainline and branch line

trains which were not convenient to the public, and the loading facilities for woollen bales at Abohar and Fazilka stations had been placed before him at the time of his recent visit to Abohar; and

(b) whether any steps have been taken to remove the grievances of the public in these matters and if so, what steps have been taken?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The various points raised in the complaints are under investigation and suitable action will be taken. The Railway administration is expediting the matter.

COMMERCIAL OFFICE AT GORAKHPUR

133. **Shri R. N. Singh:** (a) Will the Minister of Railways be pleased to state whether Government are aware that consequent on re-grouping, the commercial office of the former O. T. Railway dealing with the claims for compensation in respect of the three Railway Districts Banaras, Sonopore and Samastipur has been transferred from Gorakhpur to Calcutta?

(b) If so, what are the reasons for the same?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The North Eastern Railway inherited two claims offices, one in Calcutta and other in Gorakhpur. The distribution of the work between these two offices has been provisionally arranged with due regard to (i) the service to the public, (ii) the office accommodation immediately available at these two places and (iii) the staff available at these two places.

RAILWAY CLAIMS

134. **Shri R. N. Singh:** (a) Will the Minister of Railways be pleased to state what is the total number of claims for compensation preferred in respect of the three districts Banaras, Sonopur and Samastipur from the 15th May, 1952 and how many of them have been settled during the last seven months?

(b) How many suits have already been filed or notified to be filed in regard to these claims?

(c) What was the average monthly intake and disposal of claims for these three districts before the 15th May, 1952 and how is the variation, if any, explained?

The Deputy Minister of Railways and Transport (Shri Alagesan): The information is being collected and will be placed on the Table of the House as soon as available.

CONSTRUCTION OF RAILWAY LINES IN BARODA STATE

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

(a) whether it is a fact that a certain amount of money earmarked for the construction of railways within the territory of the former Baroda State was handed over to the Government of India by the then Government of Baroda at the time of the merger;

(b) if the answer to part (a) above be in the affirmative, the amount so handed over; and

(c) the manner in which this amount is proposed to be utilized?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Rs. 112.7 lakhs.

(c) The matter is under consideration.

LICENSING OF "SHOE BLACKS"

136. **Shri Gidwani:** (a) Will the Minister of Railways be pleased to state whether it is a fact that a system of licensing "Shoe Blacks" has been introduced by the Western Railway?

(b) If so, is the licensing done by the Western Railway through a contractor?

(c) How much amount is paid by the contractor to the Railway?

(d) How much fee does the contractor charge on the licence given to each boy who polishes the shoes?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes.

(c) Rs. 1500/- per annum.

(d) 25 per cent. of the daily takings of the shoe-blacks is charged by the Contractor to cover the licence fees paid to the Railway, and cost of uniforms, badges, boxes and equipment supplied to the shoe-blacks.

I.L.O. TEAM OF EXPERTS

137. **Shri Bansal:** Will the Minister of Labour be pleased to state the progress so far made by the I.L.O. Team of Experts on systems of payment by results and productivity studies?

The Deputy Minister of Labour (Shri Abid Ali): I place on the Table of the House a statement giving the required information. [See Appendix I, annexure No. 36]

LABOUR IN TEA GARDENS AND
PLANTATIONS

138. **Shri Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) the total number of tea gardens and plantations in India (State-wise);

(b) the total number of men, women and children employed in them;

(c) the minimum wage scales and dearness rates of allowance fixed by Government for men, women and children and rates obtaining before fixation;

(d) the total number of gardens closed and number of workers thrown out of jobs, fully or partially, separately from January, 1952 upto 31st January, 1953, State-wise; and

(e) the relief measures, if any, adopted by Government and the number of workers affected by these measures, State-wise?

The Deputy Minister of Labour (Shri Abid Ali): (a) Information regarding the total number of tea plantations in various States is not readily available. However, the number of tea plantations which come within the scope of the Plantations Labour Act in the main tea growing States is as under:—

Assam	591
West Bengal	278
Madras	138
Travancore-Cochin	77
Tripura	49
Punjab	37
Uttar Pradesh	18
Mysore	16
Bihar	7

(b) Latest employment figures available relate to the year 1949. The number of workers in tea plantations in India during the year 1949 was 9,85,616. The break-up of those figures under men, women and children is not available except in case of Assam which had 215,412 men, 174,694 women and 59,929 children employed in tea gardens in 1949.

(c) A statement showing rates of minimum wages, etc., fixed for plantation workers is laid on the Table of the House. [See Appendix I, annexure No. 37] Information regarding the rates which obtained before fixation of minimum wages is being collected.

(d) and (e), I would invite the attention of the Honourable Member to the reply to starred question No. 40 on the 14th February 1953, which furnished particulars of tea gardens closed in certain States during the last six months and the measures adopted by Government to provide relief to workers affected as a result of the closure of tea gardens. Further information is being collected.

PATWARIS, PATELS ETC.

139. **Shri H. N. Mukerjee:** Will the Minister of Labour be pleased to state:

(a) the scales of pay and dearness allowance rates of Patwaris, Patels, Adhikaris and Pravartaris (village officials who maintain land records, etc. irrespective of the name by which they are known) in Centrally Administered Areas;

(b) whether Government are aware that Patwaris and Patels are seriously agitated over their meagre earnings and have been demanding revision of their salaries and dearness allowance scales;

(c) how many times notices of strike were given or strikes undertaken by this category of village officials and what were their demands; and

(d) whether Government contemplate any measures to undertake an enquiry into the working conditions and earnings of these village officials?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c), Information is being collected and will be placed on the Table of the House.

(d) The question will be considered, in consultation with the Administrations concerned, after information has been collected.

EMPLOYEES OF ANCHAL AND TELEPHONE
DEPARTMENTS OF TRAVANCORE-COCHIN

140. **Shri P. T. Chacko:** Will the Minister of Communications be pleased to state whether employees in the Posts and Telegraphs Department who were formerly employees of the Anchal and Telephone Departments of the Travancore-Cochin Government are paid salaries at the Central Scale from the date of the integration of these Departments and if not, why not?

The Deputy Minister of Communications (Shri Raj Bahadur): The employees of the ex-Anchal of the Travancore-Cochin Government were directly taken over by the Indian Posts and Telegraphs Department with effect from the 1st April, 1951, while those

of the ex-Telephone Department of that Government were taken over with effect from the 1st April, 1950. In both cases, the Central Government scales of pay and allowances have been made admissible with effect from the 1st April, 1951, in respect of those officials who opt for such scales. The personnel concerned have not been admitted to the Central Government scales of pay from the date of integration, because their duties, functions and responsibilities differed considerably from those of the corresponding personnel of the Indian Posts and Telegraphs and the ex-State departments were required to be re-organised and the staff fitted into appropriate grades before they could be given the Central scales of pay.

FOOD SCARCITY AREAS

141. Shri T. S. A. Chettiar: (a) Will the Minister of Food and Agriculture be pleased to state the areas in which there has been failure of rains and consequent famine in the years 1949-50, 1950-51 and 1951-52?

(b) In which areas has there been continuous failure of rains during the same period?

(c) What are the famine tracts in the Madras State in the current year and what steps have been taken to ameliorate the distress?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). A statement showing the areas of deficit rainfall during the year 1949-50, 1950-51, and 1951-52 is placed on the Table of the House. [See Appendix I, annexure No. 38]. Famine in the technical sense contemplated in the different Indian Famine Codes was not declared in any area in India during these years.

(c) Two statements indicating the areas affected by scarcity and the measures taken by the State Government to relieve distress are placed on the Table of the House. [See Appendix I, annexure No. 38] Famine under the State Famine Code has not been declared in any area.

STANDING ADVISORY BOARD FOR ASTRONOMY

142. Shri S. N. Das: Will the Minister of Communications be pleased to state:

(a) the recommendations made by the Standing Advisory Board for Astronomy constituted in the year 1949;

(b) the extent to which the recommendations were accepted and given effect to by Government;

(c) the total expenditure incurred on this account giving separate figures for each year; and

(d) in what way the present Board differs from the Board constituted first and which was functioning in 1952?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The principal recommendations made by the Standing Advisory Board for Astronomy constituted in 1949 were—

(i) Modernisation of the Kodaikanal Observatory.

(ii) Establishment of a high altitude research station in the Himalayas, particularly for astronomical studies.

(iii) Revival of the ancient Indian Astronomical Observatory at Ujjain.

(iv) Establishment of Observatories in the Universities.

(v) Institution of scholarships for research work at Kodaikanal Observatory.

(vi) Establishment of several small planetaria in the country through the manificence of public-spirited individuals.

(b) The aforesaid recommendations have been accepted in principle and are being given effect to as far as the financial position permits. The progress in respect of the different recommendations has been indicated below:—

(i) Certain important new lines of work have been started at the Kodaikanal Observatory. An Ionospheric Observatory has been established there; a 20 inch telescope for stellar observations has been set up, a study of solar noises undertaken and magnetic observations revived. Magnetic observations at Kodaikanal are of considerable value as that station is fairly near the magnetic equator. Recently the Director of that observatory visited some of the important astronomical observatories in Europe to get acquainted with the latest developments in instrumental techniques. Action is in hand to obtain certain instruments and equipment for the modernisation of the Kodaikanal Observatory.

(ii) At the instance of the Atmospheric Research Committee of the Council for Scientific and Industrial Research, parties of scientists visited several sites in the Himalayas for selecting suitable

sites for the proposed High Altitude Research Station which would include Astronomical research. A few sites have been recommended provisionally and it has been suggested that observations of sky and seeing conditions should be taken at these places for a sufficiently long interval of time before a final choice is made.

(iii) A number of locations in and around Ujjain were surveyed and it is proposed to collect preliminary observations at Ujjain and at other places around Ujjain, Indore and Bhopal for studying the suitability of the places for starting an Astronomical Observatory.

(iv) No progress has been made in the establishment of Observatories in Universities.

(v) The Ministry of Education have instituted four scholarships tenable at Kodaikanal Observatory and 3 Scholars holding these scholarships are now doing research work there.

(vi) The Chamber of Commerce, Calcutta, proposes to establish a planetarium at Calcutta and the Govt. of India is considering the question of a token grant to the Chamber in this connection.

(c) The expenditure incurred in giving effect to specific items recommended by the Board, apart from general developments, some of which have been referred to in item (b), is as follows:

1949-50	Rs. 2,000
1950-51	Rs. 8,000
1951-52	Rs. 46,000

(d) The Standing Advisory Board for Astronomy was first constituted in January 1949 and reconstituted in January 1953. The reconstituted Board differs from the first Board in that it has two additional members, one to represent the Ministry of Natural Resources and Scientific Research and another versed in Ancient Indian astronomy.

1 UP MAIL TRAIN (FIRE)

143. **Pandit D. N. Tiwary:** (a) Will the Minister of Railways be pleased to state whether it is a fact that in November 1952, some 3rd class bogies of 1 Up Mail train (N. E. Rly.) caught fire while standing at Muzaffarpur Railway Station platform?

(b) Has any enquiry been made into this and if so, what are the findings?

The Deputy Minister of Railways and Transport (Shri Alagasan): (a) No carriage of 1 Up Mail or any other train caught fire in November, 1952 at Muzaffarpur Railway Station. At 4/40 hours on 19-12-1952, however, one third class carriage on 2 Down Mail train caught fire at Muzaffarpur.

(b) A railway Officers joint enquiry was held into this accident. Their finding as well as also that of the Police, is that the fire was the result of petrol, carried with a passenger, having got ignited by either a discarded cigarette butt or lighted match.

POST OFFICES FOR BOMBAY

144. **Shri Gidwani:** (a) Will the Minister of Communications be pleased to state whether it is a fact that the Deputy Minister of Communications during his recent visit to Bombay stated in a Press Conference on 22nd January, 1953 that thirty more Post Offices were needed there?

(b) Is it a fact that he also stated that owing to the difficulties of getting premises for them, they could not be opened?

(c) If so, are Government aware that Bombay Government has been requisitioning premises for public purposes?

(d) Have the Government of India written to the Bombay Government to requisition premises for opening the Post Offices and if not, why not?

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

(b) Yes.

(c) Yes, previously Bombay Government used to requisition buildings for public purposes for the use of the Central Government. But now, under the Constitution of India, only the authorities specially appointed for the purpose can make such requisitions.

(d) Yes, formerly. Now Government of India have to approach the requisitioning authorities direct.

FORBESGANJ-RAJHOPUR RAILWAY LINE

145. **Shri L. N. Mishra:** Will the Minister of Railways be pleased to refer to reply to unstarred question No. 855 asked on the 18th December, 1952 and state what is the result of the investigation for the restoration of Railway line from Forbesganj to Rajhopur via Pratapganj in Bihar?

The Deputy Minister of Railways and Transport (Shri Alagasan): An alignment from Forbesganj to Rajhopur has been examined and found

unsuitable because it involves heavy bridging across numerous dead and flowing channels of the Kosi River and cannot be more than a fair weather connection on account of the instability of this River.

The construction of a railway line in this particular area cannot be considered until the Kosi River has been controlled.

TICKETLESS TRAVELLING

146. **Shri L. J. Singh:** Will the Minister of Railways be pleased to state:

(a) the number of ticketless travellers detected in the year 1952;

(b) the amount realised as fines or otherwise; and

(c) whether they are on the increase or decrease as between the years 1951 and 1952?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 70,72,912.

(b) The amount of fines realized during the same period is Rs. 4,79,459 and the amount of fare and penalty realized is Rs. 1,43,65,998.

(c) The number of passengers detected travelling without ticket has decreased.

SHIFTING OF TELEPHONE MACHINERY FROM HYDERABAD

147. **Shri Heda:** (a) Will the Minister of Communications be pleased to state whether it is a fact that soon after the integration of Hyderabad State some telephone machinery was shifted from Hyderabad?

(b) If so, what are the details of the machinery so shifted?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Equipment was supplied to Hyderabad after integration; only a portion of it was shifted.

(b) 1,400 lines of telephone equipment.

PULLING OF ALARM SIGNALS

148. **Shri Heda:** (a) Will the Minister of Railways be pleased to state whether any cases of stopping trains by pulling the alarm signals were reported during the months of November and December, 1952 and January, 1953 on suburban trains between Kachiguda and Secundrabad stations?

(b) Were through trains also stopped on this line?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes.

CENTRAL TRACTOR ORGANISATION

149. **Shri N. Sreekantan Nair:** Will the Minister of Food and Agriculture be pleased to state:

(a) the initial and annual expenditure involved in running the Central Tractor Organization;

(b) the number of tractors owned by the Central Tractor Organisation and the number of tractors now in working order;

(c) the total acreage brought under cultivation by these tractors; and

(d) the total production from these acres?

The Minister of Food and Agriculture (Shri Kidwai): (a) An expenditure of Rs. 4,72,64,140 was incurred on the purchase of tractors, equipment, office buildings, etc. for starting the land reclamation scheme of the Central Tractor Organisation. The annual expenditure for carrying out the reclamation operations has been as follows:—

Year	
1946—50	Rs. 30,07,202
1950-51	Rs. 1,05,32,943
1951-52	Rs. 1,65,42,714

(b) The total number of tractors owned at present by the Organisation is 470 as given below:

S. No.	Description	No. owned by C.T.O.
1.	Allis-Chalmers HD-19 .	91
2.	Oliver Cletrac FDE .	91
3.	International Harvester TD-24	30
4.	Caterpillar D-8 . .	31
5.	do D-7 . .	114
6.	do D-6 . .	14
7.	do D-4 . .	35
8.	Fowler FD-2 . .	1
9.	Fowler Leed F/M . .	1
10.	Allis-Chalmers HD-7 .	3
11.	WD-6 tractors . .	10
12.	Sheppard Tractors .	2
13.	Field Marshall . .	40
14.	Case tractors with winches .	5
15.	Ferguson tractors . .	2
TOTAL		470

Of these only 1,2,3 and 4 are heavy tractors used in the Land Reclamation Project, for which heavy tractors are required. Items 5, 6, and Disposals tractors are taken over from American Army Disposals and are earmarked for disposal. The other tractors were bought at various times as experimental models and for miscellaneous purposes and are mainly surplus to the requirements of the Organisation. They are being progressively disposed of.

Of the 243 tractors used for reclamation work, 227 are in working order. The remaining are being overhauled and will be put in commission shortly.

(c) Up to the end of the last (1951-52) reclamation season, the Central Tractor Organisation reclaimed a total area of 7,20,870 acres. Almost the whole of this area has been brought under cultivation.

(d) The estimated annual additional production from the reclaimed lands is 2,12,000 tons.

RAILWAY INCOME

150. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of Railways be pleased to state the total increase or decrease in the income from Railways since re-grouping?

(b) What is the total number of workers on the Railways who are now on the surplus list, and how are they going to be rehabilitated?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) As a result mainly of a drop in passenger traffic, the approximate earn-

ings for the 10 months from April 1952, when regrouping was completed, to end of January 1953, were less than the actuals for the corresponding period of the previous year by about Rs. 6½ crores.

(b) Consequent on regrouping of Railways there has been considerable re-organisation which has resulted in re-adjustment of staff cadres. Staff rendered surplus have been absorbed in alternative employment, except 277 persons on the Eastern Railway who are still surplus and borne on supernumerary posts. These posts will be reduced when regular vacancies become available in the relevant permanent cadres for the absorption of these men. There has been no case of retrenchment on Railways since regrouping.

ROLLING STOCK

151. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of Railways be pleased to state what is the total replacement of rolling stock due in the year 1952-53 and what are the arrears of replacements?

(b) How many coaches, wagons and engines will be produced in the country during the same period?

(c) How much rolling stock will be purchased from other countries and what is their value?

(d) From which countries will the rolling stock be imported?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Attention of the Hon. Member is invited to reply to parts (a) and (b) of his unstarred question No. 374 placed on the Table of the House on 6-12-1952.

(b) to (d)—

(Figures in thousands of Rupees)

Description of stock	No. expected to be produced in the Country	Estimated Cost.	No ordered in previous years expected to be received from abroad, and the country of origin	Total landed cost (approximate).
		Rs.		Rs.
<i>Locomotive</i>	36-Chittaranjan loco works	1,92,60	109 United Kingdom	3,09,40
			50 Germany	1,43,70
	39-Telco.	1,17,00	5 Switzerland	21,80
	75	3,09,60	164	4,74,90

Description of stock	No. expected to be produced in the Country	Estimated Cost.	No. ordered in previous years expected to be received from abroad, and the country of origin.	Total landed cost (approximate).
		Rs.		Rs.
Coaches	676	2,42,00	16 United Kingdom	52,40
			250 Germany	3,32,50
			58 Switzerland	2,03,00
			324	5,88,00
Wagons	6886 four wheeled units.	7,26,00	35 Austria	4,50
			1078 Belgium	1,14,60
			1000 France	1,07,00
			1000 Holland	1,07,00
			1000 Germany	1,07,00
			4113 four wheeled units.	4,40,10

SAGAR RAILWAY STATION (OVERHEAD BRIDGE)

152. **Shri K. C. Sodhia:** (a) Will the Minister of Railways be pleased to state whether Government are aware that Sagar Cantonment and Sagar Town lie on the opposite sides of Sagar Railway Station of the Central Railway?

(b) Are Government also aware that there is considerable pedestrian traffic between Sagar Cantonment and town over and across Railway track?

(c) Are they aware that shunting of carriages and wagons goes on over these tracks every day for many hours?

(d) Do Government propose to construct an overhead bridge from one side of the station to the other?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes, but pedestrians use the two level crossings which have been provided at either end of the Sagar Station.

(c) There is very little shunting over the level crossings, which remain closed only when running trains or occasional shunting takes place.

(d) Not at present.

CIVIL AIR PILOTS

153. **Shri N. M. Lingam:** Will the Minister of Communications be pleased to state:

(a) whether the Committee for training of Civil Air Pilots has completed its work and submitted its Report to Government; and

(b) if so, what are the recommendations of the Committee?

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

(b) The Report is under examination by Government. It is hoped to publish the main recommendations of the Committee at an early date.

LOCOMOTIVES (MANUFACTURE)

154. **Shri K. C. Sodhia:** (a) Will the Minister of Railways be pleased to state the number of locomotives manufactured during the year 1952-53 by the Chittaranjan Locomotive Works and the Tata Workshops?

(b) Do they manufacture only broad gauge locomotives or also metre and narrow gauge ones, and out of their annual output what is the proportion of each type of locomotives?

(c) What are the proportionate annual requirements of each type of locomotives in India?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The number of locomotives produced by the Chittaranjan Locomotive Works and the Tata Locomotive and Engineering Company Ltd. during 1952-53 up to 31-1-1953 are as follows:—

1. Chittaranjan Locomotive Works—27.

2. Tata Locomotive & Engineering Coy.—25.

(b) Both concerns are equipped to manufacture locomotives of all gauges. But at present the Chittaranjan Locomotive works are engaged in producing Broad Gauge locomotives and the Tata Engineering & Locomotive Coy. Metre Gauge Locomotives.

(c) The average annual requirements of locomotives on renewal account are approximately 125 Broad Gauge, 57 Metre Gauge and 8 Narrow Gauge. The requirements on additional account depend upon the conditions of traffic, and the proportion is therefore variable.

RAILWAY WORKSHOPS

155. Shri K. C. Sodhia: (a) Will the Minister of Railways be pleased to state whether any of the Railway workshops manufacture locomotives or boilers?

(b) If so, what are their names and the total annual output?

(c) What is the total strength of these workshops under (i) Labourers (ii) Artisans (iii) Officers, and the approximate cost of a locomotive and a boiler?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Attention of the Members is invited to parts (a) and (b) of his unstarred question No. 846 placed on the table of the House on 18-12-1952.

(c) Unskilled workmen	2,247
Artisans	... 2,229
Officers (Class I and II)	... 46

The average cost of a locomotive complete with boiler manufactured at Chittaranjan at present is estimated at Rs. 5.35 lakhs, excluding development costs which are being spread over a number of years production.

MECHANIZED FARMING

156. Giani G. S. Musafir: Will the Minister of Food and Agriculture be pleased to state:

(a) which of the States have undertaken mechanized farming; and

(b) what measures Government are taking to popularize mechanized farming in India?

The Minister of Food and Agriculture (Shri Kidwai): (a) So far as the Government of India are aware, the following States have undertaken mechanised farming on State Farms:—

Assam, Bombay, Coorg, Manipur, Mysore, Orissa, Patiala & East Punjab States Union, Punjab, Rajasthan, Uttar Pradesh and West Bengal.

(b) The Government of India have been giving financial assistance to State Governments for grant of loans to cultivators for the purchase of tractors. Besides, Government are following a liberal policy with regard to the grant of licenses for the import of tractors and other agricultural equipment into the country. In order that tractors imported are assured of adequate service facilities and supplies of spare parts, it has been made obligatory for importing firms to maintain service facilities and import spare parts to the extent of 15 per cent. of the value of the tractors imported. As for State Governments, according to available information the undermentioned States have made arrangements under which the services of Government-owned tractors are made available, at fixed rates, for ad hoc work on farmers' fields:—

Andamans, Assam, Bihar, Bombay, Bhopal, Coorg, Hyderabad, Madras, Manipur, Madhya Pradesh, Madhya Bharat, Mysore, Orissa, Patiala & East Punjab States Union, Rajasthan, Saurashtra, Travancore-Cochin, Uttar Pradesh, Vindhya Pradesh, and West Bengal.

RAILWAY SCHOOLS

157. Ch. Raghunir Singh: (a) Will the Minister of Railways be pleased to state what is the grade of C.T. teachers in Railway schools at present?

(b) What was the grade of the above teachers in 1948?

(c) What is the grade of the above teachers in Government Schools?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The grade of C.T. teachers in the Railway Schools at present is Rs. 68-4-120-EB-5-170.

(b) The grade of the above teachers in 1948 was different from railway to

railway. The scales of pay on the following railways were as follows:—

	Rs.
Ex-B.B. & C. I.	68-4-120-EB-5-170
Ex-B. I.	55-3-85-EB-4-125-5-130
	75-5-120/8-200.
Ex-O. T.	75-5-120-EB-8-200.
Ex-B. N.	50-4/2-78-4/2-90-5/2-100.

(c) The grades of the above teachers in Government Schools are—

	Rs.
U. P.	75-5-120/8-200.
W. B.	50-4/2-78-4/2-90-5/2-100.
Bihar	55-3-85-EB-4-125-5-130.

बनारस-बलिया सड़क

१५७. श्री आर० एन० सिंह : यातायात मंत्री यह बतलाने की कृपा करेंगे कि :

(क) क्या सरकार बनारस से बलिया जाने वाली सड़क को राष्ट्रीय राजपथ योजना के अन्तर्गत एक राष्ट्रीय राज पथ बनाने का विचार कर रही है ;

(ख) क्या यह तथ्य है कि यदि उक्त सड़क को एक राष्ट्रीय राजपथ बनाया गया

तो उत्तर प्रदेश और बिहार के दोनों राज्य उत्तर-पूर्व रेलवे के मांसी पुल द्वारा मिलाये जायेंगे : और

(ग) यदि नहीं, तो क्यों नहीं ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (c). No, because the road does not qualify for inclusion in the National Highway Scheme.

(b) The two States will be joined even if this road is developed as a State Highway.

CYCLONE IN MADRAS STATE

159. Shri Nambiar: (a) Will the Minister of Food and Agriculture be pleased to state what measures of relief have been granted by the Union Government to the cyclone-affected people of the Tanjore and Trichinopoly Districts in Madras State?

(b) Have Government received any reports from non-official sources to the effect that the estimated loss extends over Rs. 50 crores?

(c) If so, will Government place a statement on the Table of the House giving the full details up-to-date of the loss?

(d) Have any representations been received from official and non-official sources seeking help from the Centre and if so, what action has been taken in the matter?

The Minister of Food and Agriculture (Shri Kidwai): (a) Nil.

(b) No.

(c) Question does not arise.

(d) No.

C.C.
Parli.
25.11.1953
25.11.2014

THE
PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Wednesday, 18th February, 1953

The House met at Two of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

MOTION FOR ADJOURNMENT

SUDDEN CLOSURE OF MANGANESE MINES
IN MYSORE

Mr. Deputy-Speaker: I have received notice of an adjournment motion regarding the grave situation arising out of the sudden closure of manganese mines in Mysore and consequent loss of employment for ten thousand labourers caused by inadequate supply of wagons by the Railways.

This inadequate supply of wagons has been there for some time. Therefore, there is nothing new that has arisen today. Also, the Railway Budget will be under discussion as also the steps that are being taken to meet the deficiency. In these circumstances, I do not propose to give my consent to defer the normal work before the House.

Shri M. S. Gurupadaswamy
(Mysore) rose—

Mr. Deputy-Speaker: There is nothing more with respect to that.

LEAVE OF ABSENCE

Mr. Deputy-Speaker: I have to inform the hon. Members that I have received the following letter from Shri A. K. Gopalan:

"In November I had an operation and I am now in hospital. I will not be able....."

476 P.S.D

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Some Hon. Members: Where?

Some Hon. Members: He is in Moscow.

Mr. Deputy-Speaker: He is in Moscow.

"I will not be able to fly to India immediately so that I may be able to be present when Parliament begins on 11th February. Hence I request that I may be granted leave till I am able to attend Parliament after recouping my health."

Is it the pleasure of the House that permission be granted to Shri A. K. Gopalan for remaining absent from all the meetings of the House during this session?

Shri Bogawat (Ahmednagar South): Was he given passport to go to Moscow?

Some Hon. Members: Ask the Government.

Mr. Deputy-Speaker: Yes; he has been there for a long time. All that is not relevant. He is not here. He has asked for leave.

Leave was granted.

MOTION ON ADDRESS BY THE
PRESIDENT—concld.

Mr. Deputy-Speaker: The hon. Prime Minister.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): For four days, this House has been debating this motion and we have covered many subjects, big and small. We have ranged all over the world and considered problems of India. But, I find a little difficulty in this maze of subjects that have been raised, to deal with many of them in the course of my reply. The House will permit me therefore, if I may say so to pick and choose and deal with

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what I think are the more important things that have been raised in this debate. I would have preferred, if I may say so with all respect, that attention was directed to the important aspects, national or international, rather than diverted to a maze of minor subjects, which, important in themselves no doubt, nevertheless, if looked at in a proper perspective, are unimportant in the scheme of things today.

Before I proceed further, I should like to say that I have endeavoured with a large measure of success, but sometimes with lack of success, to consider these matters as dispassionately as possible, as objectively as possible, and tried to profit by the comments and criticisms which hon. Members have made. One thing, if I may say so, I would repudiate, if that is not too strong a word to use: the accusation that my colleagues and I are complacent or smug. Well, I am no judge of whether I am smug or not. But, I cannot imagine any person charged with responsibility being complacent today in this world. Even if he were so inclined, he cannot be so. Certainly I have no sensation of complacency when I view the problems of this country or the world. I have sometimes a feeling, if you like to call it, of excitement at this tremendous drama that is taking place in the world, or a sense of high adventure at what we are endeavouring to do in this country, and also a sense of the tremendous difficulties that confront us all the time. Nobody can afford to be complacent. If hon. Members ever take the trouble to read what I sometimes say outside this House, they will find that I am always warning my colleagues outside, people outside against complacency. So, we are not complacent. We do not think in the slightest that we have all the wisdom, that we know everything about everything in the world today. Any person who is dogmatic, if I may say so, is complacent. Complacency comes from some kind of a closed mind accepting a dogmatic phase, whatever it may be. It is a narrowness of outlook in a changing world. None of us is complacent. Therefore, I have listened to the criticisms and comments in this House as in the other, with a view to understand, with a view to learn how we can better what we are doing, or change what we are doing.

I can also assure the House that in this matter there is no question of pride or prestige involved. We are all in this House, not the Government

only, charged with a heavy and great responsibility and we would be small men indeed if we stick in small matters on prestige or consider matters from any narrow point of view of party or group. So, I have endeavoured to consider these matters dispassionately. I would like, Sir, to express to you and to the House and to the hon. Member opposite, Dr. Mookerjee, my regret that I was not quite so dispassionate for a moment yesterday and that I felt myself provoked into intemperance.

Dr. S. P. Mookerjee (Calcutta South-East): I reciprocate the Prime Minister's sentiments wholeheartedly.

Shri Jawaharlal Nehru: Before I proceed further, I should just like to deal with a point which was raised by another hon. Member opposite, which, at that time, also provoked me into an interruption of amazement. The hon. Member, Prof. Mukerjee, referred to the landing of thousands of American military aircraft at Dum Dum. I was surprised and I enquired into this matter. I shall read out what the hon. Member said. He referred to a US Super Fortress landing at the IAF station, Agra early in December, 1952. He went on to say:

"Why is it that we hear.....
—I want to be corrected later by the Prime Minister, if I am wrong—that in October 1952." (Mind you, in October, 1952) "there were as many as 3250 military landings at Dum Dum Airport, out of which the contribution of the Indian Air Force was only 25 while that of the United States Air Force came to the tune of 1200."

Now, if the facts were as stated above one would imagine that a big scale invasion of India was taking place. The facts as ascertained are as follows: No Super Fortress visited Agra in December or any other date. But, an old military type of aircraft, converted to civilian use is kept by the American Embassy and is based at Palam. This aircraft visited Agra aerodrome on the 9th December and returned to Delhi the same day. Then, with regard to Dum Dum aerodrome near Calcutta, this aerodrome as the House knows, is on the international route and is visited by a very large number of aircraft daily belonging to different international lines flying from east to west and west to east. All these flights are regulated by the rules of each country as well as by international rules and usage. Sometimes, though rarely,

permission is given to fly over India without landing anywhere in the country. Normally, foreign aircraft have to land at some airport in India for examination and checks of various kinds. Military aircraft belonging to foreign States can fly to and across India only with the prior approval of the Government of India, and in accordance with an agreement entered into by that State with the Government of India. Permission is given in each case after information of various kinds is supplied. In the whole of the year—not in October only—in the whole of the year 1952, 459 military aircraft, both foreign and Indian landed at Dum Dum. Of these, 118 belonged to the U.S. Air Force. None of these American aircraft carried arms or ammunition or personnel in uniform. The Indian Air Force has its headquarters at Palam, and, therefore, relatively few landings take place at Dum Dum.

Now we are faced with two major problems, or two major categories of problems. There is the international situation, and there is the domestic situation. Practically everything falls within those two categories. And although we may consider them separately, they are to some extent connected together and have their reactions on each other. So far as we are concerned, our natural interest is in the domestic situation because we have to face those problems, because it is our desire to raise the level of our country in the sense of improving the lot of our people here, their standard of living etc., to put an end to the curse of poverty, to go as far as we can in the ideal of the welfare State that we have put forward, and to which the President made reference. I do not suppose anybody in this House will differ in that ideal. The question, therefore, is how to attain it. And certainly, there might be differences of opinion in regard to that. There is no reason why there should not be or, if you like, placing greater emphasis on one aspect or the other. Anyhow, here is this tremendous adventure of building up a new India, a new welfare State in this great country whereby we raise the level of hundreds of millions of people. Can there be anything more exciting than this adventure? And yet, we all know the great difficulties that we have to face—difficulties, partly because we faced a situation after a fairly long period of suppressed growth, when the country did not grow naturally as it might have done. And so when we face this question, we have to face a number of problems, all together. We have to face, if you

take the whole of India, a number of centuries all jostled up together suddenly hurled into the middle of the 20th century. It is not an easy matter for an academic debate to decide. There are vast regions in India, different stages of economic growth, industrial condition, agricultural condition, and we are trying to raise all of them up and if we do not bring about some change by magic to all these people, well, we can hardly be blamed. Therefore, while we are engaged in this tremendous adventure full of difficulties, we have little time to spare, and little energy to give, to international affairs. But there is little choice left to us because international affairs hit us in the face all the time, because they might very well affect our individual lives intimately, because it is the inevitability of destiny that India should take her part in these affairs like other countries. Therefore, whether we wish it or not, we have to take part in them. We are part of the international community, and no country much less a great, big country like India, can be isolated from that, or keep herself away from it. So we play a part in these international affairs which grow more and more complicated from day to day.

The United Nations came into existence seven, eight years ago, and it represented the old, old urge of humanity to seek for peace and co-operation in this world. It tried to profit by the failures of the old League of Nations. The old League of Nations, even at its commencement, was not what might be called a universal organization, an international organization with a universal background. Great countries kept out of it and were kept out of it. The United Nations started at least with the assumption of universality; and countries differing from each other entirely in their structure of Government, economic or political policy, all came together under that common umbrella of the United Nations. So, one attribute of the United Nations—supposed attribute—was universality. The other, of course,—the main objective—was the maintenance of peace, and the growth of co-operative effort among the nations, and the solution of disputes by peaceful means as far as possible. The United Nations, the House will remember, laid down a rule about the veto of certain so-called great powers. Now, it is very easy to criticise that rule as illogical, undemocratic and all that, but, as a matter of fact, it represented the reality of the moment. It meant ultimately that the United Nations could not adopt sanctions against one of the great powers, because that power could veto

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it, because having sanctions against one of those great powers itself meant a world war. Now, that may not be logical, but it was a fact that it meant a world war. If the United Nations was to avoid a world war, it had to bring in some such clause. It may appear illogical. Now, let us see how this has developed.

First of all, we find that that principle of universality with which the United Nations started has been departed from. Well, the most patent departure is the fact that a great country like China is not there, and is not recognized by some great countries. This is not a question of any one of us liking or disliking the present Government in China or approving or disapproving of China's revolution, but it is a question of one of the biggest countries in the world not being represented there, not being recognized there. Therefore, it comes in the way of that basic principle of universality, and, in fact, the United Nations, to that extent, goes back to something which made the League of Nations fail. Now, that, I think, is one of the grave difficulties that face us, and much has flown from that, many new fresh problems have come from that. And it is not a question of my saying or any country saying "Let us agree that China should be there", or some saying "Let it not be there". It is not a question of expressing an academic opinion, but realizing that one of the basic facts of the world situation is this,—that the United Nations which presumes to be a universal organization in this world has ceased to be that because of this first major fact that a great country which is obviously a running country, obviously a stable and strong country is not represented there. Then again, a difficulty has arisen. For the moment, I am not blaming anybody. But this great organisation built up for peace is itself today engaged in war-sponsoring,—however small it may be does not matter—and to the extent that it is a sponsor of war and it is connected with it, naturally its functions of peace-making become less. It is difficult to exercise that function adequately, if you yourself are a party to war. Now that is a great difficulty; the difficulty may have arisen because of nobody's fault or somebody's fault. That does not matter. We are trying to analyse the situation as objectively as possible, without casting blame on anybody. And the problem arises whether we have grown up, whether the world has grown up adequately enough to have an international organisation of the type aimed at. I do not know Peo-

ple talk about one world, about world federalism and the like, and many wise and intelligent and ardent people agree with that ideal. I think most Members in this House will agree. But it is one thing to agree with that, and quite another thing to give effect to it, and we see, far from this kind of world government, even the United Nations, as it was started, continually coming into difficulties because of various factors, because of a sovereign State still thinking of a sovereign State, and because of other factors and conflicts. The question arises: Is it a fact, is it a possibility that countries entirely different from each other in their political, economic and other policies, can co-operate in a new organisation, or must they remain apart? In the old days, centuries ago, it did not much matter, because they kept apart, they did not come in contact; but today that has become impossible, because they are continuously in contact. If there is continuous contact, that contact may be friendly contact; if not, a hostile contact, and the question arises: Can an international organisation exist which can contain within its core countries aiming entirely differently? Well, I suppose, one could answer it. There is no reason why it should not function with all those countries in it. That was the ideal. After all, when the United Nations was started, countries like the United States of America and the U. S. S. R. entirely different in outlook and ways did co-operate and come together, and did function for a period, till they gradually drifted apart. For my part, I do not see why they should not function in an organisation, provided, of course, that each one of them did not, if I may say so, interfere with the others, and so long as each could carry on any policy it chose for itself. But difficulties come in, where there are attempts at interfering with others. Then, of course, there is conflict, and one party or both interfere, or one begins interfering and the other starts also interfering. Then again, as the House knows, it is very difficult to know, in such a matter, who started. Charges and counter-charges are made. I am merely placing all these problems before the House so that it might be able to look at this international picture in broad historical perspective.

There is another matter, of course, which is most important in our understanding things today, and that is the pace of technological development, which is tremendous, which we who live in this technological world do not wholly realise, but which is making all the difference to this world, most

particularly in regard to the development of communications, in the development of the art of warfare and all that, which throw us into each other's laps all the time, and which has resulted in creating a situation when any real major conflict or a world war would be of such tremendous significance and destruction that no objective for which that war is fought can ever be realised through it. Now that is the basic fact too. You may have the best of objectives, but war has become such that you will not realise that objective, and you will get something which, well, you do not like, in spite of so-called victory.

Now, here are certain broad aspects which I should like the House to keep in mind. Therefore, what can a country like India do? We cannot influence other countries by force of arms or pressure of money; we can negatively do something, we can positively do also a little occasionally, but to imagine that we are going to shake the world or control international affairs according to our thinking, as sometimes hon. Members seem to hint, that we should issue something in the nature of an ultimatum to this country or that country, or demand from this country or that country, or express our views in strong language to the world at large, has little meaning, unless you can do something afterwards. Hon. Members opposite have repeatedly said in their comments that the President has used weak language, circumspect language, and why not come out strongly in favour of this or that. I would beg of them to remember that in the modern world strength does not reside in strong language at all. In the problems of modern world and international affairs, strength does not reside in strong language at all. Strength resides somewhere else. Nor does it reside in slogans. We must have strength somewhere before we take to any step. Otherwise we make ourselves ridiculous. And apart from strength a nation—and I hope India is a mature nation, with all our failings, and we have a few thousand years of growth in restraint and all that—a mature nation does not and should not shout too much. Strength does not come from shouting. It is not a sign of maturity. I regret that there is far too much shouting and cursing in the world today. It may or may not be justified. But it is not good all the same, you have come up against all these problems, of, apart from the other countries, two giant countries ~~disliking each other~~, trying to undermine each other, and yet terribly afraid of each other. It is a most extraordinary situation, and we

live in this psychosis of fear, of fear and hatred, and there can be no worse companions for a country than fear and hatred.

Therefore, one of the approaches at least in which we can help is to try to lessen this atmosphere of fear and hatred. But how far? We cannot do very much about it. But at least we can, negatively; first of all, we may not do anything or say anything which increases that. That is within our power certainly. At least we should not indulge in that shouting and cursing and slandering match which seems to have taken the place of old-time diplomacy. That is something though it does not or may not achieve much result. At least, we have not added to the illness of the world. Positively, where we can help also, we should help, although in taking any positive step, there are always certain risks involved that it may fail. We had been very cautious about our positive steps. Negatively we have endeavoured, I think, with a great deal of success, not to take part in these controversies, by merely running other nations down. We do not agree with a great deal of what some other countries say or do. But when the time comes we try to point that out in as friendly a language as possible, because we are quite certain that by using stronger language we do not help anybody, not the cause of peace certainly. So the positive steps we have taken, we have also taken as cautiously as possible. We have tried not to, and no step of ours has been taken just to put this party in the right or the other party in the wrong. We may have failed—that is a different matter—in the step we took. But we have tried always to do something in the hope of success and tried to find out as far as we could the opinions of the other parties concerned.

There was this Korean Resolution. Now, I do not wish to take the time of the House on this occasion as I have spoken about this in the past. We tried our utmost in that matter to find out what the other countries concerned were prepared to accept or to do. It is impossible to find out everything. One may make a mistake, but we did proceed on a sound enough basis of finding out a good deal, and about 90 or 95 per cent. of what we put forward in that Resolution was, if I may say so, taken down sentence by sentence from what had been said to us by the parties concerned, not in a joint form, but separately; we had to put it together. My point is this. I am not justifying anything except to say that the earnest attempt we have always made was to try to compose

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things and put one party's viewpoint before the other without compromising anything. Well, we failed; we must suffer for that failure. But I do submit to the House that it is grossly unfair for any person to accuse us of partiality and the like in this matter.

Some hon. Members on the other side are constantly repeating like some 'mantram' which they have learnt without understanding what it means, that we are stooges of the Americans. We are a part of the Anglo-American bloc, etc. Of course, that kind of statement normally, in the case of persons who are less restrained than I am, might lead to a retort in kind. But I do not wish to say that. But I should like them and others to try to keep out of the habit of learning some slogans and phrases and repeating them again and again. It becomes rather stale work. It is not interesting or exciting to hear the same phrase repeated again and again, whether it has any relevance or meaning or not.

Shrimati Renu Chakravartty (Basirhat): What happened to the amendments that you accepted at the instance of America?

Shri Jawaharlal Nehru: My point is that if we or any country seeks for peace, peace requires peaceful methods. The House will remember a thing which Gandhiji laid stress on always, of means and ends. I am not entering into a metaphysical argument, but surely if you demand peace, you must work for it peacefully. It is quite absurd to work for peace in a warlike manner. (Interruption). I am not referring to any particular group, but unfortunately some people seem to think I am talking about them. Because the fact is that today --and I say so with respect--quite a large number of countries, big and small, talk about peace in the most aggressive and warlike manner. This does not apply to one group or another; it applies to everybody almost. In fact, one might almost say that peace is now spelt W A R.

Shri Chattopadhyaya (Vijayavada): Not a very clever statement. Sir.

Shri Jawaharlal Nehru: We are becoming enveloped, all of us, not so much in this country—I am talking about other countries—by a mentality which might be called the military mentality. That is, statesmanship is taking a second place and is governed more by military factors than the normal factors which statesmen consider. Now, that is a dangerous thing.

Now, a soldier is a very excellent person in his own domain, but as somebody, I think a French statesman,

once said, war—even war is too serious a thing to be handed over to a soldier to control. Much less peace. Now, this intrusion of the military mentality in the Chancellories of the world is a dangerous development of today. And how are we to meet it? Frankly, I confess that we in India cannot make too much of a difference. I do not wish this House to imagine that we can take this on our shoulders and remodel it to our heart's desire; we just cannot do it. But we can do something; we can co-operate with others, we can help in creating a climate of peace and thereby, possibly, help in going some way towards our objective. We try; if we fail, well, the world itself fails. There the matter ends.

Now another factor is that we talk about peace and war, and there are many causes, no doubt, of this war, some often discussed, others rather hidden. But surely one should realise that owing to a number of factors in this world, chiefly technological developments, political developments and the like, nationalist movements and the like, people all over the world, vast masses of people, have ceased to be quiescent. Now, it is a good thing. They are not prepared to suffer, to put up with their condition; people in colonial countries are not prepared to put up with what had been done in the past. Therefore, they look at anything that appears to them as a liberating force; they are attracted by it. It is a patent thing. May be that liberating force may not liberate; may be it might be worse—that is immaterial. But the point is that the whole world is in a fluid condition and men's minds have been moved and perturbed and they seek something to support them and to guide them ahead.

Now, in this state of affairs one would have thought that one of the earliest steps to be taken is to remove certain patent grievances and certain patent structures of government which put down masses of people. In other words, the problem of colonialism in the world which has been certainly tackled to a considerable extent in the past few years since the war ended, should be tackled still further, and thus at least one cause of making large numbers of people utterly dissatisfied should be removed. Well, it has not been removed. And there is another thing also which is slightly allied to it, though not the same, and that is, a way of looking at the countries of Asia as if they were an outer fringe, a distant outer fringe, which should

fall in line with the others. Well, one of the most important developments of the age has been what has taken place in Asia and what is likely to take place in Asia. There is no doubt about it whether for good or ill. The whole of Asia is very wide awake, resurgent, active and somewhat rebellious. Now, how are you going to deal with it? All these problems are problems ultimately not of military might but of men's minds. They cannot be dealt with by guns; sometimes guns may be necessary. I do not know. But certainly they are problems of psychological approach to vast numbers of human beings, whether it is in Asia, whether it is in Africa. The approach that is being made in Africa, in large parts of Africa, whatever its virtue in the minds of those who are doing it may be for the present, one thing is dead certain that it is bound to fail ultimately, tomorrow or the day after. There is no shadow of doubt about it. It does not require a prophet to say that this approach will lead to the most dangerous consequences in racial conflicts. Take the question of the steps that are being taken in South Africa. These are basic facts which may not be related to the circumstances in the Far East or in Central Europe and Germany but they are basic facts which may do much to shape the world of tomorrow. Now, therefore, what policy can India pursue in this matter? As I said, whatever policy it pursues it should talk in a quiet voice, it should not shout. It should talk in terms of peace, not of threats or cursing or war. I would like others to do so, too. Anyhow we should try to do so. We should not merely show our temper to other nations even though we may feel strongly. Let us convert our feeling into strength, not into temper, and that applies in the world at large. That applies to our relations with Pakistan. We have endeavoured to do that with more or less success. It does not matter what temper the other party shows. Obviously, we have to protect our interests, we must protect them and we must protect them. But even in trying to protect them it does not help to show temper. There are two ways of approaching this question. One is the conviction that war must come. We try to avoid it but it is bound to come. Therefore we should prepare for it. And, well, when it comes, join it this way or that way. The other way is trying our utmost to avoid it, feeling that it can be avoided. Now, there is a great difference in those two approaches. If mentally you are convinced that it is bound to come, well, you accustom yourself to

that idea and you work to that end even though you may not like it. You are not working for peace but you are convinced absolutely that war is coming; it is inevitable and therefore let us work for war. On the other hand, in trying to work for avoidance of war you must believe in it. A phrase here and there is not enough because otherwise you are always working to the other end. People work for it. Naturally no country can forget the possibility of being entangled in war,—that is a different matter—and taking such precautions as it ought to. There is, I think, a great deal of difference in these two approaches. I have a sensation that many great countries today apparently have come to the conclusion that war is inevitable—not that they want it. I do not think people anywhere want it. I hardly think that many statesmen want it but still somehow they have come to that conclusion. Well, so far as we are concerned, we believe that war is not inevitable, it is a dangerous possibility—sometimes it becomes a probability—but it is not inevitable and therefore to the utmost and to the end one should work for its avoidance. One can work for avoidance apart from the political or diplomatic field, essentially in the human, psychological field, in so far as we can. Naturally, we cannot do much but we try to do what we can in this matter.

Now, the House knows that certain recent developments have taken place. Certain statements have been made in the United States of America by the highest authorities in regard to the Far East which have caused grave concern not only to us here but in many countries all over the world. I confess that it is not clear to me even now exactly what the full consequences of those statements are. But, whatever the meaning behind them, there is no doubt of the impression they have created and the reactions produced. From the point of view of psychosis of fear and world psychology, they have had a bad effect apart from anything else. All this talk of the blockade of China or other such steps obviously is not talk that leads to peace or settlement, whatever else it might lead to. It is easy for any party to justify what it says by arguments and by what the other party said. Are we to remain silent? That may be done. But it is too serious a matter for this kind of justification of statesmen and politicians, much too serious a matter affecting the world. I do confess that we as a government and, I am sure, as a people, view these developments with the greatest concern. Now, again what can we do about them? It is no good my using strong language. That

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will not impress anybody more than the more quiet statements that we might make. In so far as our opinion is concerned, it is conveyed quite clearly. Our test is always this. Does this help in lessening the tensions of today or does it add to those tensions? That is our major test. If it adds to these tensions we are against it. If it worsens the situation we are against it. If it somehow helps, if it goes far, that is all the better. So that is the test that we apply whether in the United Nations or elsewhere.

Now, coming to our domestic policy, I do not wish to go into details. But hon. Members opposite have talked a great deal about hunger and starvation in India and the economic condition and the like. I believe there is an amendment to the effect that the economic situation has deteriorated. Now, that is a question, to some extent, of facts and figures. It is completely easy in this great land of India to make a list of suffering and distress and poverty. That is our misfortune. It is there. Nobody can doubt it. There are these 360 million people. But may I beg the House to consider: Is that the test? The test is whether we are getting over these difficulties: how far we have gone; how far we are likely to go; and what steps we are taking. I think that, objectively considered, there is no doubt that the economic situation has improved considerably. It is a matter of judgement. (An Hon. Member: And famines also.) It is a matter of facts and figures. I think the peasantry in this country—I am not for the moment talking of the landless labourer—has improved greatly, not slightly. This country is a great, big country, and it is very difficult to make generalisations about it, because there can always be exceptions. But subject to this statement, I think it is correct to say that the peasantry of this country is a good deal better off today than it has been for generations past. (Shri Nambiar: Question.) As I said, I exclude the landless labourer from my statement. He is very important and we should do our utmost for him. In some cases, the landless labourer has also done well; in others, he has not. The industrial population certainly is not worse. It is, if anything, better—not too much better, but if anything better during the last few years. We add to our numbers largely, and in spite of the fact of a growing population, the general condition of the people is, I think, better. That does not mean very much, I admit,—because we start from a low standard. (Interruption).

Mr. Deputy-Speaker: Would not hon. Members be a little silent and patient?

Shri Jawaharlal Nehru: Hon. Members opposite,—some of them,—are greatly impressed by the strides in economic progress made by the Soviet Union. I agree. The Soviet Union has made great progress. Nevertheless, in spite of that great progress, standards of living, say, in the Soviet Union and in America, are very different. That is no condemnation of the Soviet Union at all. The fact is that the standards of living in the United States are the highest in the world.

Shri Chattopadhyaya: For the few.

Shri Jawaharlal Nehru: No. For everybody, I say, barring a few.

Shri Chattopadhyaya: What about unemployment? What about the Negroes?

Mr. Deputy-Speaker: Are we to be settling this matter by bandying about words across the floor of the House?

Shri Chattopadhyaya: There is no bandying about of words.

Mr. Deputy-Speaker: Every hon. Member has got the right to say what he feels. If another hon. Member does not agree, let him not agree. But let him keep quiet.

Shri Jawaharlal Nehru: If hon. Members will listen to the end of my argument, then they will perhaps grasp more of what I say. I will put it in another way. The Russian Revolution took place in November 1917. Ten years later, let us say, in 1927..... (An Hon. Member: When these people were not born.).....what was the state in Russia? What was the progress made? Certainly, they had civil wars and tremendous difficulties. I admire the progress that they have made, but what I am pointing out is that when you look at the progress made by the Soviet Union you should not go and compare it with America's. You should compare it from where it started at the time of the Revolution. Then it is a fair comparison. Say, in 1917 it was this: in 1927 it was that and in 1937 or 1947 it was this—that is a fair comparison to judge the pace of growth. It is no good saying that the American standards of living are higher. It has no particular meaning in this context, because America has had other reasons for growth. She has had 150 years for growth. Therefore, you have always to consider the starting point. In the same way, it is no good comparing the India of today after five years of Independence and all this business of partition..... (An Hon. Member: See China.)

Pandit Balkrishna Sharma (Kanpur Distt. South cum Etawah Distt.—East): Oh, China? Do not talk of China.

Shri Jawaharlal Nehru: I would beg hon. Members not to interrupt. If they would interrupt, I hope it will be in a more musical voice. (Laughter).

Dr. S. P. Mookerjee: Why not in a poetic language? He is a poet.

Shri Jawaharlal Nehru: So, it seems to me that to compare India today with the Soviet Union would not be proper. Somebody said "See China". I am very happy about that, because I should like to be compared to China. I want to be compared to China—in every way—all along the scale. I want to lay down that comparison for the future. (Interruption). I do not mean to imply that we are cleverer than China, or that we go ahead faster than China. They may go ahead faster, but I say that it is a right thing for us to see what China is doing and to profit by it wherever we can. Conditions are different, and remember one thing—there is a very major difference.

Dr. N. B. Khare (Gwalior): I think the Prime Minister means China minus Chiang-Ke-Shek.

Shri Jawaharlal Nehru: The hon. Member's history is rather out of date.

I am not challenging this comparison to China. I do not mean that. But I do think that it is fair for us to consider what China is doing, and to learn by it so far as we can. There is a certain basic difference. The Chinese are an amazing people—amazing in the sense of their capacity for hard work, for co-operative work. I doubt if there are any other people quite equal to them in that respect. But there is a very big difference. Remember that. History will show us to the effects of that difference. The difference is that we are trying to function in a democratic set-up. It is no good, therefore, saying that we are better or more virtuous than others. There is no question of virtue involved in this. Ultimately, it is a question of which set-up and which structure of government—political or economic—pays the highest dividends for the country or for the world, and when I say the "highest dividends", I do not mean merely material dividends, although they are important, but other cultural, spiritual—or whatever you may call them—dividends. That is to say, it is an important fact that whether an individual or a group or a country grows in an atmosphere of intellectual or other freedom or not. Anyhow, the future will show. But it

is a democratic set-up which we have deliberately chosen and which we feel in the ultimate analysis is good for our people and for our country. We do not dictate to others. It is open to them to do what they like. Nevertheless, it sometimes makes the pace of growth slow, for always—apart from other things—you have to weigh the demands of tomorrow with the needs of today, in building up a country. Now, here we are in the days of, if I may say so, phased national reconstruction or development in this country. I speak of course without accurate knowledge, but I should say that there is no comparison whatever between India and China as to the building activities of great works that we are undertaking. They are far greater than China's. They are doing other great things—that is a different matter—but in this respect there is no comparison. In fact, India today is putting up some great works which in their totality and separately can compare with anything that is being done in any part of the world.

4 P.M.

An Hon. Member: What about the wastage?

Shri Jawaharlal Nehru: The hon. Member lives in a sea of wastage and his mind also does not see what is being done. If there is waste, stop it by all means. But the point is: do you see what is being done?

The difficulty comes in always between the needs of today and the demands of tomorrow. A poor country, poor in resources, has not got large resources for investment for building up for tomorrow. And if you want a surplus, well you have to be strict with yourself in the present generation. And democracy does not like stinting in the present—not usually. In times of great crisis it might. Democracy wants the good things of today, today, as far as it can get them. And that is a tremendous advantage, from that limited point of view, which an authoritarian Government has, which can build for tomorrow, not paying too much attention to things of today, — of course satisfying them to some extent, but not paying too much attention. You cannot do it. How many hon. Members here, or in the State Governments, dare do something for the obvious reason that if they do it, they might not get elected at the next elections,—some tax put on, some tax taken off, things which might otherwise be justified. So there is that difficulty of democracy.

Of course, we all talk about democracy a great deal. But it is a relatively new thing in its present shape

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and form. That is to say, the old-time democracy was a limited one, with limited franchise, limited people, certain ruling classes, etc. Now we have got adult suffrage and here in India the biggest electorate in the world. And with all my admiration and love for democracy I am not prepared to accept the statement that the largest number of people are always right.

Babu Ramnarayan Singh (Hazari-bagh West): Hear, hear. (Laughter).

Shri Jawaharlal Nehru: The hon. Member who made that interjection is himself a patent example (Laughter.) He is never right whatever happens.

So that, we know how people can be excited, their passions roused in a moment. Is this House going to submit to the passion of the moment or even of a democratic crowd, if I may say so? Five and a half years ago here in this city of Delhi, apart from Punjab and the whole of Pakistan, what was happening? Was that democracy functioning?—when people were killing each other and driving each other and doing all kinds of atrocities, in Pakistan and in this part of India, when millions went from this side to that and from that side to this? Democracy functioning! People were functioning! I do not blame those poor people. But I am saying that democracy goes mad; democracy can be excited to do the wrong things. Democracy, in fact, perhaps sometimes, is more war-like, even than the others, than individuals. Individuals after all have some training. But that very democracy of yours can be excited to do all things, their passions excited, and then it is more difficult to control a democracy in war than perhaps it was a statesman of older days.

So we have to function. Here are these mighty experiments going on, and we have to build India according to democratic methods. That we have decided, because ultimately we feel that democracy has something of the highest values, highest human values. We believe that.

Now again we talk of human values. It is true. Many hon. Members must have thought of the effect on human values of war itself. People say that democracy has human values. Of course. But then war puts an end to those very values that democracy cherishes. Democracy, in fact, is if not a casualty of war, at any rate a partial casualty of war. It does not function properly. Then all standards of human values that we cherish go down

in war. In fact, the tragedy of the situation is this: that we go to war to protect democracy, to protect human values and standards, but because we have adopted a wrong method to protect them, we achieve wrong ends. We do not achieve what we are aiming at. That has been the tragedy of the last two world wars and something infinitely worse is likely to happen if there is another war.

So, in judging the economic condition of the country, I would beg hon. Members to take this fact into consideration. I have no objection to their criticising the Government, or even condemning it. We are all engaged in this task of building up this country. And it is too serious a matter for any of us merely to take a negative line and help in creating an atmosphere of depression in the country. Atmosphere counts. The psychology of the people is more important than any decree of Government. In that connection I am glad to say this. I am giving my own impression of this country and that cannot be hundred per cent. true of the whole country. But I know something of my people. I go about and understand them and it has been my high privilege to have their affection and confidence also. I have found during the last five or six months people in their enthusiasm undertaking, often with voluntary labour, almost all the plans that we have put forward. The few hundreds of miles of road they have made, or the tanks they have dug, are important in themselves. But infinitely more important was the spirit, the crusading spirit which went into this work. Now it is that spirit which we count on and it is that spirit which will make our Five Year Plan or other Plans a success. If that is not there, admit that no kind of Government decree, or Government organisation will take us too far.

So, I would beg hon. Members in every section of the House to realise this that they can help in creating this spirit in this country or hinder it. And this constant attempt to produce an atmosphere of frustration and depression in the country, surely cannot achieve any objective which anyone in this House has at heart.

I referred just now to the Five Year Plan. Well, most hon. Members by now would have read it. Many have criticised it. Now, as I have said before, there is nothing sacrosanct about that Plan. I think the mere making of that Plan itself is a great effort. It was an inevitable and right thing, for without that foundation, without that investigation, that basis of calculation

of resources, etc., and of priorities, we could not get going. We may talk academically as in a school-boys' debate. It is essential. We have laid down some policies about land, food, etc. I think they are good policies. Convince us—we will vary them. There is no difficulty about it. It is not a law which cannot be touched. We want to go as fast as we can. But it is not good enough to tell us to do something which is beyond our resources. We want to stretch our resources: we are prepared to take risks, but intelligent risks. After all the responsibility of carrying out this Plan is a heavy responsibility. We cannot gamble with it. We cannot take undue risks. Every legitimate risk has to be taken, for we realise that the policy of being too cautious is the greatest risk of all. Therefore, look at this Five Year Plan in that spirit. I am quite sure that nobody in this House can disagree with, let us say, 80 per cent, or 90 per cent, of that Plan. They may disagree with some policy. Well, when the time comes talk about it, discuss it, improve it, do what you like but get going. Let us get going with it.

Dr. Syama Prasad Mookerjee referred yesterday briefly to the community projects. Well, I have got a list of community projects.

Shri Meghnad Saha (Calcutta—North-West) rose—

Mr. Deputy-Speaker: I have not been able to follow the interruption.

Shri Nambiar (Mavuram): What about the Industrial Policy?

An Hon. Member: Is it question hour?

Shri Jawaharlal Nehru: I will just say a few sentences. We believe that it is essential for India to be industrialised. We believe, secondly, that the industrial policy should be based on the development of basic industries—steel, etc., etc. But we also believe that any industrial development will have a weak foundation without a strong agricultural economy. Therefore, we cannot develop industry without considering and strengthening agriculture. The food part of it is important enough: if we have not food in the country and if we depend on other countries it would be an ill day for us. We must make our country self-sufficient in food, and make our agricultural economy good. Otherwise, any industrial structure that we build up in the present day may topple over, because of the weakness of our agricultural economy. I cannot go into this question at the moment.

But let no one here imagine that we do not attach enough importance to industrial development. We do. It may be that the hon. Member can make some bright suggestions to us which will make us go ahead in respect of both functions with speed; we shall gladly accept them.

An Hon. Member: Community Projects.

Shri Jawaharlal Nehru: Community Projects. I was just saying this, that these projects have been in existence for the last two to three months may be a little more, in some places only a month, in some places three months. And I think they vary greatly. Some are functioning extraordinarily well, some moderately well, some not well. It is true. On the whole—I am merely informing the House of my own reactions to the reports we have received—on the whole I think we are doing very well. It is true that some projects are behind hand, little has been done. But taking the whole of India I think we are doing very well. It is a new experiment, it is difficult. But the test of it really is the type of workers who go there. On the whole, again, I think that we have got a fairly good number of workers there.

Now, may I say a few words in regard to the subject which occupied the hon. Member opposite. Dr. Mookerjee's speech, practically the whole of his speech, yesterday, that is, the Praja Parishad agitation in Jammu? The hon. Member spoke on this subject most of the time yesterday, and I have no doubt that in the context of things it is a matter of importance to be dealt with. Nevertheless, I think we should always remember the relative importance of things. When we draw up a plan, the Five Year Plan, we consider priorities. That is important. But ultimately everything is a question of priority in this world. We cannot do everything. An eminent person said long ago: it makes all the difference in the world whether you put truth in the first place or in the second place. You do not discard truth; it is there. But the point is whether it has the top place or a second place. So also in considering a problem, whether it is a political problem or an economic problem, it is most important what order of priority you give to it. It is important for this House, which has to shoulder the burden of the governance of India, to have some order of priority in its mind—all-India priority. Of course we have to think of the details too. But if once we lose sight of that, then we get lost in a maze, and in the trees we forget the wood. There is always that danger.

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Now, I said that because in considering this Jammu problem and in the context that the hon. Member put it, one would imagine that of all the great national and international problems that was the dominant problem of the day. Well, I recognize its importance in its sphere. But, surely, let us see it in its proper perspective and not get unduly excited about something and forget the more important things.

Now, here is a situation, which the hon. Member himself realizes, when the world is, I will not say (because I do not think it is) on the brink of war—it is not correct, so far as I can judge of the situation, but certainly it hovers about over the brink of all kinds of precipices all the time. One does not know at what moment something may happen. Look at the international situation. Look at those mighty things that are happening in India, that we are trying to build up. In that context let us look at this Jammu problem. I think to do anything else is to upset all our priorities and all our perspective.

The hon. Member was very indignant at what he said were the abuses hurled at him or his colleagues. The main abuse that he took exception to was being called communal. First of all, let me express my pleasure at the fact that he considers communalism as something to be disliked and an abusive term, because it is a bad thing. I hope gradually he will convert his colleague on his left to this viewpoint. (Dr. N. B. Khare: Never, never.) because I seem to remember that he takes pride for being communal.

Dr. N. B. Khare: Of the right type, Sir.

Shri Jawaharlal Nehru: May I improve that phrase? Of the rightest type; (Dr. N. B. Khare: Righteous type.) as right as possible, in fact so right that it has terrible reaction.

Now, the hon. Member suggested: What is this business of communalism? Who is communal? Let us sit round a table and thrash it out. Well, let us by all means sit round a table, whenever we can, and thrash things out. But I was taken aback by the statement, because many of us have lived through the last thirty years of India's history—if not thirty, twenty—and seen and participated in the ups and downs of the national movement. We have seen how organisations which have been called communal have functioned, whether they have been Muslim, Hindu or

Sikh. We have all got that past history before us. We have got before us also something to which I referred a little while ago, the occurrences in August, September, October, 1947. And finally we remember the 30th January also when the greatest of us was shot down by a foolish youth. Now I do not quite know what interpretation of India's 30 years' history and all those events that took place my hon. friend gives but the normal analysis has been that there are in India all kinds of forces—to use the terms of Europe, some Rightists, some Leftists, some central, whatever it is—and among them, the normal Rightist groups gradually finding that they cannot well have much influence purely in the social plane, have taken advantage of the cloak of religion to cover up their other reactionary policies and have exploited the name of religion in politics and have excited people's passions in that name. That was done, as we all know, with a tremendous degree by the Muslim League.

Dr. N. B. Khare: This is only his usual mantram and nothing else.

Shri Jawaharlal Nehru: That was done by other organisations of Hindus and Sikhs. I am not concerned with it. It is no good for me to be told that this evil is the reaction of any other evil. I am concerned with my own evil, not other's evil. And apart from this, there is a basic—I say so with all respect—weakness in us as a community, the national community I am referring to. We have had many virtues which have kept us going through the ages but we have had failings too which have made us stumble and fall through many times and among the failings is our living in compartments, our caste system, our provincialism, our regionalism, all these things. We are going out of them. I am glad to say. Nevertheless, they are here. People can exploit them and they have exploited them in the name of religion or caste, etc., because many of our folk, whether he is a peasant or a worker, can be excited in the name of religion. Certainly they get excited wrongly and repent afterwards. All this is communalism which is something utterly bad. I have no doubt that if there had been no communalism, there would have been no partition of India. I have no doubt that many other things would not have happened. Take the Punjab or take any other place in India. It is this narrow outlook always trying to gain a favour for this group or that community forgetting the larger good that has weakened us in the past. It was only

in the measure that we got over it—and we got over it in the past on account of our national movement—that we gained our freedom but we did not get over it adequately and sufficiently to prevent the partition, to affect certain groups in India which were affected by the Muslim League. So, we suffered in the partition and it is not a question, as hon. Members might say of my agreeing to it. Agreeing to it is a minor matter. You have to deal with strong forces, with imponderables, people's minds and wishes. In the modern world today, you cannot, in any part of India or in Kashmir or in Jammu, deal with people by force. You cannot hold them by the bayonet. You hold their minds, hold their hearts. They may be excited at any moment. In the long run, unless you win their goodwill, it is no good to you. They are a burden to you. So, how can I go into this question of communalism? It surprises me. It is not a question. It is an approach. Some people who are franker than others talk about it but apart from talking, it is a mental approach, a narrow approach which considers that India is the property of this group or that group. That group may be in 70 per cent. or 80 per cent. majority. I say even if it is 99.9 per cent. in the country, that .1 per cent. has as much right as the 99.9 per cent. One should be made to feel, if he has a sense of feeling that he is not getting a square deal, that he is not on a level with others, that he will not be discriminated against and so on and so forth. You have to win his mind. That is the problem. We have in India 40 million Muslims, as big a number as any other Muslim country has excepting Pakistan and Indonesia and Pakistan is split up into two: neither Pakistan has as many Muslims as India has. Any propaganda, any mental approach which makes those people feel that they are not completely at home here, they are not completely safe, they have not got the same opportunities for development and progress, etc., is an anti-national thing and a communal thing. Now I do submit that there is such a propaganda going on often enough, there are organisations in the country whose almost sole purpose is to do that.....

Dr. N. B. Khare: Do I understand that everything pro-Muslim is national?

Shri Jawaharlal Nehru: Here, in the city of Delhi which is gradually becoming a kind of microcosm of India in regard to various forces, etc.—you can see it in the bazar, you need not go far—you can hear cries of certain

organisations of praise for Godse who killed Gandhiji. What is that?

Dr. S. P. Mookerjee: Where did it happen? You are making a very serious allegation. We have never heard of it.

Shri Jawaharlal Nehru: I am not accusing any hon. Member here. I say that here in Delhi, I can give you two or three specific instances of these cries being raised. I am not making any hon. Member here responsible for it. I say an atmosphere is created where people's passions are roused and they say these things.

Dr. S. P. Mookerjee: Please do not trust all your informers. That is my humble request.

Shri A. Ghosh (Burdwan): There was a procession in Calcutta at the time of the Hindu Mahasabha conference when posters saying "Long live Godse" were carried.

Shri Raghunath Singh (Banaras Distt.—Central): In Banaras also.

Pandit C. N. Malviya (Raisen): I come from Bhopal. There was a procession led by Dr. Khare, Shri N. C. Chatterjee and Shri Deshpande. This slogan was raised:

बमूतर से आई आवाज,
हीर गाडसे जिन्दाबाद।

Shri N. C. Chatterjee (Hooghly): It is an absolutely unfounded charge. It is a fabricated statement.

Pandit C. N. Malviya: It is quite right, Sir. I say it with full responsibility.

Shri V. G. Deshpande (Guna): I say it is an unfounded statement.

Mr. Deputy-Speaker: Order, order.

Shri Jawaharlal Nehru: May I continue? I was not relying, if the hon. Member thought so, on any, what might be called, police or intelligence reports. In this matter, I was relying on what hon. colleagues here in Parliament have told me.

Shri V. G. Deshpande: We are also hon. Members. We say that is not true.

Shri C. K. Nair (Outer Delhi): Why do these hon. Members defend. I wonder. (Interruption).

Shri Jawaharlal Nehru: I am sorry, the mind of the House is diverted. I was talking about a certain atmosphere of hatred and dislike that has produced all this communal approach and outlook. That I think is a dangerous atmosphere, a bad one.

[Shri Jawaharlal Nehru]

The hon. Member opposite talked a great deal about the full integration of the Jammu and Kashmir State to India. I think that is the major task for us in India and I give that the highest priority, and I would give, compared to this, the second priority to the Five Year Plan or anything else. The major task in India is the proper integration of India.

Dr. S. P. Mookerjee: Including Kashmir.

Shri Jawaharlal Nehru: May I explain the proper integration of India, meaning, not just the constitutional and the legal—the map shows integrated India—but the integration of the people of India in their minds and hearts. It is not enough merely to talk it out. We have inherited a strong tendency, I am glad to say, of unity, largely built on two contradictory factors, opposed factors: (i) subjection to British rule and the British imposed unity of India and (ii) the unity of the national movement contending against the British rule.

Shri V. G. Deshpande: And the Hindu culture, the third.

Shri Jawaharlal Nehru: The hon. Member is mistaken. What he is saying is important in another context, not in this, because that did not lead to political unity, but led to cultural unity, which is a different thing. We are talking about political unity now. Now, we have inherited because of this national movement, etc., a political tendency to unity. Naturally, it is there. But, we have also inherited strong tendencies to disunity and disruptiveness, which come into play often enough in many shapes and forms, whether it is communalism, provincialism, or casteism, or parochialism and regional feelings and the like. They are tremendous. Of course, ours is a big country. It is a question whether the unifying influence is stronger than the disruptive influence. I think the unifying influence is strong. But, the danger is that the people who do not give full thought, feel secure that they are united. That is all right. They pursue the disruptive tendencies till they go far and then they cannot check them. Therefore, the great problem is the real integration of the minds and hearts of the people of India. That is not a matter of law or constitution. The law and the constitution come in their place, of course, to register the decrees of the mind and the heart when they are properly done. It is from that point of view that this question of Jammu and Kashmir has to be approached also, and no other.

I should like just to remind the House of a little past history. When the Jammu and Kashmir State acceded to India, they acceded in an identical manner like any other State in India had acceded. There was no difference, in the quantum of accession—it was full—or in the manner of accession. The Governor General here then Lord Mountbatten signed the paper and the Maharaja on the other side signed the paper. It was just like any other State. Immediately, there was war in Kashmir and naturally it became a special case, because of that and other reasons. A little later, it was referred to the United Nations. Now, our policy had been, even before all this happened and before this accession took place, declared formally by the Government, by Sardar Patel and by me, that in any State which wants to accede, naturally, the formal way is for the Ruler of the State to accede, but where there is any doubt or challenge, the people of the State can decide. That was the policy stated, regardless of Kashmir. We did not even think of Kashmir. It was an independent policy. Naturally when the question of Kashmir came, we had to apply the policy which we had stated. It was patent there were other circumstances too. So, I stated on behalf of our Government, when I announced the accession of Kashmir to India, that the accession is complete and whole. There is no lacuna in it. But, in accordance with our own policy, it is for the people of Kashmir to decide otherwise if they so chose. Even in accepting the accession, although it was good enough for the Maharaja to agree, and for us to accept his signature, we took care to have the approval of the largest popular organisation, the National Organisation there, and then we accepted it. This was the background.

A year later or more, the question of the other States was considered as to how far we should go and what further steps should be taken in regard to their integration. May I beg the House to remember the difference between accession and integration? Accession is complete. Accession makes the territory completely a part of the territory of India. From accession, therefore, Indian citizenship, etc., whatever flows from being Indian territory, follow. Integration is the degree of relationship or autonomy enjoyed by that State. You may say that a Part A State is integrated in a particular degree, a Part B State in another degree and a Part C State in another degree. A Part C State is integrated even more than a Part A State. It is a bit of the Government of India stretched out. There are degrees

of integration and degrees of autonomy in each State. It was an open question for a long time, what shall be the position of a Part B State, and what position they should occupy in our Constitution, and what shall be the degree of their autonomy. It was a doubtful question whether they should all enjoy the same uniform measure or in varying degrees. Because the situation was not alike. It differed from place to place. But, fortunately for us, these matters came up when we were rather fresh. I mean to say things were going on with a certain momentum, a certain rush, and much could be done which cannot be done now easily, and Sardar Patel, therefore, brought this about with his great energy and ability—this closer integration of the other States, and a certain uniformity in the other States in somewhat of a rush. Now, I put it to hon. Members if we have to face this problem of the other big States today, it would not be such an easy matter. I do not mean to say that they are against any basic principle of ours—not that—but it would be a much more difficult matter. It is all very well for a sub-committee to be appointed to consider financial matters and economic matters, and then have the whole thing put down quickly in the first year or so, but now if we did it, it would take a much longer time, and much longer argument with each State. In fact, my colleague, the Finance Minister, has to face argument now in spite of all that, because fresh things come to light. So that, if this argument applies to all the other States which have no basic question involved as Kashmir has, we should remember that to talk of deciding of additional subjects and financial matters and financial integration and all that—is no simple matter; it is a very complicated matter, apart from any differences of opinion, even if you start with the same opinion.

The hon. Member said repeatedly that I had refused to meet the Praja Parishad people and that I treated them as political untouchables. Now, what are the facts? About a year ago—may be a little more—as a matter of fact, I did meet the President of the Praja Parishad, Pandit Premnath Dogra. I did meet him here in Delhi and had a long talk with him. Of course, this present agitation was not there. We talked about other basic matters affecting Jammu and Kashmir, because there was some kind of agitation then. And after my talk, he, I felt, accepted my viewpoint and agreed to what I said. And what I told him was that the method he was pursuing was bad not only for the Jammu and Kashmir State, but for

Jammu specially and for the very objective that he was seeking to achieve. I thought he had appreciated my argument. He said "yes". Two days later, I saw a statement in the press issued by him which to my amazement said the opposite. It, in fact, said that practically I had accepted his argument, which was a most amazing thing—not exactly that, I mean, but it created that impression. Well, needless to say, it rather upset me. Letters were sent to him that it was very wrong of him to do that. That did make me feel that he was not a safe person to see often, because every meeting would be exploited, and then I have to go about explaining what has happened. Once soon after—by "soon after" I mean about two months after that—again nothing to do with this present agitation—he did ask to see me and I sent word to him that our last interview was not a great success, and, in fact, it created difficulties—and also I was very busy with Parliament—"I am sorry. I can't see you now." These are the two occasions. There has been no third occasion when the question has even arisen.

Now, so far as seeing people goes, the hon. Member should know that, subject to time, I see everybody who wants to see me—all kinds of persons. Naturally, time is limited, and I would gladly see anyone. But, reverting to this Praja Parishad agitation, if the House will permit me, I should like to read the report of a speech delivered in the other House—a few lines of it—not by a Member of our party, but by a very eminent Member of the Opposition, a great leader of the party which the hon. lady leads with such grace in this House—Acharya Narendra Dev. That, surely, is an objective analysis by a person who has no desire merely to support the Government.

This is what he said:

"The other question, Sir, is the delicate question of Kashmir. I am not competent to pronounce any authoritative opinion on this matter, but I will say with a full sense of responsibility that it is a communal agitation; that the Parishad is the old R.S.S. It opposed the land reform movement. It supported the Maharaja in the days of old, and when the R.S.S. was put down, it overnight assumed a new name and is masquerading under the name of the Praja Parishad. I say that this agitation is ill-timed, ill-conceived, and is calculated to render the greatest injury to our larger interests."

Dr. N. B. Khare: That is a chip of the same block: his master's voice. Nothing else.

Shri Jawaharlal Nehru: May I say that I do not wish to be unfair to the House? Subsequently, Acharya Narendra Dev. having said this, also said that nevertheless, this movement has assumed a certain mass character, and, in order to be fair to the House, I shall read out some more passages:

"It has assumed a mass character in that area, and we have to find out the actual reasons which have led these masses to be thrown into the net of these communalists. I am anxious and I want that the communalist leaders should be isolated from the masses. And we should, therefore, try to understand with sympathy the reasons, however wrong they may be, which have led a large number of people to join the communal forces in the country."

Dr. S. P. Mookerjee: And then later on the suggestion he makes for a settlement? Please proceed to the end. "Repression will not do" etc.

Shri Jawaharlal Nehru: Oh yes. Of course. Naturally. I can assure the hon. Member that repression never solves a problem. I naturally accept that. There is no doubt about that.

Dr. N. B. Khare: Hearty congratulations.

Shri Jawaharlal Nehru: One correction. The hon. Member in this connection referred to the Militia being used, and said that there were largely Muslims. As a matter of fact, the total number of the Militia in the State is 5,720. The numbers are: Muslims—1,859; Hindus—2,763; Buddhists—645; Sikhs—618; Miscellaneous—I do not quite know what "Miscellaneous" means—24. And what is more,—this is the total State figures—the Militia in Jammu is very, very largely Hindu. The fact of the matter is—the hon. Member is aware of that,—that in the past no Kashmiri, Hindu or Muslim, was allowed to enter the Army. The Kashmiris felt it greatly that they were not allowed to enter the Army or any semi-armed formations like the Armed Constabulary and the rest. And the old Kashmir army was full of people from Jammu, from Hindus and Muslims both alike; so that, it is not easy to get a Kashmiri into the Militia for he is not used to it, and a great difficulty has thus grown up in the Kashmir Valley. In Jammu it is largely, almost entirely, a Hindu force.

I do not wish to go into this Praja Parishad movement. First of all, I entirely recognise that repression does not do; secondly, the grievances of the people concerned—I am talking about the larger number of people, the masses, and when I say grievances, I am referring to economic and like grievances at the moment—should be met, and to use the words of Acharya Narendra Dev, they should be separated from the wrong leadership that has misled them.

Dr. S. P. Mookerjee: Leave it to them to decide.

Shri Jawaharlal Nehru: I cannot decide it.

Dr. S. P. Mookerjee: Who is right and who is wrong?

Shri Jawaharlal Nehru: I cannot decide it. They will decide, of course. The decision has to come from them, not from me. That is true.

Now, there are two parts of this problem, the economic etc., dealing with land reforms and the rest, and the other which is purely political and constitutional. It seems to me an extraordinary thing that the agitation of a group in Jammu—a large group, if you like wants to affect the Constitution of India, wants to affect all kinds of problems, not only as between the State of Jammu and Kashmir, and India, but affecting our relations with Pakistan or our relations with the United Nations and everything else. It is an extraordinary thing that we should be called upon, or that a demand should be made upon us to do something, or if not to do something, to give assurances that we will do something, which has all these powerful and far-reaching consequences. It is a matter which five or six months back was carefully considered here, between the Government of India and the representatives of the Government of Kashmir; certain agreements were arrived at, which we thought, in the circumstances, good and adequate. Many of us wanted something more. That is a different matter. But in the balance, having discussed everything, we found that that was adequate, and that it increased much more the old quantum of integration than previously. In fact there is no doubt about it, that whatever financial or other integration might be necessary will have to take place. There is no lessening of the bond between Kashmir and India. In every way they are tied up to us.

But then again, we are asked about the United Nations and the rest. I am placed in a difficulty here. I do not want to go into the question of the rightness or wrongness of some actions

taken some four or five years ago. But here we are at the present moment. I want the Government of India to keep its face. I do not want to undo anything or withdraw anything that I have said at any time. We have a reputation, and a high reputation, and I do not think it does any good to a country to behave in a way which might discredit that reputation in the slightest. We gave our pledge in regard to Kashmir, to the United Nations. Well, it is true, if I may say so, that we have not had what I consider a very fair deal from them, and some great countries particularly have seemed to take a particular delight in putting forward propositions to which we cannot agree, because the basis of their thought is different. But there it is. My hon. friend asked me to send for the Praja Parishad leaders to discuss these matters of international and national concern. How can I discuss these matters with any person? What we are going to do is an intricate matter.

Dr. S. P. Mookerjee: Not even to discuss and to explain to them, so as to dispel their fears?

Shri Jawaharlal Nehru: As I have said, I am perfectly prepared to do it. I have done that once, as I said.

Dr. N. B. Khare: If you do it again, you will succeed.

Shri Jawaharlal Nehru: I am perfectly prepared to explain things, to any person and to dispel fears, in so far as I can.

Then again, may I point out that every State in India has a large measure of autonomy? If Uttar Pradesh or West Bengal or any other State had trouble, we will advise them. But we do not jump and interfere. It will be amazing if we send for the opposition of Dr. Bidhan Chandra Roy's Government in Bengal, to Delhi, to deal with it here. It is fantastic. How can any Government in any State carry on, when the Central Government starts dealing with the Opposition in that State, an Opposition not even in the Assembly there, but an Opposition outside? These are difficult things. It is not a question of prestige at all, let me assure the House. There is no prestige involved, and if any, it must be pretty fickle, and pretty fragile. So, to talk on these matters, it is not a question of prestige at all. But it is certainly a matter of doing it efficiently and in the right way, not by bypassing the Government there. We cannot deal with that in that manner.

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Dr. S. P. Mookerjee: No one has suggested that.

Shri Jawaharlal Nehru: I have taken an enormous amount of time, and I am very grateful to this House for the indulgence with which it has listened to me.

Shri H. N. Mukerjee (Calcutta North-East) rose—

Mr. Deputy-Speaker: Order, order. There has been a long debate. There is no necessity for any more questions. I shall now put the amendments to the vote of the House; if any hon. Member wants his or her amendment to be put separately I shall do so, but the rest I shall put together. I suppose the main groups are agreed upon this.

Shrimati Sucheta Kripalani (New Delhi): I want my amendment which reads as follows, to be put separately:

That at the end of the motion, the following be added:

"but regret that there is no adequate appreciation in the Address of the deteriorating economic condition and growing unemployment in the country nor any indication of any effective measures to tackle it."

Shri P. N. Rajabhoj (Sholapur—Reserved—Sch. Castes): I want my following amendment to be put separately:

That at the end of the motion the following be added:

"but regret that the Address fails to recognise the continuing deterioration in the conditions of the Scheduled Castes and other backward communities and to indicate positive steps to be taken to improve them."

Mr. Deputy-Speaker: I shall now put the first of these amendments to the vote of the House.

The question is:

That at the end of the motion, the following be added:

"but regret that there is no adequate appreciation in the Address of the deteriorating economic condition and growing unemployment in the country nor any indication of any effective measures to tackle it."

The House divided: Ayes, 64: Noes, 284.

Division No. I]

AYES

5 P.M.

Achalu, Shri
 Ajit Singh, Shri
 Amjad Ali, Shri
 Bahadur Singh, Shri
 Basu, Shri K. K.
 Biren Dutt, Shri
 Boovaraghasamy, Shri
 Buchhikotalah, Shri
 Chakravartty, Shrimati Renu
 Chatterjee, Shri N. C.
 Chatterjee, Shri Tushar
 Chattopadhyaya, Shri
 Chaudhuri, Shri T. K.
 Chowdary, Shri C. B.
 Damodaran, Shri N. P.
 Deogam, Shri
 Deshpande, Shri V. G.
 Gidwani, Shri
 Gurupadaswamy, Shri
 Hukam Singh, Shri
 Kelappan, Shri

Khare, Dr. N. B.
 Kripalani, Shrimati Sucheta
 Krishna, Shri M. B.
 Krishnaswami, Dr.
 Mascarene, Kumari Annie
 Mehta, Shri J. R.
 Menon, Shri Damodara
 Mishra, Pandit S. C.
 Misir, Shri V.
 Mookerjee, Dr. S. P.
 Mukerjee, Shri H. N.
 More, Shri S. S.
 Nair, Shri N. S.
 Nambiar, Shri
 Nana das Shri
 Narasimham, Shri S. V. L.
 Paudey, Dr. Natabar
 Punnoose, Shri
 Raghabechari, Shri
 Raghavalah, Shri
 Rajabhoj, Shri

Ramasami, Shri M. D.
 Ramnarayan Singh, Babu
 Randaman Singh, Shri
 Ranjit Singh, Shri
 Rao, Dr. Rama
 Rao, Shri Gopala
 Rao, Shri K. S.
 Rao, Shri P. R.
 Rao, Shri P. Subba
 Rao, Shri Mohana
 Rao, Shri Vittal
 Reddi, Shri Ramachandra
 Rishang Keishing, Shri
 Saba, Shri Meghnad
 Singh, Shri R. N.
 Subrahmanyam, Shri K.
 Swami, Shri Sivamurthi
 Swamy, Shri N. R. M.
 Vallatharas, Shri
 Veeraswami, Shri
 Verma, Shri Ramji
 Whinae, Shri

NOES

Abdus Sattar, Shri
 Achint Ram, Lala
 Achuthan, Shri
 Agarwal, Prof.
 Agarwal, Shri H. L.
 Agrawal, Shri M. L.
 Akarpuri, Sardar
 Alagesan, Shri
 Altekar, Shri
 Amrit Kaur, Rajkumari
 Anandchand, Shri
 Asthana, Shri
 Azad, Maulana
 Badan Singh, Ch.
 Balasubramaniam, Shri
 Baldev Singh, Sardar
 Bansal, Shri
 Barman, Shri
 Barupal, Shri
 Basappa, Shri
 Basu, Shri A. K.
 Bhagat, Shri B. R.
 Bhakta Darshan, Shri
 Bharati, Shri G. S.
 Bhartiya, Shri S. R.
 Bhargava, Pandit Thakur Das
 Bhatkar, Shri
 Bhatt, Shri C. S.
 Bhawanji, Shri
 Bheekha Bhal, Shri
 Bhonsle, Shri J. K.
 Biddari, Shri
 Birbal Singh, Shri
 Bogawat, Shri
 Borooah, Shri
 Bose, Shri P. C.

Burazohain, Shri
 Chacko, Shri P. T.
 Chanda, Shri Anil K.
 Chandak, Shri
 Chandrasekhar, Shrimati
 Chatterjee, Dr. Susilranjan
 Chaturvedi, Shri
 Chaudhary, Shri G. L.
 Chaudhury, Shri B. K.
 Chavda, Shri
 Chinaria, Shri
 Chaudhri, Shri M. Shaffee
 Dabhi, Shri
 Damodaran, Shri G. B.
 Das, Dr. M. M.
 Das, Shri B.
 Das, Shri B. K.
 Das, Shri Bell Ram
 Das, Shri K. K.
 Das, Shri Ram Dhanj
 Das, Shri Ramananda
 Das, Shri S. N.
 Das, Shri N. T.
 Datar, Shri
 Deb, Shri S. C.
 Desai, Shri K. K.
 Deshmukh, Shri O. D.
 Deshmukh, Shri K. G.
 Deshmukh, Dr. P. S.
 Deshpande, Shri G. H.
 Dholekai, Shri
 Dhulekar, Shri
 Dhuriya, Shri
 Digambar Singh, Shri
 Dube, Shri U. S.
 Dutt, Shri A. K.

Dutta, Shri S. K.
 Dwivedi, Shri D. P.
 Ebanezer, Dr.
 Fotedar, Pandit
 Gadgil, Shri
 Gandhi, Shri Feroze
 Gandhi, Shri M. M.
 Gandhi, Shri V. B.
 Ganga Devi, Shrimati
 Ganpati Ram, Shri
 Gautam, Shri C. D.
 Ghose, Shri S. M.
 Ghosh, Shri A.
 Ghulam Qader, Shri
 Gopi Ram, Shri
 Gounder, Shri K. P.
 Gounder, Shri K. S.
 Guha, Shri A. C.
 Gupta, Shri Badshah
 Hazarika, Shri J. N.
 Heda, Shri
 Hembrom, Shri
 Hyder Hussain, Ch.
 Ibrahim, Shri
 Islamuddin, Shri M.
 Iyyani, Shri E.
 Iyyanni, Shri C. R.
 Jagjivan Ram, Shri
 Jain, Shri A. P.
 Jangde, Shri
 Jayashri, Shrimati
 Jena, Shri K. C.
 Jena, Shri Niranjan
 Jethan, Shri
 Jha, Shri Bhagwat
 Jhunjhunwala, Shri
 Joshi, Shri Jethalal

Joshi, Shri Krishnacharya
 Joshi, Shri Liladhar
 Joshi, Shri M. D.
 Joshi, Shri N. L.
 Joshi, Shrimati Subhadra
 Jwala Prasad, Shri
 Kajrolkar, Shri
 Kakkan, Shri
 Kale, Shrimati A.
 Kanungo, Shri
 Kasliwal, Shri
 Katham, Shri
 Katju, Dr.
 Keshavajengar, Shri
 Khan, Shri S. A.
 Khedkar, Shri G. B.
 Khongmen, Shrimati
 Karolikar, Shri
 Kolay, Shri
 Krishna Chandra, Shri
 Krishnamachari, Shri T. T.
 Krishnappa, Shri M. V.
 Kureel, Shri B. N.
 Kureel, Shri P. L.
 Lal, Shri R. S.
 Lallanji, Shri
 Lakshmayya, Shri
 Laskar, Prof.
 Lingam, Shri N. M.
 Lotan Ra, Shri
 Madiah Gowda, Shri
 Mahodaya, Shri
 Mahtab, Shri
 Maltra, Pandit L. K.
 Majhi, Shri B. C.
 Malaviya, Shri K. D.
 Mallik, Shri U. S.
 Malviya, Pandit C. N.
 Malviya, Shri Motilal
 Mandal, Dr. P.
 Masoodi, Maulana
 Masuriya Din, Shri
 Mathew, Prof.
 Matthen, Shri
 Maydeo, Shrimati
 Mehta, Shri Balwant Sinha
 Mehta, Shri B. G.
 Minimata, Shrimati
 Mishra, Shri Bibhuti
 Mishra, Shri L. N.
 Mishra, Shri Lokenath
 Mishra, Shri M. P.
 Mishra, Shri S. N.
 Misra, Pandit Lingaraj
 Mohd. Akbar, Soff
 Mohiuddin, Shri
 Morarka, Shri
 More, Shri K. L.

Mukne, Shri Y. M.
 Musafir, Giani G. S.
 Muthu Krishnan, Shri
 Nair, Shri C. K.
 Namdhari, Shri
 Narasimhan, Shri C. B.
 Naskar, Shri P. S.
 Natakadkar, Shri
 Natesan, Shri
 Nathwani, Shri N. P.
 Nehru, Shri Jawaharlal
 Nehru, Shrimati Uma
 Neswi, Shri
 Nijalingappa, Shri
 Pande, Shri C. D.
 Pannalal, Shri
 Pant, Shri D. D.
 Paragi Lal, Ch.
 Parekh, Dr. J. N.
 Parmar, Shri B. B.
 Pataskar, Shri
 Patel, Shri B. K.
 Patel, Shri Rajeshwar
 Patel, Shrimati Maniben
 Patil, Shri Kanavade
 Pawar, Shri V. P.
 Prabhakar, Shri N.
 Rachiah, Shri N.
 Radha Raman, Shri
 Raghubir Sahai, Shri
 Raghunath Singh, Shri
 Raghuramiah, Shri
 Raj Bahadur, Shri
 Ram Das, Shri
 Ram Saran, Prof.
 Ram Subhag Singh, Dr.
 Ramanand Shastri Swami
 Ramaswamy, Shri P.
 Ranbir Singh, Ch.
 Rane, Shri
 Rao, Diwan Raghavendra
 Rao, Shri B. Shiva
 Raut, Shri Bhola
 Reddy, Shri H. S.
 Reddy, Shri Janardhan
 Reddy, Shri Viswanatha
 Roy, Shri B. N.
 Rup Narain, Shri
 Sahu, Shri Rameshwar
 Saigal, Sardar A. S.
 Saksena, Shri Mohanlal
 Samanta, Shri S. C.
 Sanganna, Shri
 Sarmah, Shri
 Satish Chandra, Shri
 Sen, Shri P. G.
 Sen, Shrimati Sushama
 Sewal, Shri A. R.

by the President

Shah, Shri C. C.
 Sharma, Pandit Balkrishna
 Sharma, Pandit K. C.
 Sharma, Prof. D. C.
 Sharma, Shri K. R.
 Sharma, Shri R. C.
 Shastri, Pandit A. R.
 Shastri, Shri H. N.
 Shobha Ram, Shri
 Siddhananjappa, Shri
 Singh, Shri D. N.
 Singh, Shri Babunath
 Singh, Shri H. P.
 Singh, Shri L. J.
 Singh, Shri M. N.
 Singh, Shri T. N.
 Singhal, Shri S. C.
 Sinha, Dr. S. N.
 Sinha, Shri A. P.
 Sinha, Shri Anrudha
 Sinha, Shri G. P.
 Sinha, Shri Jhulan
 Sinha, Shri N. P.
 Sinha, Shri Satya Narayan
 Sinha, Shrimati Tarkeshwari
 Sinhasan Singh, Shri
 Snatak, Shri
 Sodhia, Shri K. C.
 Somana, Shri N.
 Subrahmanyam, Shri T.
 Suresh Chandra, Dr.
 Suriya Prasad, Shri
 Swaminadhan, Shrimati Ammu
 Syed Ahmed, Shri
 Syed Mahmud, Dr.
 Tek Chand, Shri
 Telkikar Shri
 Tewari, Sardar B. B. S.
 Thimmalah, Shri
 Thomas, Shri A. M.
 Thomas, Shri A. V.
 Tivari, Shri V. N.
 Tiwari, Shri R. S.
 Tiwary, Pandit D. N.
 Tripathi, Shri H. V.
 Tripathi, Shri K. P.
 Tyagi, Shri
 Ukey, Shri
 Upadhyay, Shri M. D.
 Upadhyay, Shri Shiva Dayal
 Upadhyaya, Shri S. D.
 Vajshnav, Shri H. G.
 Varma, Shri B. B.
 [Vidyalankar, Shri
 Vijaya Lakshmi, Shrimati
 Viswanath Prasad, Shri
 Wilson, Shri J. N.
 Wodeyar, Shri
 Zaidi, Col.

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to recognise the continuing

deterioration in the conditions of the Scheduled Castes and other backward communities and to indicate positive steps to be taken to improve them."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that our foreign policy of neutrality has left us friendless in the world."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the absence of any attempt to mobilise manpower for increased food production, has obliged us to depend upon foreign food to an extent dangerous to national well-being."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the lack of a sound policy for the re-distribution of the country on a predominantly linguistic basis, has created a dangerous internal situation."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but while appreciating the decision of the Government to form a new Andhra State in the near future, regret that no similar decision has been taken with regard to the formation of Karnataka, Kerala, Maharashtra and Tamilnad and that not even a reference has been made in this respect."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret for the lack of interest on the part of the Government to appreciate the pitiable

plight of the Harijans and other backward communities and to formulate any scheme to redress their grievances from which they have been suffering for centuries."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret for the studied silence on the part of Government with regard to the welfare of labour which is the backbone of the Nation."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret to note that no mention whatsoever was made about the people in Part C States who are subjected to all sorts of miseries on account of the absence of the democratic form of Government."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (1) that no assurance has been given and no time-limit fixed for the re-organisation of States on linguistic basis and for the early formation of linguistic States in areas where the people have expressed clearly in favour of a linguistic State;
- (2) that no reference has even been made about the condition of Indians in Ceylon much less of any steps to relieve the sufferings of our nationals there; and
- (3) that no reference has also been made to the liquidation of foreign pockets still in existence on the Indian soil."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address gives no indication of any contemplated steps to avoid the recurrence of famine conditions and a complete dependence on the vagaries of monsoon."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has failed to take notice of the fact that the country has been wrongly apprised of the workability of the Five Year Plan which has no definite conception as yet as to the machinery and means and methods of putting it into effective action."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address, while referring to the aims of a welfare state in which all people of the country are partners, sharing alike the benefits and obligations, does not indicate the concrete measures which the Government intend to take to reach this objective in a speedy and effective manner."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address discloses that the question of regrouping of the country on linguistic basis, its real purpose and rationality has not been appreciated in the proper manner."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not indicate any steps to be taken to put an end to the influx of refugees from East Bengal and stop the systematic squeezing of Hindus from East Bengal."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not indicate any definite steps to be undertaken to make Pakistan realise the harm that it is doing to India by its policy of squeezing out Hindus and make it change its policy for the better."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not mention anything about the growing unemployment of the educated middle classes and rural labourers."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not hold out any hope for the reduction of the heavy taxation."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (a) that the Address has totally ignored the tense international situation and its possible repercussions on our defence policy;
- (b) that the Address does not disclose any programme for modernising our defence forces by adopting new organisational trends which ensure economy while increasing efficiency, although the Union Government is spending more than fifty five per cent. of its total general budget on the defence machinery;
- (c) that the Address has overlooked the vast possibility of utilising the expenditure on

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defence, not merely for increasing our defence strength and striking power but also for all round progress in socio-economic spheres;

- (d) that the Address gives no indication of concrete proposals for manufacturing India's defence requirements within the country so as to avoid dependence on other countries and to save foreign exchange;
- (e) that the Address has ignored the possibility of co-ordinating defence and civilian efforts especially in spheres of engineering, industries education, public health and food production;
- (f) that the Address makes no mention of any provision under the Five Year Plan or otherwise for absorbing, in the great nation-building programme, the defence personnel who are working beyond schedule and whose rehabilitation has to be provided for;
- (g) that the Address gives no indication of expending the scope of the Territorial Army and making it a citizen force for national defence;
- (h) that the Address has overlooked the importance of civil defence units and of semi-military civilian organisations which should be entitled to financial aid and training facilities from the Army, Navy and Air Force headquarters;
- (i) that the Address does not envisage the co-ordination of defence with other departments, especially with labour, for mobilising India's vast man-power for all-out national defence in emergencies and for all-round nation-building activities in times of peace;
- (j) that the Address has ignored the fact that without proper defence reorganization, it is not possible to rouse the enthusiasm of the nation either for defence or for development activities."

The motion was negatived

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to take note of the deplorable condition of the working class and other employees caused by problems like retrenchment, want of housing etc."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to take note of the deplorable condition of the refugees of West Bengal."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to refer to the problem of introduction of Legislative Assemblies in Part C States, viz. Tripura and Manipur."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has failed to give any direction to the States to take early steps for the fixation of a ceiling regarding land holdings and redistribution of surplus lands among the tillers of the soil."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no specific mention is made of the steps to be taken for the redistribution of all States of the Indian Union on linguistic lines."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to give any directives to the Government, of the States for taking early steps to implement the recommendations of the Planning Commission regarding the fixation of a ceiling on land-holdings and land distribution."

The motion was negatived.

Mr. Deputy-Speaker: The question is.

That at the end of the motion the following be added:

"but regret that there is no categorical condemnation in the Address of the recent statements of the President of the United States Government which amount to a declaration for the extension of armed conflict and aggression against a friendly nation, China."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no instructions have been issued for the recall of the ambulance unit from Korea, as a protest against the steps being taken by the United States Government for the extension of war on Asian soil."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no directive has been issued to the Government for its withdrawal from the Commonwealth, in spite of the racial and colonial regimes carried on by the British Government in East Africa, Malaya and other countries."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no notice has been taken of the collapse of industries, growth of unemployment, decrease of purchasing power, spreading of famine, and such other aspects of the deteriorating economic condition in the country."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no steps have been suggested for the revival of the collapsing handloom industry or to relieve unemployment and starvation among millions of handloom weavers."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has ignored the refugee problem, which is one of the major problems that has yet to be solved satisfactorily."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not mention a word about the serious situation created by retrenchment in industries like textiles, jute, tea, plantations, tanneries, shipping, mines etc., and in Government undertakings like ordinance Depots, Military Engineering Services, Central Public Works Department, and in Railways and the growing unemployment resulted thereon, and that it has also failed to mention the ever increasing deterioration of the living condition of the working class and the middle class employees due to high prices, inadequate dearness allowance, lack of housing and medical facilities."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has failed to guarantee reasonable working and living conditions to the toiling classes and in particular to the industrial and agricultural workers who are hard hit by the deepening of the economic crisis."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion, the following be added:

"but regret that the Address does not promise cancellation of the "Safeguarding of National security Rules 1949" promulgated by the then Governor-General and the reinstatement of all employees discharged or suspended under those Rules."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has failed to mention the havoc created by recent cyclone in the Districts of Tanjore and Trichinopoly of the Madras State and of the death caused to about 600 men, women, and children and of the loss of properties worth about 50 crores of rupees and to state what relief the Central Government intend giving to the affected people who are in the midst of a serious famine situation."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

(1) that at such an urgent juncture in human history when the whole world, and especially Asia, including India, is threatened with the menace of war and its effects, no positive statement clarifying our own position in terms of Mr. Eisenhower's latest and most dangerous move;

(2) that no definite time-limit has been stated with regard to the formation of the Andhra State;

(3) that while the Address gives us a rosy picture of all-round progress in India, the actual position is just the contrary, proving the optimism unrealistic."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

(1) that the foreign policy has failed to secure any effective support wherever India's or the Government's vital interest and honour are concerned;

(2) the attitude of complacency in regard to condition of minorities in East Bengal and failure to secure settlement of out-standing disputes with Pakistan e.g. evacuee property, canal water etc.;

(3) the failure on the part of the Government to deal with Jammu and Kashmir situation in a statesmanlike manner and, instead of resolving the deadlock in fair and just manner has resorted to ruthless repression;

(4) the failure to set up an impartial and independent tribunal to consider the question of reorganisation of existing States and realignment of their boundaries on linguistic and other considerations;

(5) the failure to appreciate the fact that the Five Year Plan has not created any enthusiasm in the public mind and there is no indication of the means and methods to implement the plan;

(6) the failure to make adequate provisions for the improvement of social and economic conditions of backward classes and the unrepresentative Commission appointed for the backward classes;

(7) the failure to take note of the deteriorating economic condition of the country specially in the rural areas;

(8) the failure to solve the problem of unemployment and to indicate any definite steps to be taken for the improvement of the present state of education in all stages for which so much concern has been expressed in the Address."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (a) that the Government instead of implementing the promises held out to the people by the Congress in its numerous resolutions is following an economic policy which helps to tighten the economic hold some of the foreign nations have on this country.

- (b) that the Address while referring to the importance the cottage industries have in providing work to the millions of unemployed or partially employed people in this country does not show sufficient appreciation of the fact that the attitude of the Government to the competing mill industries is already proving disastrous to the handloom and other cottage industries which the Government is pledged to foster."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (1) that the Address fails to recognise the explosiveness of the Far Eastern situation and does not contain suggestions for developing a Third Camp of neutral and free Nations of Asia to prevent the Big Power Rivalry from engulfing this continent;
- (2) that it fails to take note of the growing unemployment in the urban and rural areas of the country caused by the closure of mills, cutting down of shifts in factories, eviction of tenants from lands, retrenchment of staff in commercial and business undertakings;
- (3) that it fails to lay down concrete procedure for the implementation of the Five Year Plan for the achievement of the various tasks set by it;
- (4) that the Address fails to declare the Government's intention to disintegrate States

like Hyderabad and merge their constituents with the adjacent Linguistic territories; and

- (5) that it fails to assess realistically the consequences of de-control policy in respect of foodgrains and sugar as a result of which there are signs of an impending shortage of sugar in the country."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has failed to take into consideration the progressive decline in the purchasing power of the people and no measures have been suggested to counteract this tendency."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (1) that though the Address lays stress upon the importance of language and culture in the formation of States, it does not indicate any definite steps to reconstitute the states for which the people of South India have been agitating since so long;
- (2) that though the Address has expressed pleasure over the formation of new Andhra State, it does not say anything about united Karnataka which is suffering linguistically and economically from a long time and the people of which have given their consent to the J.V.P. Report;
- (3) that the Address does not mention anything regarding the burning problem of disintegration of Hyderabad regarding which all parties have openly resolved and consented to distribute the same among adjoining linguistic areas."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

[Mr. Deputy-Speaker]

"but regret—

- (1) that there is no indication of any immediate steps to set up an independent and impartial tribunal to inquire into the question of linguistic states and of the readjustment of boundaries of States, for the purpose of implementing the principle of forming linguistic states recognised in the Address;
- (2) that there is no indication of a proper appreciation of the lack of enthusiasm amongst the people for the first five year plan, nor of steps to be taken by Government to remedy (a) the inadequacy of developmental grants under the Plan for under-developed areas and (b) the deterioration of economic condition and discontent of the people in order to create the conditions necessary for the successful implementation of the Plan."

The motion was negatived

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (1) that the Government has failed to deal with the Jammu and Kashmir situation in a statesmanlike manner and instead of resolving the deadlock, has resorted to ruthless repression; and
- (2) that the Address has failed to take the realistic view of the international situation and has failed to notice that the foreign policy of the Government has failed and has alienated the sympathies of almost all the nations and both the blocs."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (1) that the Government has failed to deal with the Jammu and Kashmir situation in a statesmanlike manner and instead of resolving the deadlock, have permitted the Jammu and Kashmir Government to resort to ruthless repression:

(2) that there is no reference to the acute famine conditions prevailing in Maharashtra which has affected the lives of about four million of people;

(3) that a complacent view has been taken of the condition of the minorities in East Bengal and gives no indication of any real plan for the rehabilitation of the refugees;

(4) that there has been boosting of the Five Year Plan although it has failed to create any real enthusiasm among the people and the Government has given no real indication as to the means and methods whereby the Plan is to be implemented;

(5) that no reference has been made to strengthening of the defences of the country and the utilisation of the manpower of the country in view of the threatened international crisis;

(6) that no reference has been made to legislation for banning the slaughter of cows;

(7) that the Government is still planning to proceed with the Hindu Code in spite of public protests in different shapes and forms;

(8) that the Address has failed to take a realistic view of the international situation and has failed to notice that the foreign policy of the Government has failed and has alienated the sympathies of almost all the nations and both the blocs; and

(9) that the Address has failed to notice the steadily deteriorating economic condition of both the classes and masses as evidenced by the Police strike, the students strikes, the traders strikes, Patwari strikes, the teachers strikes etc."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that while emphasising the value of education to the progress of the people it has failed

to underline the urgent need for a planned and integrated educational policy throughout the country."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the absence of any reference to the prime need for discipline among all sections of the people and measures for making the country more discipline-minded."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret—

- (1) to note that the Government have failed to nominate in the personnel of the Backward Classes Commission any member representing the various important Scheduled Caste Organisations of the country and have totally ignored the desirability of nominating members of Parliament belonging to Scheduled Castes from amongst the Opposition Groups;
- (2) to note that Government have not taken any practical steps so far to provide land to the landless agricultural workers specially Harijans; and
- (3) to note that the Address makes no reference to any anxiety on the part of the Government to take special steps to ameliorate the economic conditions of the Harijans by way of granting financial assistance to their cottage industries e.g. leather tanning and shoe-making etc."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no indication is given as to the success achieved so far in the working of the

First Five Year Plan for the last two years and the methods to be taken to galvanise peoples' support"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no mention is made as to the minimum time-limit for ushering in the Andhra State as per Prime Minister's assurances given in the last session."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no scheme has been adumbrated as to the immediate exploitation of the waters of Krishna and the Godavari rivers so that the rice scarcity could be reduced and the threatening famine be averted in the south with special reference to Rayalaseema."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that there is no specific assurance for the redress of the grievances and improving the condition of the Backward classes in general and of the Scheduled castes in particular."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address discloses no positive and effective proposals for the serious economic and unemployment position of the country."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that while much concern has been expressed over the

[Mr. Deputy-Speaker]

existence of racial domination and discrimination in South Africa the Address has completely failed to mention what the Government of India are going to do to abolish untouchability."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no mention has been made with regard to any steps for implementing Article 46 of the Constitution aiming at the improvement of the social economic and educational conditions of the Scheduled Castes."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that though steps are being taken to bring into being a separate Andhra State no indication has been made with regard to the redistribution of the existing States on a definite linguistic basis with adjustment of boundaries and decentralisation of power"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address makes no mention at all with regard to the gigantic beggar problem and indication of the steps to tackle it and free the suffering humanity from hunger, starvation and unsettled life"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address has not mentioned the policy of the Government for solving the unemployment problem."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the actual conditions of life in the country, slump in the market, increase in unemployment, fall in the purchasing capacity and unrest amongst Government employees have not been taken into account and no indication is given of the steps that the Government proposes to take to meet the situation."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that no measures for the protection of Indians abroad and liberation of Indians in Foreign pockets on Indian soil are suggested"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address while referring to the appointment of a backward class commission fails to evaluate whether it includes the real representatives of backward classes and whether the terms of reference have been prepared so as to guarantee them adequate protection."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to recognise the fact that the policy of neutrality in foreign affairs has alienated the sympathies of all countries towards India and has only helped us in isolating ourselves from our real friends."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not mention about the giving of directions to state Governments particularly Bombay State for discontinuing such disastrous experiments like prohibition in view of the serious famine situation in different parts of the country particularly Maharashtra and Gujerat."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address while appreciating the formation of the Andhra State does not indicate precise steps to be taken to form other units on linguistic basis to satisfy the urge of the people in this issue."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address while referring to the Five Year Plan has failed to recognise that small irrigation projects particularly in a famine-stricken province like Maharashtra have not been given priority as against high schemes which will not be useful to the peasantry in the immediate future."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Five Year Plan has failed to provide any substantial relief to the Scheduled Castes and other backward communities whose interests should have been looked after by the planners with special consideration."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to indicate the steps the Government intend taking in order

that the State Governments introduce free compulsory education in the country."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not take note of the fact that the Railways do not provide adequate amenities to the travelling public particularly those who travel in the lower classes."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to take note of the growing unemployment in the country and also does not indicate how the Government intend ensuring proper living standard to the wage earners."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address fails to appreciate the genuine anxiety of Jammu people to remain in Indian Union and that no mention is made to assure them their constitutional place in India."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret for the lack of interest on the part of Government towards the deterioration of the Sanskrit teaching institutions started purely on Indian lines for propagation of Indian system of thoughts and culture with absolutely national aims and objects."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

[Mr. Deputy-Speaker]

"but regret to note an utter disregard of Ayurvedic system of medicine which is most suitable to the people of India and deserves a national recognition."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address falls to mention any active steps to prevent cow slaughter in India inspite of vigorous persistent demand all over the country."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not enunciate any correct policy in guaranteeing workers in private and governmental undertakings the right to form Trade Unions and in the matter of granting recognition to them by revising the present method of granting recognition to officially sponsored Trade Unions only such as Trade Unions on the Railways."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That at the end of the motion the following be added:

"but regret that the Address does not correctly estimate our relationship with neighbour countries in Western and South-Eastern Asia and that it does not show any indication of India's stand regarding the Middle-East Defence Organisation and the formation of a five-nation military liaison group for the defence of South-East Asia."

The motion was negatived.

Mr. Deputy-Speaker: Now, I will put the original motion to the House.

The question is:

That an Address be presented to the President in the following terms:

"That the Members of the House of the People assembled in this session are deeply grateful to the President for the Address which

he has been pleased to deliver to both the Houses of Parliament assembled together on the 11th February, 1953."

The motion was adopted.

Mr. Deputy-Speaker: We now adjourn till 5.45 P.M. today.

The House then adjourned till a Quarter to Six of the Clock:

The House re-assembled at a Quarter to Six of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1953-54

The Minister of Railways and Transport (Shri L. B. Shastri): Sir, I rise to present to the House the Budget for the Indian Railways for the year 1953-54. Without departing from the practice of delivering this speech in English, I have taken the liberty of supplying a text of it in Hindi to hon. Members along with other papers.

My thoughts turn on this occasion to the late Shri Gopalaswami Ayyangar, my distinguished predecessor in office. An able administrator, a wise statesman and a great gentleman, he has left his impress on whatever task he undertook. His passing away is a great national loss which all of us deeply mourn. I should acknowledge in particular our indebtedness to his stewardship of the vast railway undertaking during four years of considerable stress and strain.

I shall now proceed to give a brief financial resume covering the actuals for the year 1951-52 and the revised estimates for 1952-53. In February last year, it was estimated that the year 1951-52 would close with a surplus of Rs. 22.06 crores, but the surplus for the year was actually better by Rs. 6.28 crores.

As against the budget estimate of Rs. 112.19 crores under passenger traffic, the revised estimate for the current year has been placed at Rs. 102.05 crores, that is, a reduction of Rs. 10.14 crores. This reduction is accounted for by a drop of Rs. 2.19 crores under upper class traffic and Rs. 7.95 crores under third class traffic. The downward trend in upper class traffic which had been noticeable during the last few years has in this year taken a further sharp turn for the worse.

As against the budget estimate of goods earnings of Rs. 145.66 crores, I have taken the revised estimate at Rs. 144.56 crores, that is, a decrease of about Rs. one crore, though the trend of goods traffic during the year has been in line with anticipations. There has, however, been a setback recently, and the concluding part of the financial year may not show earnings on a par with the earlier part of the period. It is for this reason that the revised estimate for goods traffic has been placed at a lower figure.

The total gross receipts for the current year are now estimated at Rs. 269.55 crores involving a decrease of Rs. 12.61 crores, compared with the budget figure.

The original estimate of working expenses, namely, Rs. 187.69 crores, is now likely to go up by Rs. 1.16 crores to Rs. 188.85 crores, due mainly to the increased provision for repairs and maintenance of railways' assets and installations.

As a result of the major variations I have just mentioned, the surplus in the current year will stand at Rs. 9.48 crores only, against Rs. 23.47 crores estimated in the budget, a decrease of almost Rs. 14 crores.

I shall now come to the budget estimate for the year 1953-54. It seems that passenger traffic which had reached its peak in 1950-51, is adjusting itself to a normal level along with the restoration of the post-war inflationary economy of the country to equilibrium. It is difficult to forecast at what level the passenger traffic will ultimately stabilise itself. But with the anticipated economic development during the Plan period in various fields, a fairly good crop this year and the extension of railway lines, it would not be unreasonable to plan the budget estimate for passenger earnings in 1953-54 at more or less the same level as the revised estimate for the current year.

As regards goods earnings, a small improvement has been allowed in the next year's estimate, placing it at Rs. 147.60 crores, that is, about two per cent. above the revised estimate of the current year. There appears to be a steady healthy trend in the industrial production, and it is expected that with the Five Year Plan coming into stride, industrial activity should further increase both in the public and the private sector. The small improvement anticipated under this head has been arrived at after taking all this into account. No

significant variations are expected under other heads of earnings. Based on these anticipations, the budget estimate of total traffic receipts has been placed at Rs. 272.28 crores.

The estimate of working expenses has been placed at Rs. 191.20 crores, being Rs. 2.10 crores higher than the figure in the revised estimate of the current year. The increased provision to the extent of about Rs. one crore is for overtaking the arrears of repairs and maintenance of rolling stock track and other installations and the balance is for meeting the additional expenditure on staff. The cost of additional personnel required in connection with the implementation of the Adjudicator's Award, mainly on Railways belonging to the old Indian States, which came under the control of the Centre with effect from 1st April 1950, constitutes a major element of the increase in expenditure in the coming year.

Including Rs. 30 crores as appropriation to the Depreciation Reserve Fund and net miscellaneous expenditure of Rs. seven crores, the budget estimate for total working expenses will stand at Rs. 228.20 crores. The net Railway revenues are thus estimated at Rs. 44.08 crores, out of which Rs. 34.77 crores will have to be paid to General Revenues as Dividend under the Convention, leaving a surplus of Rs. 9.31 crores.

Turning to the estimates of expenditure on Works, Machinery and Rolling Stock of Railways, in the budget for 1952-53, a total provision of Rs. 79.10 crores was made for such expenditure. The revised estimate of the outlay on such works is Rs. 76.70 crores, representing a net reduction of Rs. 2.40 crores. The saving is due mainly to the slow progress of certain works and a decrease in the stores holding by the Railways. A sum of Rs. 49 lakhs was provided in the budget for construction of New Lines under Demand No. 15, against which the revised requirements are Rs. 74 lakhs. The increase of Rs. 25 lakhs over the budget provision is mainly attributable to acceleration of the progress of the Sangner-Deoli extension Project on the Western Railway.

Hon. Members will, I am sure, be interested in the progress made in the developmental works carried out during the year. In order to avoid making my speech longer than necessary, I shall, in brief, recount some of the more important works completed or taken up during this year.

[Shri L. B. Shastri]

- (i) Deers-Gandhi-
dha. section of
the Western
Railway. 170 miles long
metre gauge line
costing Rs. 5.50
crores. [Opened
by the President
in October 1952]
- (ii) Bijnor-Chandpur-
Siau section of
the Northern
Railway. A dismantled rail-
way line of 22
miles, restored
and opened to
traffic.
- (iii) Vasad-Kathana
line on the Wes-
tern Railway. The restoration of
this dismantled
line is expected
to be completed
this year.
- (iv) Quilon-Ernaku-
lam metre
gauge link on
the Southern
Railway. A start was made
in December last
on the construc-
tion of this line
for providing rail
facilities in Tra-
vancore Cochin
State. This line
will also connect
the port of Cochin
to the important
metre gauge sys-
tem of the South.
- (v) Kalyan Power
House on the
Central Rail-
way. Extension at a
cost of Rs. three
crores resulting
in the increased
supply of electri-
cal energy for
railway pur-
poses.

I am glad to announce that it has been possible to resume work on the construction of the rail-cum-road bridge over the Ganga near Mokameh. This work was suspended some time ago owing to differences of opinion regarding the siting of the bridge. With a view to settling the question of the location of the site finally, the Government requested Shri M. Visvesvaraya to give his expert advice and in accordance therewith, construction on this bridge has been restarted. I would like to take this opportunity to express Government's appreciation of the valuable services rendered by Shri M. Visvesvaraya in connection with this project.

Before proceeding to the Rehabilitation and Development Budget of the next year, I would like to make a brief reference to the Five Year Plan and the allocation made to the Railways in the Plan for that purpose. The Plan gives the highest priority to agricultural development with a view to making India self-sufficient in food as quickly as possible. It is also anticipated that there will be a considerable increase in industrial production during the period of the

Plan. The output of steel and cement, for instance, is expected to increase by about 40 per cent. and 80 per cent. respectively. On the whole, the Plan assumes an increase of about ten per cent. in freight traffic at the end of 1955-56. The Railways, being the most important means of transport, have to respond to the needs of development in both agriculture and industry.

The Railways have been allotted Rs. 400 crores for the five year period. This sum, while it would enable the pace of rehabilitation and expansion of rail facilities being maintained at a level higher than the previous period, would not be sufficient to meet all the requirements of the Railways which are considerable. Out of the total allotment of Rs. 400 crores, the Railways have to find Rs. 320 crores from their own resources, but a decrease in their net revenues as a result of the recession in passenger earnings may cut into this amount which the Railways have to provide. If, however, there is to be no further curtailment in our programme, the total allocation of Rs. 400 crores must be maintained. Indeed, only if more funds were made available to us, we could go beyond what we have so far planned and take up a few more urgent works and projects. We ourselves are keen and anxious to do so, but I am not unaware of the problems facing the Planning Commission. Their responsibility in the matter of allocation of resources for the development of other sectors of our economy is equally great. The bulk of Rs. 400 crores allocated to the Railways will go towards rehabilitation and improvement of existing machinery and equipment. The expenditure on the extension of rail facilities during the next two or three years will, therefore, have to be limited to what is absolutely essential. The development of new railway facilities will have to be dovetailed with industrial and other developments contemplated in the Plan.

I have framed the budget plans for the coming year in regard to Railways' Works, Machinery and Rolling Stock Programmes on this basis. The total provision made for the year 1953-54 for Works, Machinery and Rolling Stock is Rs. 79.61 crores, including works chargeable to Revenue. Of this, about Rs. 42 crores are for Rolling Stock and Machinery, Rs. 36.61 crores are for Works including Rs. 6.70 crores for construction of new lines and for restoration of dismantled lines. I have also allowed a crore for investment in road services.

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The provision for Rolling Stock and Machinery includes a sum of Rs. 15 crores for new acquisitions of rolling stock over and above the programmed deliveries. Under Works, a sum of Rs. 1.3 crores has been provided for the Integral Coach Building Factory, Perambur, which was taken in hand towards the end of 1951-52. The total estimated cost of this project is Rs. four crores approximately, and the factory building is likely to be completed by the middle of 1954. There is also a provision of Rs. 40 lakhs for the completion of the Kalyan Power House Extension and Rs. 13 lakhs for the construction of new stations, goods and marshalling yards at Alipur-Duar on the North Eastern Railway. A gross provision of Rs. 13.10 crores has been made for track renewals, and Rs. 13 lakhs for complete renewals of bridges washed away by floods in 1952 on the North Eastern Railway. The total provision made in the budget on staff quarters and staff amenities is Rs. 4.86 crores. Provisions of Rs. 30.54 lakhs and Rs. 25.30 lakhs have also been made for the State Railway Collieries and Vizagapatam Port respectively.

Of the twelve dismantled lines, restoration of which was approved by the Central Board of Transport in 1950, two have already been completed, two more will be restored in the present year and seven are nearing completion, while the remaining one, viz. Rohtak-Gohana-Panipat line on the Northern Railway, will be taken up during 1953-54, for which a provision of Rs. 22 lakhs has been made.

A provision of Rs. 1.89 crores has been made for the purchase of the Barsi Light Railway. This Railway is a narrow gauge line of about 200 miles long, of which a section of 36 miles known as the Latur Extension already belongs to the Government, while the rest of the line belongs to the Barsi Light Railway Company Ltd.

The following new lines are proposed to be taken in hand in the coming year:

- (1) **Khandwa-Hingoli Link**, 186 miles long, with a total anticipated cost of Rs. 7.50 crores. This will provide the necessary link between the Northern and Southern metre gauge systems and will avoid expensive ferrying of metre gauge stock.

- (2) Rail connection from Gua Barabil area to Manharpur

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Rourkela section, 31 miles long. The anticipated cost of this line is Rs. 3.5 crore and it is essential for the export of iron ore and for the steel expansion schemes.

- (3) **Champa-Korba line**, 22 miles long. The anticipated cost is Rs. 88 lakhs. It is required for obtaining good non-metallurgical coal in order to conserve metallurgical coal in the Bengal-Bihar coalfields.
- (4) **Gandhidham-Kandla Link**, seven miles long. This will cost Rs. 57 lakhs and is an extension of Deesa-Gandhidham line to Kandla Port which is being developed as a major harbour.
- (5) **Gop Katkola Link**, 21 miles long. This will cost Rs. 34 lakhs and will greatly shorten the present route for transport of limestone and other materials required by local industries.

In addition, surveys of seven other projects will also be undertaken in 1953-54, with a view to deciding upon their construction in the near future. These are:

- (1) **Diva-Dasgaon line**. Bombay.
- (2) **Electrification of Calcutta Suburban Section** in West Bengal.
- (3) **Mangalore-Hassan line** in Madras and Mysore States.
- (4) **Rail connection to Etah** in U.P.
- (5) **Rail connection to Chandigarh** in the Punjab.
- (6) **Tildanga-Khajuria-Malda line** in West Bengal.
- (7) **Fatehpur-Churu line** in Rajasthan.

The survey of Bhavnagar-Tarapur line in Saurashtra and reconnaissance surveys of broad gauge lines to Indore in Madhya Bharat and between Barabail and Sambalpur in Orissa have already been taken in hand in the current year.

This programme is an indication of the Government's earnestness to go ahead with the construction of new lines for economic development, in spite of the pressing needs of rehabilitation.

I may now make a brief reference to the existing position of our rolling stock. It is a matter of gratification that our indigenous production is able to meet the normal annual requirements of the Railways in regard to

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rails, wagons and coaches. I am anxious to ensure that our imports are reduced to the minimum. In fact, we have already decided not to import any more coaches except for the commitments already made. However, some wagons to make up our huge arrears, the overtaking of which can brook no further delay, have to be imported. Locomotives too would have to be obtained from abroad, but here also vigorous efforts are being made to make ourselves self-sufficient within a prescribed period.

Out of the 239 locomotives acquired, or expected to be acquired in the current year, 36 locomotives would be from Chittaranjan Locomotive Works, which went into production in 1950. These Works have altogether produced 49 broad gauge engines up to the end of December 1952. The actual output has been somewhat less than the target originally fixed, mainly due to difficulties in procurement of certain spare parts which cannot yet be manufactured at Chittaranjan. The present is making about 70 per cent. of the components required for a complete locomotive, and the remaining 30 per cent. are still imported. It is expected that, by the end of 1954, all components, except some proprietary and special items will be manufactured at Chittaranjan. The Tata Locomotive and Engineering Company Ltd., which are at present producing metre gauge locomotives, have turned out 35 locomotives up to the end of January 1953. Chittaranjan Locomotive Works and Tata Locomotive and Engineering Co., Ltd. when they reach full production, will between them be in a position to manufacture all the steam locomotives required to cover the normal annual replacements on the Indian Railways.

The question of additions to passenger coaches has continued to receive attention and, in 1951-52, 771 new vehicles were put into service, as compared with 479 in the preceding year. To augment the production of passenger coaches, work in connection with the construction of a new coach building factory at Perambur was started in January, 1952. When this factory attains full production, it is expected to turn out 350 all steel light-weight integral type coach body shells per annum in single shift working. This will add considerably to the indigenous carriage building capacity.

The manufacture of wagons is now well established in India for over 30 years, and wagons produced in Calcutta are comparable with the best

manufactured abroad. In the Budget year, out of about 11,000 wagons for which provision has been made, about 7,000 will be fabricated in the country and 4,000 procured from abroad. Experimental orders for the manufacture of some general purposes types of wagons have also been placed on some other Indian firms, who are new to this work, but have structural engineering experience. If they can successfully complete these experimental orders, they will be used to help in bridging the gap between the existing indigenous capacity and our annual requirements.

There has been a general improvement in the efficiency of the workshops and loco sheds which have been modernised in a number of cases. This is reflected in our ability to put into service a larger number of engines, coaches and wagons which ordinarily would not have been possible if we had not improved our workshops. The possibility of manufacture of signalling and interlocking equipment in railway workshops is also under consideration.

I shall now proceed to give hon. Members a brief account of the working and performance of the railway undertaking. The integration of the railway system into six zones has been completed. As I said on a previous occasion, I am carefully watching the working of the six integrated railways, especially in regard to their efficiency and operating costs. I may mention that some railways have found it possible even in this short period to cater to the conveniences of the public by the extension of the existing train services or by the introduction of new services. It is, however, not claimed that the integrated Railways have settled down in all details. Certain problems, of course, are still arising in their day to day working and they are being dealt with as they arise.

I am glad to note that the operating efficiency of the Railways has been maintained during the year under review and, in some respects, performance has actually been better than last year. According to the composite index of operating efficiency, the broad gauge railways have recorded an improvement from 100.7 in 1950-51 to 102.8 in 1951-52, while, on the metre gauge, the index of 92.4 in 1950-51 has moved up to 93.6. In regard to punctuality, the percentage of trains not losing time on the broad gauge railways has been 78.4 in the first half of 1952 as against 77.1 in the

corresponding period of the previous year. The corresponding figure for the metre gauge system is 81 in 1952 against 74.3 in 1951. The wagon and locomotive usage has also been better on the broad gauge in 1952, but in this respect there has been a slight setback on the metre gauge. Generally speaking, the standard of performance on some of the metre gauge sections has not yet come up to the mark and they are receiving special attention by liberal allocation of funds to provide for increase in rolling stock holdings and improved facilities for repairs and maintenance.

We are devoting special attention to removal of bottlenecks in respect of movement of traffic beyond Bezvada towards Madras and the transshipment difficulties on some of the break of gauge junctions like Sabarmati, as well as to augmentation of line capacity on some sections to assist increased movement of coal, iron and steel. This is important not only for operational reasons but also from the point of view of the trade and commercial interests concerned. We have, therefore, given top priority to this matter even over development of new railway lines. It is proposed to spend about Rs. 4 crores on them. The completion of these works will certainly take some time, but will be attended to with the utmost speed.

I made a reference during the budget debates last year to the discomforts of third class passenger and conditions at small stations lacking even in the minimum of facilities. I am glad to say that in the matter of providing amenities, a special drive has been instituted this year, and, perhaps, for the first time no part of the budgeted amount under this head will lapse. Certain minimum amenities like waiting halls, benches, drinking water supply, improved platform surfacing, better booking arrangements, etc. will be gradually provided at all stations irrespective of their size and status. At the more important stations, improved lighting arrangements, coverings over passenger platforms and improved arrangements for dealing with luggage etc. are proposed to be provided.

There are other directions also in which either action has been initiated this year, or the existing drive has been intensified to give more comforts to Third Class passengers. Railways have again been reminded that special steps should be taken to ensure supplies of pure drinking water to passengers. Arrangements have been made to have meals served to Third Class passengers in their compart-

ments from dining cars. The facilities for advance booking of Third Class passengers on important mail and express trains and reservation of Third class seats in special carriages for long distance travel has also been further extended in the current year.

One of the major problems which the railways have had to tackle since the War is that of over-crowding. Efforts are being continuously made to ease the position. The passenger train miles have increased from 93 millions in 1948-49 to 105 millions in 1951-52. During the current year, from 1st April 1952 to 1st January 1953, 109 new trains have been introduced and the runs of 108 trains extended, involving a net increase in the daily passenger train miles of 9850, of which 5483 are on the broad gauge, 4210 on the metre gauge and 157 on the narrow gauge. There are, however, certain sections on Indian Railways, where overcrowding still persists. Steps are being taken to remove overcrowding in these particular sections also. I expect that, with the detailed section-wise investigation that we have now undertaken and the progressive increase in rolling stock and line capacity, the position regarding overcrowding even in isolated areas will be appreciably improved in the very near future. Moreover, the addition of 771 coaching vehicles I have referred to earlier, will help substantially to relieve overcrowding as the replaced stock will continue in service for some time. Appreciating that the travel conditions on the ex-Assam Railway section of the North Eastern Railway call for special attention, I have appointed an ad hoc departmental committee of senior Railway officers to study in detail the travel conditions and passenger amenities in this region and to make a report within a month.

Hon. Members are aware of the steps taken to place the Railway Stores Organisation on a satisfactory basis. The reorganisation of Stores has been taken in hand following the recommendations of the Indian Railway Stores Enquiry Committee to which I had referred in my last budget speech. But progress has been held up pending settlement of certain details with the Ministry of Works, Housing and Supply. It will be recalled that this Enquiry Committee had recommended that the responsibility for the procurement of specialised railway stores should be taken over by the Ministry of Railways. In the meantime, a standard catalogue of railway stores is under compilation in order to improve the system of procurement.

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With a view to preventing over-stocking and full utilisation of the existing stocks, arrangements have been made for co-ordinating, controlling and rationalising the use of stores on an all-India basis. As a result of this, a reduction in stores balances of about Rs. five crores is expected by the end of the budget year.

Wide divergencies had been prevalent on Indian Railways in respect of stores nomenclature, servicing and repairs to rolling stock, methods of training staff, availability and usage of rolling stock, etc. A Standards Advisory Committee of experts has been set up to introduce standardisation in all aspects of railway working. A great deal of detailed work has already been done by the Committee and the extent of variations in the working, as between different railways and between different regions of the same railway, is being gradually narrowed down.

The Railway Fuel Enquiry Committee which was set up last year submitted an interim report in April 1952. The final report has just been received and is being studied by our experts. In examining the Railway fuel problems, the Committee has taken due note of the country's coal reserves and normal production and the various demands throughout the country. It has also examined the system of grading and pricing of coal and the potentialities of coal washing and blending. The recommendations which deal *inter alia* with geographical rationalisation of supply and distribution of coal and a special plan for supply of coal to South India, are calculated to save railways substantial sums of money each year. I would like to express on behalf of Government our appreciation of the valuable work of Shri Driver, Chairman, and other Members of the Committee.

Simultaneously with the acceleration of our manufacturing programme, it has become necessary to expand our research and testing organisations. It has been possible, during the current year, to set up this organisation under a Director of Research, Railway Board with headquarters at Lucknow and with two sub-centres, one at Chittaranjan and the other at Lonavla in Bombay. The sub-centre at Chittaranjan is being equipped for starting chemical and metallurgical research while that at Lonavla will deal with all problems connected with buildings. Laboratory which was set up at

Shakurbasti, near Delhi, in 1948, will also be transferred to Lonavla where better facilities exist for this work.

Hon. Members are aware that a Railway Centenary Exhibition is being organised in Delhi on a big scale and will be opened by the Prime Minister on the 7th of March. It has been organised to portray one hundred years of operation and development of rail transport in this country and the part played by the railways in the national economy. Field exhibits will include rolling stock of early and modern designs. A special purpose of the exhibition is to encourage indigenous industry to manufacture specialised railway stores and components in increasingly larger ranges. A museum will be set up in the exhibition grounds to display the principal items of railway equipment in use, and information will be made available in regard to their specifications, annual consumption and the feasibility of their production in India. It is hoped that the main objective of the exhibition in furthering the railways' efforts towards self-sufficiency will be amply fulfilled. When the exhibition comes to a close at New Delhi, it is proposed to operate two exhibition trains, one broad and one metre gauge to visit important centres throughout the country, so as to give an opportunity to the people of India to learn as much as possible about their Railways.

I shall now refer to some of the new proposals we are going to implement. They are sufficiently important from the users' as well as the railways' point of view. There has been a long cherished desire on the part of the members of this House as well as the general public outside for the restoration of the old travel concessions. I would have very much liked to restore most, if not all, of the travel concessions that were previously in force, but having regard to the conditions of travel and the downward trend in passenger earnings, I will be excused if I am somewhat hesitant in this matter. Nevertheless, Railways have been asked to examine the question of providing concession return tickets and introduce them where travel conditions are not likely to be worsened.

Besides these, we propose to introduce the following further concessions:—

- (i) Railways are being authorised to issue concession tickets for educational tours

to parties of teachers of recognised schools. Students are already entitled to such concessions.

- (ii) Concession tickets to volunteers working on community projects.

- (iii) It is proposed to issue during the first half of April, which is the month when the Railway Centenary is to be celebrated, "the travel-as-you-like tickets" for third class passengers on each individual zonal railway available for 14 days. Should it prove encouraging, the Railways will consider whether such tickets should not be issued on other suitable occasions.

For some time now, Government have been considering the revision of the Constitution of the existing Local Advisory Committees, in the context of re-grouping of railways in larger units and with a view to securing better representation of railway users. It has also been felt that more frequent opportunities should be afforded for closer consultation between railway users and the Railway Administrations at different levels on matters relating to the service provided by railways and improving the efficiency of such service. To secure these objects, it has been decided to establish, in place of the existing Advisory Committees: (1) Railway Users' Consultative Committee at the regional or divisional levels, (2) a Zonal Railway Users' Consultative Committee at the Headquarters of each Railway, and (3) a National Railway Users' Consultative Council at the Centre. The Railway Users' Consultative Committees in the regions or divisions will represent the local users in the territories served by the Railway including agricultural interests. This new addition, I am sure, will prove fruitful as it would give wider representation to different sections and various interests. The National Railway Users' Consultative Council at the Centre will deal with matters of all-India importance relating to the services and facilities provided by the railways, and the Zonal Committee would naturally deal with the same matters in regard to that zone only. All the Committees and the National Council to be established will be consultative in character. Arrangements for implementing these proposals are already in hand and the new bodies will, I expect, be set up soon.

There has been further improvement in the settlement of compensation claims for goods lost or damaged by the Railways during this year. The average time taken in settling compensation claims has declined from 94 days in 1949-50 to 75 days in 1950-51 and 72 days in 1951-52. Railway Administrations have also been asked to sort out the old cases still awaiting settlement and accord them the highest priority.

Notwithstanding the measures taken to reduce the number of new claims, the incoming of fresh claims has not shown any appreciable reduction, and a greater proportion of these claims has been found to be due to continued and organised gang thefts on Railways both in running trains and yards and stations. Prevention as well as detection of thefts and punishment of offenders is principally a law and order problem, for which the State Governments are ultimately responsible. I have recently been considering this question in its different aspects in consultation with my hon. colleague, the Minister for Home Affairs, and it has been decided by Government to depute immediately a senior official of the Home Ministry to the Headquarters of the six railway systems in India, with a view in devising, after consultation with the General Managers and the State Government officials, effective preventive measures to combat this menace.

Meanwhile, the question of strengthening and reorganising the Railway Watch and Ward cadre is also being separately considered in order to increase its effectiveness. We have other proposals also under consideration. It is essential to take prompt action in regard to this question and we propose to take definite steps after consulting the State Governments at an early date.

In the course of the debate on the Railway Budget last year, hon. Members of this and the other House made an impassioned plea that the Railways should give a lead in the matter of elimination of class distinctions by abolishing different passenger classes. I said in reply that, while this ideal was worth pursuing, abolition of all classes in railway travel in one stride was not a practicable proposition. I, however, felt that there was hardly any need for first class accommodation on Indian Railways, and I gave an assurance that the question of abolition of first class would be examined at the earliest opportunity. First class accommodation has been

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withdrawn with effect from 1st October 1952 from all branch lines, excepting those which form links between two important main lines, and also from the less important trains on the main lines. It has also been decided that first class accommodation should be withdrawn from all trains with effect from 1st April 1953, except from some of the mail and express trains. I hope it will be possible to withdraw first class accommodation completely by October next. It has been decided that on minor branch lines there should be two classes only, i.e. Third Class and either Second or Inter, as traffic warrants, unless it is considered that third class accommodation is enough. The process might be considered slow but it is better to proceed rather cautiously, but firmly no doubt. I am clear in my mind that we should have a minimum number of classes. The second step should be to keep only two classes—Upper and Lower, besides the air-conditioned accommodation. I do not, however, want to take any hasty steps as I do feel that any further reduction in the number of classes in railway trains must await a study of the public reaction to and financial implications of the abolition of the first class.

The initial success of this vast undertaking is mainly due to the staff who really run the railways. The officers are undoubtedly responsible for guidance, supervision and control of the whole organisation but the others, whether a pointsman or a fitter, a clerk or a station master, perform an equally important task in their own sphere. Co-operation between officers and staff is the primary need for the efficient running of the railways. I am glad that this need is being increasingly realised by both. I hope, and I am sure, the officers would get the requisite courtesy and obedience that is their due and they in turn would give the staff a sympathetic hearing and constantly keep a helpful, fair and friendly attitude towards them.

I am very happy to say that during the year, the relations between the workers, their representatives and the railways were very cordial. I must congratulate the two Federations who, in spite of difficulties, have shown consideration in their dealings and appreciation of the other's point of view. I would not be far wrong when I say that if they have not got all that they demanded, we have given all that was possible within our resources. But

I must also regretfully mention that there are groups who have not hesitated to embitter relations and have tried to inflame the workers and have even gone to the length of encouraging lightning strikes. (Shri Nambiar (Mayuram): Without any reason whatsoever?) This attitude is obviously wrong as it definitely harms the workers. I am strongly of the view that the way of peace is the surest way of success. The two Federations have achieved solid results by pursuing the method of mutual negotiations and discussions. I am doubtful if formation of more unions will be in the real interest of the workers. The more consolidation there is among the workers and the more they remain as one, the larger would be the resultant benefits. I have, therefore, more than once made an earnest appeal to the two Federations to merge or at least to work unitedly. This will not only expedite mutual discussions and decisions but also lead to happy and harmonious relations amongst all the workers belonging to various sections.

I would now like to touch upon a few important matters which concern the staff generally. These are—(i) Promotion by seniority; (ii) grievances of staff in regard to the day to day working of the administration; (iii) Class II Services; and (iv) Ad Hoc Tribunal.

(i) *Promotion by seniority.*—It is essential that all important and key positions on railways should be filled by selection on the basis of merit, which alone will ensure efficient and smooth running of this complex machinery. It is already the established practice on the Railways for these selections to be made as a result of the recommendations of Selection Boards. Complaints have, of course, been voiced against the way these Boards function, but that in itself is an argument in favour of improving the methods adopted by them and not scrapping them. On the other hand, it seems only fair that staff who enter the railway service should be enabled to reach on the basis of seniority, posts upto a reasonably high level, beyond which only the process of selection should operate. The matter has been considered in great detail and tentative conclusions have been reached regarding the level up to which promotions will go solely by seniority, subject, of course, to an employee not being declared unsuitable. We have also

considered the steps necessary to put on a satisfactory basis the procedure of Selection Boards. In accordance with the undertaking given by the Railway Board to the two Federations, these tentative conclusions will be discussed with them and thereafter final orders will be issued.

(ii) *Grievances of the staff in regard to the day to day working of the administration.*—Persistent complaints have been received from staff regarding delays in payment of monies due to them and in the grant of leave and passes. In many cases, allegations have been made that there is a considerable amount of corruption in the offices in which these matters are dealt with. A committee of Directors of the Railway Board has been set up to enquire thoroughly into these complaints and suggest ways and means for effecting improvement. This committee has made a preliminary examination of the position on the Northern Railway and a procedure designed to eliminate complaints is being evolved. The investigation will be pursued on other railways as well. It is hoped that, as a result of the action taken on the findings of the committee, delays in the payment of dues or sanction of leave and passes will be minimised.

(iii) *Class II Services.*—During the last budget session, and I think in earlier years too, reference has been made in this House to the Class II Service on the Railways. The question of abolition of the Class II Service is an intricate one. I would not like to go into the merits of the question now and shall only consider here two important matters which have been exercising the minds of the Class II officers. One of them is that the quota for promotion to Class I Service, viz. 25 per cent. of vacancies has not been fully implemented. I have made enquiries and I find that there is substance in this complaint. Steps are now being taken to grant promotions to the full quota and this should, in fact, be completed in the near future. I have also decided that the existing quota of promotion should be increased from 25 per cent. to 33½ per cent. of vacancies in order to facilitate promotions for a larger number. The second matter is in regard to those who are appointed to officiate in the senior scale from Class II. I admit there is an element of hardship when Class II officers, after having officiated for a considerable period of time, have to revert to Class II. I am, therefore, directing that it should be ensured that those Class II officers,

who have been officiating in the Senior Scale for more than three years should be so retained in an officiating capacity, without having to revert. The cases of officers who might have been previously officiating in the senior scale for more than three years but reverted subsequently will also be considered.

(iv) *Ad Hoc Tribunal.*—The permanent negotiating machinery set up on the Indian Railways with effect from 1st January 1952 is functioning satisfactorily and matters not settled at the railway level are being taken up by the All India Railwaymen's Federation and the Indian National Railway Workers' Federation at their quarterly meetings with the Railway Board. Under the negotiating machinery agreed upon, provision exists for the setting up of an ad hoc Tribunal to which could be referred matters of importance in which no agreement is reached after discussion between the Railway Board and the Federations. The two Federations have been pressing for the setting up of this Tribunal for the disposal of certain issues which are of vital importance from the point of view of the staff and I am glad to inform the House that we have agreed to the setting up of such an ad hoc Tribunal. The actual mechanics of setting up the Tribunal and the selection of the Chairman are under consideration and it is hoped that it will be possible to announce the personnel and the subjects to be referred thereto very soon. I have every hope that, as a result of the deliberations of this ad hoc Tribunal, the most important points of difference between organised labour and the Railway Administrations will be settled satisfactorily and that the existing harmonious relations with labour will not suffer any disturbance for a considerable time to come.

The recommendations of the Central Pay Commission have been almost fully implemented on all Indian Railways, including the ex-States Railways which came under the control of the Centre from the 1st April 1950. The Joint Advisory Committee's recommendations and the Adjudicator's Award have also been largely carried out on all Railways and the residual portion is expected to be completed in the next year, for which adequate provisions have been made in the Budget.

During the debates on railway matters in the last few years, one persistent complaint which has been voiced by Members of Parliament was about the prevalence of corruption among

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the railway staff. In an effort to track down and bring to book staff who commit these offences, almost all railways have set up an anti-corruption organisation which is functioning in addition to and in collaboration with the Special Police Establishment. A number of cases of fraud and cheating has been detected by this organisation and deterrent action has been taken. I recognise, however, that our efforts have not succeeded to the extent expected. An independent enquiry into the prevalence of this evil and the methods adopted would probably be of great value in indicating what additional measures should be taken to achieve its complete elimination. I have, therefore, decided to appoint a committee of Members of Parliament and if necessary, a few others to investigate this problem and report to Government. The terms of reference of the Committee would be:—

- (i) Extent of corruption prevalent among various categories of Railway employees in their dealings with the public.
- (ii) Methods adopted by the staff concerned.
- (iii) Causes of corruption.
- (iv) Responsibility of the using public.
- (v) Defects, if any, in rules and regulations which leave loopholes for corruption.
- (vi) Remedial measures, both administrative and legal, to eradicate this evil in all its aspects.

During my visits to various parts of the country, I have had occasion to meet quite a large number of railway workers and to visit their residential colonies. It has pained me to see the conditions in which some of our staff are at present living. In this very city a month back, I visited an old railway colony which every one of us would like to see demolished. Similar were my feelings when I went to see the wagons being used as quarters at Sealdah Station. I know there are limitations and I do realise that the problem cannot be solved at one stroke. All the same, we have to speed up the construction of houses for workers. Given the time, we should definitely be able to provide for better living conditions. Our progress this year, has on the whole not been unsatisfactory. The total number of quarters which have been built or

are being built during the current year is about 8,000, a majority of which is intended for Class IV employees. The provision made in the Budget would enable another 8,000 quarters being constructed in the coming year.

The medical facilities available to railway workers in railway hospitals and dispensaries are also being augmented. There are mobile dispensaries also working on some of the Railways which have done very useful work at way-side stations. Associations, clubs, institutes and co-operative societies are springing up for the benefit of all. Schools have also been financed to a greater extent than before but we do not want to add further to our responsibility in this behalf. The existing schools would certainly be maintained and maintained well.

I have in the past on more than one occasion emphasised the great importance of establishing better relations between the using public and the railway staff. The Railwayman comes into contact with hundreds of thousands of people and his efficiency is, in the last analysis, judged by his capacity to satisfy the using public. In view of the various shortcomings like overcrowding, shortage of wagons, coaches and other equipment, it is all the more necessary to appreciate their difficulties and try to help them to the utmost. Railwaymen should remember that it is their duty to look to the needs and comforts of an exacting public by their courteous behaviour, tact and good manners.

I would like to acknowledge here the willing service which has been rendered during the past year by all ranks of railwaymen. I consider it a proud privilege to maintain the best of relations with the staff as I cannot differentiate between colleagues and co-workers who are placed in various categories but have a common responsibility. My earnest appeal to all of them is to live and work in peace and have no suspicion or doubt in their minds regarding any possible lack of will on my part to find out reasonable solutions of their problems. The next three years, the remaining period of the Plan, are crucial for us. Railways cannot afford to lag behind other developmental activities of the country. Commerce and industry should feel reassured of our capacity to serve their needs which is essential for the general prosperity of the country. Let us, therefore, strengthen the Railways by making them self-sufficient and try to raise their standard of work and efficiency in every direction. Difficult days lie ahead and unremitt-

ting labour and the capacity to forego the present advantages for the sake of a better future alone can pull us through. We must remember that we have on us the great responsibility of building anew our economy and let it not be said that we were wanting. Railwaymen are on their trial and they must play their rightful role in the task that the country has set before itself.

TRAINING AND EMPLOYMENT BILL

The Minister of Agriculture (Dr. P. S. Deshmukh): I beg to move for leave to withdraw the Bill to make provision for employment and training for employment and to establish a comprehensive youth employment service.

Mr. Deputy-Speaker: The question is:

"That leave be granted to withdraw the Bill to make provision for employment and training for

employment and to establish a comprehensive youth employment service."

The motion was adopted.

CHILDREN'S PROTECTION BILL

The Minister of Agriculture (Dr. P. S. Deshmukh): I beg to move for leave to withdraw the Bill to provide for protection, maintenance, custody, education and employment of children.

Mr. Deputy-Speaker: The question is:

"That leave be granted to withdraw the Bill to provide for protection, maintenance, custody, education and employment of children."

The motion was adopted.

The House then adjourned till Two of the Clock on Thursday, the 19th February, 1953.